

**Transport for the South East
Partnership Board Meeting**

Agenda

13 March 2023 13:00-16:00

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 Tony Page Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Cllr David Monk Leader Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Cllr Gary Hackwell Portfolio Holder for Business Management Medway Council	Cllr Elaine Hills Co-Chair for the Environment, Transport, and Sustainability Committee Brighton and Hove City 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 Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
Vince Lucas Director VA Rail LTD (jointly representing LEPs)	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Ian Phillips Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure, Surrey County Council	Cllr Phil Jordan Cabinet Member for Infrastructure and Transport, Isle of Wight Council	Ellie Burrows Route Managing Director for Southern Region Network Rail

Apologies:

Cllr Rob Humby, Leader, Hampshire County Council

Cllr Alan Jarrett, Leader, Medway Council

Cllr Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Minutes from last meeting (p5-17)	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Statements from the public	Cllr Keith Glazier
For Decision		
5	Strategic Investment Plan (p18-205)	Rupert Clubb / Rachel Ford / Steer
6	SIP Communications Plan (p206-217)	Hollie Farley
7	SIP Delivery (p218-253) - Delivery Action Plan - Monitoring and Evaluation	Sarah Valentine
8	Finance Update (p254-315) - Spend to end Feb 2023 - Draft Budget 2023/24 - Annual Report - Business Plan	Rachel Ford
9	Electric Vehicle Charging Infrastructure Strategy (p316-422)	Benn White / Arcadis
10	Centre of Excellence (p423-438) - Phase 1 outputs - Commission of phase 2	Emily Bailey / Arup
11	Technical call off contract procurement (p439-441)	Rupert Clubb
For Information		
12	Lead Officer's Report (p442-443)	Rupert Clubb

13	Technical Programme Update (p444-450) <ul style="list-style-type: none"> - Future Mobility - Decarbonisation - Freight, Logistics and Gateways Strategy - Bus Back Better - Local Capability (outputs and delivery) - Future workstreams 	Mark Valleley
14	Communications and Stakeholder engagement update (p451-468) <ul style="list-style-type: none"> - Comms and stakeholder engagement plan 	Lucy Dixon-Thompson
15	Transport Forum (p469-472)	Geoff French
16	Responses to Consultations (p473-491)	Rupert Clubb
17	AOB	All
18	Date of Next Meeting 03 July 2023 10:00-13:00	

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
Benn White	Transport for the South East
Hollie Farley	Transport for the South East
Emily Bailey	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
David Stempfer	Surrey County Council
Eric Owens	West Berkshire
Pete Boustred	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Frank Baxter	Hampshire County Council
James Hammond	Folkestone & Hythe District 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
Darryl Hemmings	West Sussex
Stuart Kistruck	Network Rail

**TfSE Partnership Board
23 January 2023 (Virtual) 13:00-16:00
Minutes**

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Tony Page Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Ian Phillips Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)	Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport, Isle of Wight Council	Cllr Elaine Hills, Deputy Chair of the Environment, Transport, and Sustainability Committee Brighton and Hove City 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 Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County Council
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
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 David Brake, Medway Council (sub for Cllr Alan Jarret, Leader for Medway Council)
Cllr Eamonn Keogh, Cabinet Member for Transport and District Regeneration, Hampshire County Council		

Guests:

Steven Bishop, Director, Steer

Apologies:

- Cllr Alan Jarrett, Leader for Medway Council
- Vince Lucas, Director VA Rail LTD, (jointly representing LEPs)
- Cllr Rob Humby, Leader of the Council, Hampshire County Council
- Cllr Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council
- John Halsall, Route Managing Director for South East

Officers attending Virtually:

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

Matt Davey, West Sussex County Council
 Nick Harris, National Highways
 Chris Maddocks, Reading Borough Council
 James Hammond, Folkestone & Hythe District Council
 Pete Boustred, Southampton City Council
 David Stempfer, Surrey County Council
 Lyndon Mendes, Surrey County Council
 Felicity Tidbury, Portsmouth City Council
 Frank Baxter, Hampshire County Council
 Dominic McGrath, Hampshire County Council
 James Hammond, Folkestone & Hythe District Council
 Joseph Ratcliffe, Kent County Council
 Andy Rhind, DfT
 Alexander Pringle, SDNPA
 Dee O'Rourke, Medway Council
 Mark Prior, Brighton and Hove City Council
 Mark Welch, Kent County Council
 Stuart Kistruck, Network Rail

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 David Brake who is attending on behalf of Cllr Alan Jarret, Medway Council.	
1.3 Cllr Glazier introduced Stephen Bishop (SB), who will be presenting the SIP delivery plan.	

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. Lead Officer's Report	
<p>5.1 Rupert Clubb (RC) took introduced the item and guided the Partnership Board through the paper.</p> <p>5.2 RC noted that the strategic investment plan was considered at the previous Board meeting, and constituent authorities are taking it through their democratic processes if required.</p> <p>5.3 RC welcomed the current collaboration between TfSE and neighbouring STBs, such as the decarbonisation project that sees all seven STBs working together for a shared outcome.</p> <p>5.4 RC noted that TfSE are eagerly anticipating the local transport planning guidance.</p> <p>5.5 There has also been the joint work on developing Regional Centre's of Excellence, which sets out what support can be offered to local transport authorities to deliver their local transport plans.</p> <p>5.6 RC welcomed Mat Jasper as Scheme Development Manager who will be supporting Sarah Valentine with analysis and appraisal.</p> <p>5.7 Emily Bailey has recently been appointed as dedicated project manager for Centre of Excellence.</p> <p>5.8 RC informed the Board that we have been successful in our recent recruitment for a Transport Strategy manager, which will commence end February.</p> <p>5.9 RC thanked Hollie Farley for her work within TfSE and wished her luck in her new role.</p>	

6. SIP Next Steps	
<p>6.1 Sarah Valentine (SV) introduced this item and provided the Board with insight into the delivery plan for the strategic investment plan.</p> <p><u>Delivery Action Plan</u></p> <p>6.2 SV noted that the SIP contained some 280 multi-modal scheme and policy interventions that are required to be delivered in the South East over the next 28 years to realise the vision set out in the Transport Strategy.</p> <p>6.3 Delivery of these interventions will require input from a number of different partners working in collaboration, and the exact arrangements will vary from scheme to scheme.</p> <p>6.4 A series of workshops with key delivery partners have been undertaken, which examined individual schemes in detail. The results of these discussions are being collated into a Delivery Action Plan for the SIP, setting out when, how and by whom the schemes will be progressed.</p> <p>6.5 This document will be regularly reviewed and updated and will form the baseline from which future monitoring and evaluation of the SIP can be measured.</p> <p>6.6 The development of this has been progressed to identify which schemes need to progress in the next three years and what support is needed to enable partners to deliver. While all schemes are priorities, we will begin to look at a prioritisation list of the SIP.</p> <p>6.7 Due to external events and changing fiscal circumstances, we need to be able to respond to government priorities rapidly. All STBs are preparing to provide prioritised, evidenced advice across all modes of transport, should investment demands change in the future. Consequently, we are developing processes whereby we can identify 'Top 10' schemes either from the SIP in its entirety, or specifically for a particular mode or funding stream.</p> <p>6.8 It was noted that the SIP delivery action plan will be delivered simultaneously in March with the strategic investment plan itself, which have involved extensive engagement with partners who are responsible for each scheme.</p> <p>6.9 The process of the delivery will follow the format of the Transport Strategy, as this was established as the baseline.</p> <p>6.10 SV iterated the importance of the alignment of schemes with new government priorities such as levelling up, but also with authorities' local transport plans (LTPs) and their particular targets and ambitions.</p> <p><u>Monitoring and Evaluation</u></p> <p>6.11 A clear robust approach to monitoring and evaluation is needed to ensure the successful delivery of the interventions included in the SIP. It will be important to ensure this mechanism provides a clear line of sight from</p>	

the transport strategy's vision, through to the Strategic Investment Plans delivery. It will also be 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.

6.12 The Transport Strategy sets 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 input at one end of a logic map through to the expected outputs and impacts/outcomes at the other end.

6.13 To progress the development of a Monitoring and Evaluation Framework a workshop was held recently with our constituent authorities to help inform the approach that we should take. The workshop considered development of 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.

6.14 The main outcomes from the workshop were for further consideration to be given to the role(s) of TfSE in delivering the SIP, and whether targets per scheme should be set. There was support for schemes to undertake a post opening project evaluation (POPE), and there was an interest in exploring how this could be included as part of the development of a Centre of Excellence.

Common Analytical Framework (CAF)

6.15 SV set out the intention for development of a common analytical framework (CAF) for the Board. Regardless of the delivery route or partner, it is likely that many of the schemes within the SIP will require a business case to secure their funding.

6.16 TfSE have recently engaged with other STBs to look at how the tools that TfN have developed could be applicable to not only TfSE, but other STBs too.

6.17 We have £300,000 allocated to this workstream in 2022/23, and recently commissioned £20,000 to Steer, to support TfSE in reviewing the analytical framework required to progress the SIP, as well as for future strategy and implementation planning work. SV introduced Steve Bishop (SB) to the Board for a detailed update on progress.

6.18 SB presented the aims of the study for the Board. It looked to identify what support is required to deliver the SIP at pace, what local partners require, to what extent it can align with the CAF, and to what pace the framework can be developed.

6.19 SB informed the Board of the approach to the review, which was initiated via a scoping workshop, which subsequently reviewed analytical requirements and gap analysis, and concluded with an action plan.

6.20 The gap analysis highlighted 9 key areas. Examples are local modelling, resource constraints and carbon reduction.

6.21 After a literature review was conducted, four scenarios were identified for how TfSE could progress its analytical framework, working in partnership with LTAs, government and its national bodies, and other STBs. These were presented to the Board and can be found in supporting documents on our Partnership Board page.

6.22 An action plan has been developed to set out the investments and tasks to be pursued over the next three years to develop the analytical framework in line with the preferred scenario. It sets out seven work areas, a summary of the tasks, the workstream lead for each work area, whether delivery of the work can be brought forward in the current financial year, and the indicative cost.

6.23 SV set out the intention for the remaining £280,000 which is set out in Appendix 3 for this item. These are split out between common analytical framework development, and also scheme development tools.

6.24 SV notes that there is support for a common analytical framework which is used by all seven STBs, but recognise that there will be the need for bespoke work.

6.25 Andy Rhind (AR) puts forward the DfT's support for the current progress on the analytical framework.

6.26 Daniel Ruiz (DR) queries whether TfSE would be precluded from any future modules developed by STBs on a shared common analytical framework. SV confirms that while STBs may lead on bespoke tools for their LTAs needs, all modules will become a shared resource. This will avoid excessive divergence.

6.27 DR further queried the intention for procurements for the remaining £280,000. SV confirms that there will be consultation with the other STBs to ensure best value for money on joint procurements, but also to commission STBs themselves to develop tools. Furthermore, Steer will be direct awarded for smaller pieces of work to ensure continuity and consistency on work streams linked to bespoke tools, such as SEELUM. RC assures that procurements will be completed in line with the accountable body standing orders..

6.28 Cllr Page (TP) asked for clarity on the focus of the analytical framework from the DfT. AR confirmed that TfSE are able to utilise existing tools, where provided by other STBs, and are welcome to adapt it to fit the gap analysis discovered by TfSE's LTAs.

6.29 TP welcomes the upcoming quantifiable carbon reduction (QCR) guidance, and notes it is an important issue. TP queries whether the promotion of new electric cars is factored into the embedded carbon trajectories for this guidance. AR assures that the guidance will include assessments of the embedded carbon, and will confirm at future Board meetings.

<p>6.30 AR confirms that he will pick up those queries raised with Rupert Clubb (RC) and revert to the Board with a formal response.</p> <p>6.31 RC informed the Board of recent engagement with DfT and STBs, where they discussed challenges on resourcing. Workstreams across all STBs are being engaged to ensure alignment and knowledge sharing where possible to remove the risk of duplication. Consideration is being given to new avenues, such as technical apprenticeships, to prepare for the future.</p> <p>6.32 Geoff French queried what safeguarding is in place for future budgets. RC noted that all schemes will have to go through their respective business case, which will then seek funding and be subsequently programmed.</p> <p>6.33 The recommendations were agreed by the Partnership Board.</p> <p>RECOMMENDATIONS: The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the progress with the development of a Delivery Action Plan for the SIP; (2) Note the progress with the development of a TfSE Monitoring and Evaluation Framework; (3) Agree the proposed three year routemap for the development of an analytical framework to support business cases and the delivery of the schemes within the SIP; and (4) Agree the list of short term accelerated activities for the analytical framework and agree that this should be submitted to DfT to request the release of the remainder of the funding allocated for this financial year. 	
7. Finance Update	
<p>7.1 Rachel Ford (RF) introduced this item and guided the Partnership Board through the paper. The three aims of this paper are to; update the current spend to the end of December 2022 including forecasts for end of year spend, note the position on funding discussions with the Department, and development of the business plan and annual report for 2023/24.</p> <p>7.2 RF turned attention to Appendix 1 of the Finance paper, which sets out the financial position to the end of December, as well as the forecast to the end of March.</p> <p>7.3 A substantive amount of the finance spend to date covers the technical programme. We are forecasting a spend of £1.8million on the technical work programme by end of March 2023. This will be continually reviewed until the end of financial year.</p> <p>7.4 Our staffing costs are currently under forecast, due to delays in recruiting the full complement of staff.</p> <p>7.5 We anticipate a £1.2 million technical programme spend to be carried forward into 2023/24, which includes the £260,000 for centre of excellence</p>	

<p>and £280,000 for the analytical framework, which we are waiting to draw down from DfT.</p> <p>7.6 The vast majority is reserved for existing workstreams, and ringfenced for specific activities, or already committed.</p> <p>7.7 We expect the levels of carry forward to reduce in future years as a result of the indicative funding allocations set out by the Department.</p> <p>7.8 The indicative funding allocation for 2023/24 is £2,065,000 as set out in the funding agreement letter from Baroness Vere last financial year. This will be confirmed by DfT in funding discussions, pending business plan approval.</p> <p>7.9 RF drew the Board's attention to appendix 3 is the proposed skeleton outline of the annual report, and appendix 4 is the proposed skeleton outline of the business plan.</p> <p>7.10 Daniel Ruiz (DR) asked for clarity on discrepancies between the budget and the forecast. RF informed the process for funding the centres of excellence and analytical framework, noting that the DfT requested us to submit proposals for these two workstreams in order to draw down funding.</p> <p>7.11 RF also clarified the four additional workstreams; electric vehicle charging infrastructure strategy, decarbonisation, bus back better and local capability. TfSE should have received this funding October 2021, with the intention of spending concluding by March 2022. As a result of this delay, the additional £700,000 has rolled into future funding allocations. RF notes that with a full staffing complement we are prepared to fulfill the carry forward and future budget.</p> <p>7.12 The recommendations were noted by the Partnership Board.</p> <p>RECOMMENDATIONS: The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the current financial position for 2022/23 to the end of December 2022, including the forecasts for end of year spend; (2) Note the position on funding discussions with the Department for Transport for 2023/24; (3) Note that work has commenced on the business plan and annual report for 2023/24. 	
<p>8. Governance Group Update</p>	
<p>8.1 Cllr Tony Page (TP) introduced this item and guided the Partnership Board through the paper.</p> <p>8.2 TP informed the Board that the governance group met on 12 January to review the revised intra authority agreement and to discuss the audit and governance committee, which this group will evolve to.</p>	

<p>8.3 TP sought agreement for the five nominated members (to include Cllr Joy Dennis, who is currently not featured in the paper) to form the audit and governance committee as set out in the Board paper.</p> <p>8.4 RF clarified the intra authority agreement (IAA) revisions for the Board. The two high level changes are:</p> <ol style="list-style-type: none"> 1. Hold harmless clause: new clause which asks all constituent authorities to hold harmless the lead authority in respect of any liabilities that could arise under a third party contract. This also protects TfSE from legal challenge from another authority within the partnership 2. Clarity over the role of the Lead Authority in entering into Third Party Contracts: to clarify the existing clause around the status of the Lead Authority as the contracting party on behalf of TfSE. <p>8.5 Ian Phillips (IP) queried the possibility of a local enterprise partnership joining the audit and governance committee. It was agreed that this would be raised at the first audit and governance committee meeting to consider the addition of a LEP representative.</p> <p>8.6 DR welcomes the support of a LEP representative at the audit and governance committee and notes his and Vince Lucas' (VL) willingness to join if required.</p> <p>8.7 The recommendations were agreed by the Partnership Board.</p> <p>RECOMMENDATIONS: The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the discussions at the recent meeting of the Governance sub-group; (2) Agree the proposed high level changes to the Intra Authority Agreement, subject to further discussions with Senior Officers; (3) Agree the Terms of Reference for the Audit and Governance Committee; (4) Appoint members to the Audit and Governance Committee; and (5) Agree the Audit and Governance Committee will lead a review of the Transport Forum in 2023/24. 	
<p>9. Technical Programme Update</p>	
<p>9.1 Mark Valleley (MV) introduced this item and guided the Partnership Board through the paper.</p> <p>9.2 MV informed the Board on the recent progress of the Bus Back Better workstream. Phase one included a programme of engagement to identify support topics that could be used to aid local authorities implementation of their bus service improvement plans (BSIPs), which was successful in identifying 11 areas and has now concluded. Now in phase two, the implementation of support packages is being delivered to local authorities, to help achieve their bus service improvement plans, irrespective of funding. Engagement is ongoing with constituent authorities, to keep them up to date on upcoming webinars and circulating outputs that are delivered per support package.</p>	

9.3 TfSE are developing an electric vehicle charging strategy, supported by Arcadis. The works completed to date include a policy review, to understand progress made by our constituent authorities. Baseline forecasts of current uptake of electric vehicles have been produced. Future forecasts of uptake have also been created to support the roll out of the electric vehicle charging. The final work package is the strategy and action plan document, which has commenced. To accelerate the roll out, an extensive programme of engagement has been established.

9.4 MV provided the Board with an update on delivery of TfSE's future mobility strategy. The future mobility forum has been reinvigorated, supported by WSP, and a working subgroup is being established to look at future mobility in a rural context. WSP are currently developing further technical briefs, which looks at a shared knowledge hub, a propensity tool and future propulsion strategy.

9.4 In 2022, the freight strategy was endorsed by the Board. Since then, we have undertaken a study to look at the provision of lorry parking facilities in the south east and the existing infrastructure.

9.5 There is a request for quote due to be issued to reinvigorate the Freight Forum, while supporting the development of the freight strategy. This commission will also include preparing briefs for further study work reviewing provision on warehouse facilities and what needs to be done to increase supply, the potential role of coastal shipping, overcoming the issue of public freight sector blindness and freight consolidation.

9.6 There is a further study looking at alternative fuels for freight, and where these sites could exist, while remaining agnostic about the fuel type. This will support local authorities, as well as the freight sector, understand where implementation may be required.

9.7 MV updated the Board on recent decarbonisation progress. Collaborative works with England's Economic Heartland and Transport East has been established to develop a decarbonisation toolkit to enable local authorities to respond to the forthcoming local transport guidance and quantifiable carbon reduction guidance. This will inform local authorities on a consistent basis, and support them in developing plans to enable them to reach net zero.

9.8 On local authority capacity building, an extensive programme of engagement was undertaken between LTAs and TFSE, to help local authorities identify their local transport priorities. Several support topics have been identified and are now being delivered. These can be found in item 9.

9.9 Ian Phillips (IP) queried whether air traffic or shipping are being considered within the decarbonisation workstream, and if they are not, are they being considered elsewhere. MV confirmed that TfSE focus on surface transport and that aviation and shipping is looked at nationally. RC notes that aviation and shipping decarbonisation remains with the Department.

9.10 The recommendations were agreed by the Partnership Board.

<p>RECOMMENDATIONS:</p> <p>The members of the Partnership Board are recommended to:</p> <p>1) note the progress with the ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP);</p> <p>(2) note the progress with the development an electric vehicle charging infrastructure strategy for the TfSE area;</p> <p>(3) note the progress with the delivery TfSE’s future mobility strategy;</p> <p>(4) note the progress with the delivery TfSE’s freight logistics and gateways strategy; (5) note the progress with the joint work being progressed on decarbonisation;</p> <p>(6) note the progress with the work being progressed to develop local capability; and</p> <p>(7) Agree:</p> <ul style="list-style-type: none"> - to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of the second stage of the electric vehicle infrastructure strategy - to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of further future mobility strategy and freight strategy related study work. 	
<p>10. Communications and Stakeholder engagement update</p>	
<p>10.1 Hollie Farley (HF) introduced this item and guided the Partnership Board through the paper.</p> <p>10.2 HF informed the Board for the planned engagement for the strategic investment plan subsequent to the March Partnership Board. The intention is for the SIP to be handed to government, pending approval with the Board, and a formal launch event to take place in the autumn of 2023. More detail will be shared when available.</p> <p>10.3 Engagement has been continuing for the additional DfT workstreams, including electric vehicle charging infrastructure forums, freight reinvigoration and development on the future mobility. The Bus Back Better workstream has called for a newsletter and website to be developed to promote upcoming webinars and materials for the support packages. This copy and asset is being shared with England’s Economic Heartland and Transport East as they are working jointly on this project, to ensure the same reach is provided across the neighbouring STBs.</p> <p>10.4 Universities meeting on Wednesday 25 January is now being held virtually. This will cover future mobility, active travel and centres of excellence. Board Members are welcome to join this event.</p> <p>10.5 HF noted that the next private sector stakeholder meeting is held on 31 January in London.</p>	

<p>10.6 Sarah Valentine spoke the south east's development conference where she joined a panel session on boosting inclusive growth through major infrastructure projects.</p> <p>10.7 HF informed the Board of the STB conference which will be held 5 June 2023 at the Vox in Birmingham. More detail will be shared when available.</p> <p>10.8 The members of the Partnership Board noted the engagement and communication activity that has been undertaken since the last board meeting.</p>	
<p>11. Transport Forum</p>	
<p>11.1 Geoff French (GF) introduced this item and guided the Partnership Board through the paper.</p> <p>11.2 GF noted that to date, the Transport Forum has provided a good way of keeping a wide range of people over a wide range of modes informed via discussion and presentations.</p> <p>11.3 There has been consideration given to the future of this Forum, to ensure it remains fit for purpose. We want to keep conversations at the appropriate level, and offer attendees the opportunity to attend alternate meetings where they are able to discuss topics of their interest at a more in depth level.</p> <p>11.4 The refresh of the Transport Forum will be discussed at future audit and governance committees.</p> <p>11.5 RC recalled 2017 Board meeting, which formally established the Transport Forum. Since then, it has been used to consult on many workstreams that TfSE has developed. The Forum has evolved, and diversified over the years, and thanked the Forum Chair for balancing those differing views and bringing them back to the Board.</p> <p>11.6 Five years on, and with TfSE moving into its next phase, it is timely to consider the future structure and terms of reference for this group. Cllr Keith Glazier (KG) requests a paper be brought to future Board to set out this intention and ask Members to formally agree.</p> <p>11.7 The Partnership Board noted the recent meeting of the Transport Forum and considered the Chair's comments.</p>	
<p>12. Responses to consultations</p>	
<p>12.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board through the paper.</p> <p>12.2 RC informed the Board of the first consultation response listed in the papers, which is East Sussex County Council's initial consultation on their local transport plans. RC noted that TfSE have completed a number of these responses to local authority consultations, principally encouraging authorities who are taking forward their next phase of their transport plans to</p>	

<p>have a line of sight to the transport strategy, as it has robust evidence to support them.</p> <p>12.3 TfSE's response to the Arundel A27 supplementary consultation reaffirms TfSE's support for this scheme to be part of a broader solution for the A27.</p> <p>12.4 The recommendations were all agreed by the Partnership Board members, except for SDNPA, who abstained from this agreement.</p> <p>RECOMMENDATION: The members of the Partnership Board are recommended to agree the draft responses to the following consultations: (1) East Sussex County Council – Local Transport Plan 4 initial consultation (2) National Highways – A27 Arundel Bypass supplementary consultation.</p>	
<p>13. AOB</p>	
<p>13.1 No other business was raised.</p>	
<p>14. Date of Next Meeting</p>	
<p>14.1 It was noted that the date for the next Partnership Board meeting will be 13 March 2023, 13:00-16:00 in person at LGA, 18 Smith Square, London.</p>	

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**

Purpose of report: **To agree the final Strategic Investment Plan and Integrated Sustainability Appraisal**

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.**

1. Overview

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

1.2 At the Partnership Board meeting on 14 November 2022, the final draft versions of the SIP and Integrated Sustainability Appraisal (ISA) were agreed, subject to a number of minor drafting changes.

1.3 In addition, a number of constituent authorities wished to seek the formal agreement of their authorities before giving final approval to the SIP and its supporting Integrated Sustainability Appraisal.

1.4 The purpose of this report is to seek approval for the final version of the SIP and Integrated Sustainability Appraisal.

2. Amendments to the draft SIP

2.1 At the Partnership Board meeting on 14 November 2022, members of the Partnership Board identified a number of minor amendments that they wished to see to the SIP. These included the need to strengthen the focus on decarbonisation and the environment throughout the document, including making it clear that addressing climate change is a key aim of the SIP.

2.2 Additional amendments included a request that recognition is given to the fact that some constituent authorities have arrangements in place to deliver against net zero targets earlier than 2050. Further clarity has also been provided to demonstrate that the financial ask of the SIP is above and beyond the funding that Local Transport Authorities already receive. A number of minor textual changes were also identified at the Partnership Board meeting in November 2022.

2.3 Following this feedback and subsequent discussions with constituent authorities, the amendments set out above have been made. The SIP document has also been intensively proof-read which has identified the need for additional minor corrections to be made. These minor corrections were approved by the Lead Officer and the Chair of the Partnership Board under the delegated authority agreed for this purpose at the last Board meeting.

2.4 A final version of the SIP is contained in Appendix 1, with a final version of the Integrated Sustainability Appraisal contained in Appendix 2. Members of the Partnership Board are recommended to agree both documents.

2.5 A number of communications tools and summary documents have been developed to support the communications and engagement activities for the final SIP. These are presented under Agenda Item 6.

3. Constituent authority approvals

3.1 All of the constituent authorities submitted responses to the three month public consultation on the SIP that ran from June 2022 to September 2022. The individual comments received have been incorporated into the final version of the SIP, as appropriate.

3.2 Individual local authority protocols mean that some constituent authorities were required to seek approval for the draft final version of the SIP via their formal council procedures. Others have delegated authority, enabling Board members to approve the final version at their discretion. Following the Partnership Board meeting in November 2022, all authorities received a copy of the final SIP and were asked to complete their governance processes in advance of this meeting of the Board.

3.3 The majority of authorities and co-opted board members have subsequently confirmed their approval for the SIP. However, some authorities had committee or cabinet dates scheduled for early March. A verbal update will be provided at the meeting to confirm that all authorities who chose to take the final SIP through their governance processes have approved the document.

4. Next steps

4.1 Subject to the approval of the Partnership Board, the SIP will be submitted to central government following this meeting. Further information about the submission to government and the communications activity to support this is set out in Agenda Item 6.

5. Conclusions and Recommendations

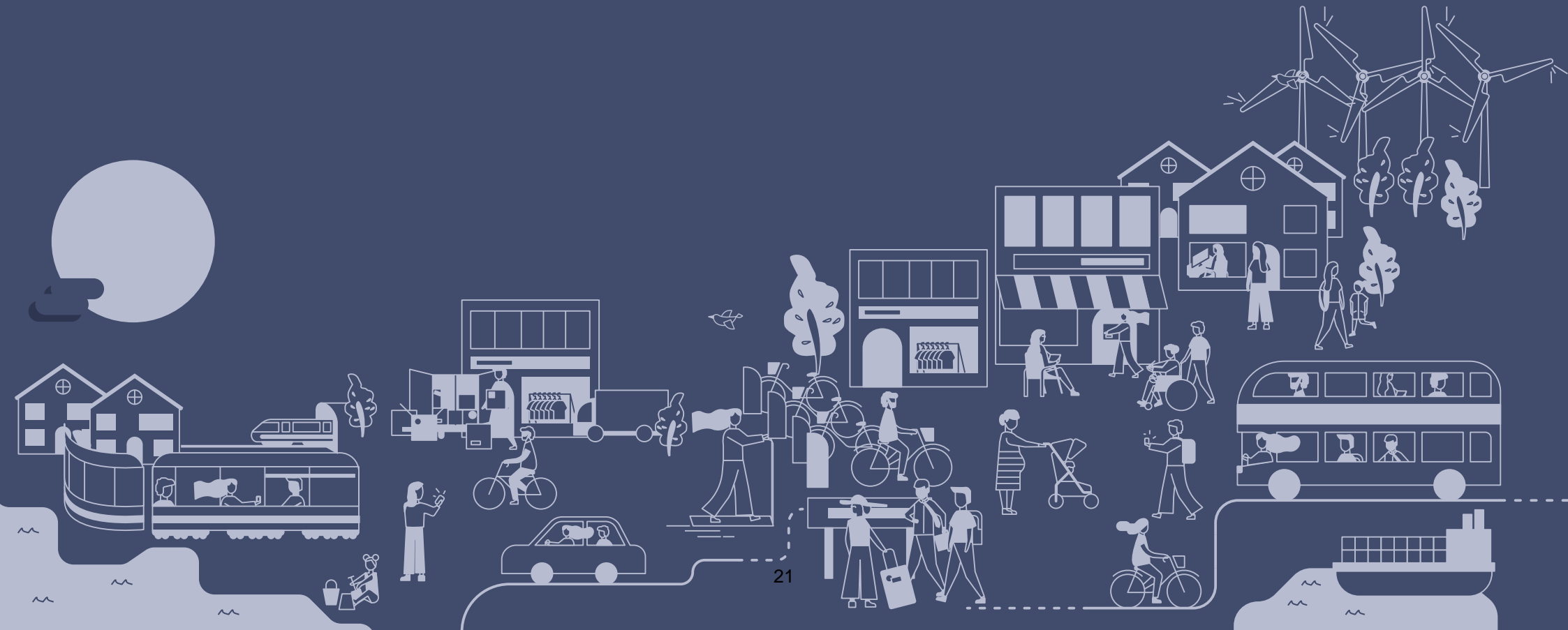
5.1 Following the Partnership Board meeting on 14 November 2022, further amendments have been made to the strategy to take account of the comments received.

5.2 The Partnership Board are recommended to agree the final versions of the SIP in Appendix 1 and the Integrated Sustainability Appraisal in Appendix 2.

RUPERT CLUBB
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A Strategic Investment Plan for the South East



A Strategic Investment Plan for the South East

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Foreword





Cllr Keith Glazier,
Chair of Transport for the South East

I am delighted to introduce our Strategic Investment Plan (SIP). The culmination of five years of technical work, stakeholder engagement and institutional development.

Underpinned by a credible, evidence based technical programme our SIP presents a compelling case for future-decision making which will help us create a more productive, healthier, happier and more sustainable south east.



This plan sets out our thirty-year vision for the region – it aligns with and supports government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion and improve road safety, level up left-behind communities and facilitate sustainable economic growth in the south east.

It has been developed in partnership and written for and on the behalf of the south east’s residents, communities, businesses and political representatives.

From 20 June to 12 September 2022, we consulted on the draft of this plan inviting everyone that it affects to read the draft and respond.

We received a lot of support for the SIP as making the best case possible for investing in transport infrastructure in the south east. We also received a number of comments around key themes such as decarbonisation, public transport and active travel and we acknowledge there is potential for us to go further in addressing these key issues with our partner organisations. We commit to exploring this through the development of the SIP delivery action plan and the development of policy statements on active travel, rural mobility and decarbonisation. We have listened, and reviewed all of the feedback received, and amended the plan accordingly.

We are immensely proud of the TfSE partnership and of the work that has gone into developing this bold and ambitious plan. We believe it truly puts the south east and its communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It will support the south east’s economy to more than double over the next thirty years. It provides the potential for new jobs, new homes and new opportunities – all supported by

a modern, integrated transport network. Creating a prosperous, confident south east where people want to live, work, study, visit and do business.

We are clear that implementing this plan and achieving the vision set out in our Transport Strategy won’t happen overnight and that it cannot be growth at any cost. The first step on this journey is simple; we must make better use of what we have. The packages of interventions outlined in this plan do just this. It isn’t about building new roads or railways. It is about making better use of existing assets and corridors and about making sure new and emerging technology is used to its full potential, to boost physical and digital connectivity. It is about more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations. It’s about putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives.

Not only does this plan set out the interventions we believe are needed over the next thirty years, but it also explores opportunities for funding that will allow us to realise these ambitions and ensure the reliance isn’t solely on government funding. This of course will continue to be explored beyond publication of this plan and it is our expectation that the funding sought to deliver this plan is above and beyond the funding (both revenue and capital) required to steady our networks and address the substantial challenge of maintaining and bolstering local transport services and maintaining our highways and related assets. In short, local transport authorities must be adequately funded to maintain their existing assets alongside our plan to deliver transformational packages of interventions.

We are publishing this plan during a time of unprecedented change and challenge. The Covid pandemic has changed the way that people travel, and all public services are under great financial strain, including public transport. We face a cost of living crisis and climate emergency that will impact on the lives of many of our residents and communities.

As we adapt in response to these challenges, new data will become available to support the evidence base underpinning the case for change and investment in the TfSE area. We remain certain that our Transport Strategy and SIP offer the right approach to achieve our 2050 vision and to reduce transport related carbon emissions. We will review these documents periodically to ensure this remains the case.

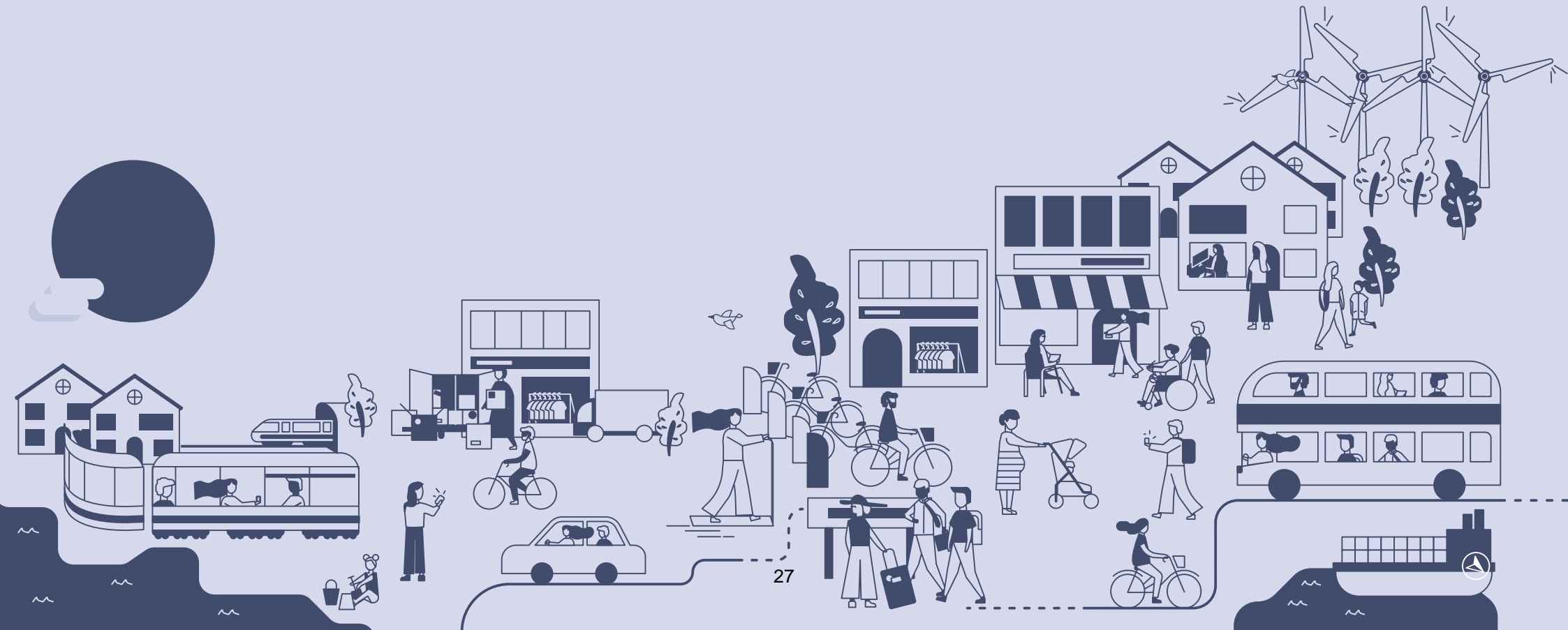
Next, we will present this plan to government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the Secretary of State. In doing so we ask the Secretary of State to have regard to this plan as priorities are set, policies are developed, and investment decisions are made in addition to existing funding in order to deliver the schemes within this plan and realise their benefits.

Implementing this plan will be challenging at times but we owe it to future generations to put in place a transport system that leaves no one behind and provides the framework for a prosperous south east.

I firmly believe that together, we can achieve the aims of this ambitious plan.




Executive Summary



Transport for the South East (TfSE) is the Sub-national Transport Body for the south east of England. We work across boundaries, think long term and advocate for bold action in the interest of our communities.

TfSE holds a pivotal role in ensuring the infrastructure needs of the south east are well understood, that investment opportunities in the region have a robust evidence base, and that there is close alignment between local and national government in both the development of relevant policy and delivery of projects.

Developed with stakeholders, our vision is that 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, improve public health outcomes, and give our residents and visitors the highest quality of life.

This 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 is supported by a large amount of detailed work informed by consultation over several years. It is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, most notably the need to rapidly decarbonise our transport networks in response to the climate emergency (which has even been formally declared by some TfSE councils). This includes increasingly close alignment between the TfSE Transport Strategy, this plan and with Local Transport Plans. Ensuring individual community needs are well understood and that projects at every scale complement each other, and avoid waste and duplication of effort wherever possible.



The plan presents 24 regional packages of investment opportunities across the key modes or infrastructure networks of rail, mass transit, active travel (e.g. walking, wheeling, cycling, horse-riding) and highways. (In this SIP, mass transit is defined as high quality buses or ferries providing an uplift in public transport provision on a corridor and benefitting from segregation or priority infrastructure where appropriate). The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services. The SIP is also supportive of first and last mile improvements, to widen the area that benefits from mass transit interventions. To avoid increasing congestion, improve road safety, increase access to affordable transport options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region.

Within each package are a collection of locally endorsed interventions that seek to address the key investment priorities for the south east including:



Decarbonisation and environment

Accelerate decarbonisation of the south east, enabling the UK to achieve net zero carbon (“net zero”) by 2050 at the latest, recognising that some areas have set an earlier target, notably some urban areas which have set a 2030 target, and the SIP can be complementary to those areas moving faster both in terms of global policy interventions and packages of interventions. 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 schemes should have regard to Section 62 duty of the Environment Act (1995) and incorporate measures to deliver biodiversity net gain, and enhance the landscape, from the outset.



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 as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.





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. TfSE has a wide range of supporting plans, covering different modes of travel, that provide more detail to the rationale for the priority areas for intervention. These include Rail; Strategic Active Travel and Micro-mobility (including how TfSE supports the delivery of Local Cycling and Walking Infrastructure Plans); and Bus, Shared Mobility and Mass Transit (including how TfSE supports the delivery of Bus Service Improvement Plans and Enhanced Partnerships).



Transforming east – west connectivity

Enhance our east – west corridors (also included amongst these corridors are London orbital corridors which may be north-south corridors to the east and west of London) to the same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.



Resilient radial corridors

Deliver an increasingly reliable transport network that efficiently manages transport demand as well as being resilient to accidents and climate related incidents to strengthen the south east’s key role supporting London and connecting the UK to the rest of the world. For example, disruption to energy supplies, extreme weather, and the impacts of a changing climate.



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.



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

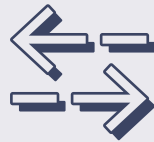


1.4 mega tonnes less CO₂ equivalent emitted
and the scope to reach net zero with national, local and private sector partners by 2050

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

In general, the vast majority of interventions will be delivered through existing frameworks and investment cycles, with a small number of particularly complex and / or large-scale projects possibly requiring bespoke procurement and delivery arrangements.

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

The following table and map provide an overview of the packages, how they align with the investment priorities as well as their expected costs and benefits.

A full list of interventions within each package can be found in Appendix A.



Table 1: Packages and their benefit and capital costs

Packages of Interventions*	Global policy interventions (see main section for further detail)	Solent and Sussex Coast	A. South Hampshire Rail (Core)	B. South Hampshire Rail (Enhanced)	C. South Hampshire Mass Transit	D. Solent Active Travel	E. Isle of Wight Connections	F. Sussex Coast Rail	G. Sussex Coast Mass Transit	H. Sussex Coast Active Travel	I. Solent and Sussex Coast Highways
Implementation timeframe	Ongoing		Short – Medium	Medium - Long	Short - Medium	Short	Short - Medium	Short - Medium	Short - Medium	Short	Short - Long
Decarbonisation and environment	✓		✓	✓	✓	✓	✓	✓	✓	✓	-
Adapting to a new normal	✓		✓	✓	✓	✓	✓	✓	✓	✓	-
Levelling up left behind communities	✓		✓	✓	✓	✓	✓	✓	✓	✓	-
Regeneration and growth	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
World class urban transit systems	✓		✓	✓	✓	✓	✓	✓	✓	✓	-
East – west connectivity	✓		✓	✓	✓	✓	-	✓	✓	✓	-
Resilient radial corridors	✓		✓	✓	-	✓	✓	✓	-	✓	✓
Global gateways and freight	✓		✓	✓	✓	-	✓	-	-	-	✓
Capital construction cost in £millions*	-	11,200	600	3,700	1,800	350	250	50	450	250	3,500
Gross Value Added (GVA) in £millions per annum in 2050	720	1,250	285	305	165	10	165	80	120	-	200
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	-52,500	6,350	1,050	1,150	1,300	150	1,950	700	850	-	250
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	-1,600	7,900	1,550	2,000	1,000	50	1,500	350	550	<50	700
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	-1.4m	-10,000	-	-	-30,000	-10,000	-	-	-10,000	-5,000	45,000
Change in average weekday return trips	-1.4m	35,000	5,000	10,000	5,000	-	5,000	5,000	5,000	-	5,000

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically



Packages of interventions*	London – Sussex Coast	J.&K. London – Sussex Coast Rail	L. London – Sussex Coast Mass Transit	M. London – Sussex Coast Active Travel	N. London – Sussex Coast Highways	Wessex Thames	O. Wessex Thames Rail	P. Wessex Thames Mass Transit	Q. Wessex Thames Active Travel	R. Wessex Thames Highways
Implementation timeframe		Short - Medium	Short - Medium	Short	Medium - Long		Short - Long	Short – Medium	Short	
Decarbonisation and environment		✓	✓	✓	-		✓	✓	✓	-
Adapting to a new normal		-	✓	✓	-		✓	✓	✓	-
Levelling up left behind communities		-	-	✓	-		-	✓	✓	-
Regeneration and growth		✓	✓	✓	✓		✓	✓	✓	✓
World class urban transit systems		-	✓	✓	-		-	✓	✓	-
East – west connectivity		-	✓	✓	-		-	✓	✓	✓
Resilient radial corridors		✓	✓	✓	✓		✓	✓	✓	✓
Global gateways and freight		✓	✓	-	✓		✓	-	-	✓
Capital construction cost in £millions*	3,600	500	400	1,100	1,600	10,400	7,200	1,000	400	1,800
Gross Value Added (GVA) in £millions per annum in 2050	615	400	100	10	100	1,205	850	245	35	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	8,100	6,250	1,340	50	700	7,100	3,100	3,300	500	200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	4,550	2,350	800	<50	1,350	5,600	3,750	1,300	<50	450
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	-10,000	-10,000	-15,000	-10,000	20,000	-60,000	-5,000	-55,000	-30,000	25,000
Change in average weekday return trips	4,150	30,000	5,000	-	-	50,000	35,000	10,000	-	5,000

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically



Packages of interventions*	Kent, Medway, and East Sussex (KMES)	S. KMES Rail	T. KMES High Speed Rail East	U. KMES High Speed Rail North	V. KMES Mass Transit	W. KMES Active Travel	X. KMES Highways	Y. Lower Thames Crossing
Implementation timeframe		Short - Medium	Short - Medium	Medium – Long	Short - Medium	Short	Medium - Long	Medium – Long
Decarbonisation and environment		✓	✓	✓	✓	✓	-	-
Adapting to a new normal		✓	✓	✓	✓	✓	✓	✓
Levelling up left behind communities		✓	✓	✓	✓	✓	✓	✓
Regeneration and growth		✓	✓	✓	✓	✓	✓	✓
World class urban transit systems		✓	-	-	✓	✓	-	-
East – west connectivity		✓	✓	✓	-	✓	-	-
Resilient radial corridors		✓	✓	✓	✓	✓	✓	✓
Global gateways and freight		✓	✓	✓	✓	-	✓	✓
Capital construction cost in £millions*	19,400	3,700	1,000	7,300**	700	100	3,800	2,800***
Gross Value Added (GVA) in £millions per annum in 2050	745	140	125	225	45	15	90	105
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	28,400	6,150	5,800	11,700	1,550	450	1,200	1,600
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	8,400	1,500	1,400	2,450	400	250	950	1,400
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	30,000	-15,000	-15,000	-15,000	-25,000	-10,000	65,000	45,000
Change in average weekday return trips	155,000	20,000	15,000	35,000	-	-	5,000	75,000

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically



South east packages of interventions



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

Introduction



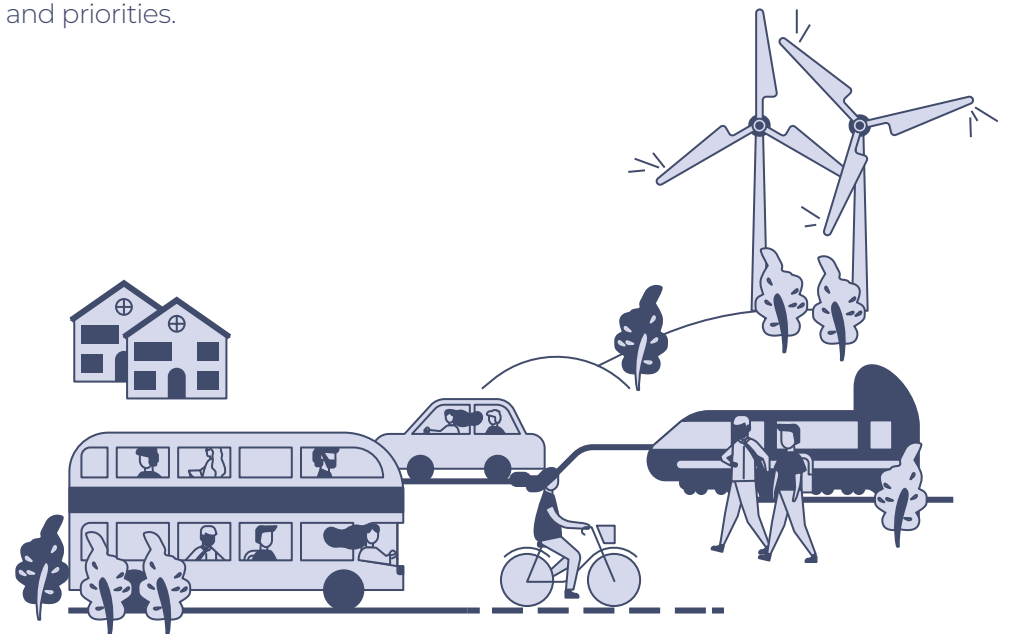
Transport for the South East (TfSE) is the sub-national transport body for the south east of England.

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 national government in both the development of relevant policy and delivery of projects. 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 (2020)

The vision is underpinned by three strategic goals:



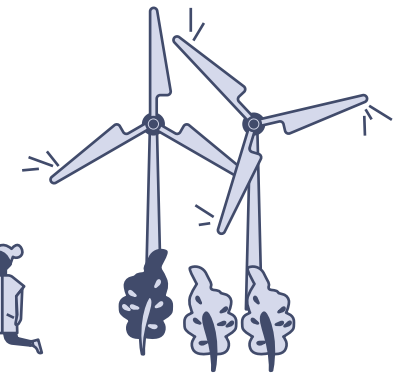
Economic

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; and



Environmental

Protect and enhance the south east's unique natural and historic environment.



The Strategic Investment plan

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



This 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;
- as set out in the legislation to establish sub-national transport bodies, this document is intended to provide advice to the Secretary of State for Transport;
- 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.

This 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 the behalf of the south east's residents, communities, businesses and political representatives.

The SIP also does not:

- detail or prioritise a list of specific scheme options;
- duplicate or detract from the established roles of our local transport authorities and other partners;
- focus on local transport schemes without wider strategic impact; nor
- ask Treasury to fund the entire infrastructure requirement for the south east.

As we adapt to a new normal in response to the Covid pandemic, new data will become available to support the evidence base underpinning the case for change and investment in the TfSE area. The Transport Strategy and SIP, as such, are live documents and will be reviewed periodically.

How the plan was developed

This plan 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.

A list of the documents that

constitute the robust Evidence Base that has informed the development of this plan is provided in Appendix B.



Local and national policy context

This plan is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, including but not limited to:

National - Transport

- Future of Freight: a long term plan (2022)
- Decarbonising transport: a Better, Greener Britain (2021)
- Great British Railways: The Williams-Shapps plan for rail (2021)
- Bus Back Better: national bus strategy for England (2021)
- Gear Change: Cycling and walking plan for England (2020)
- Transport Investment Strategy (2017)
- Government Road Investment Strategies and the Rail Network Enhancements Pipelines

National – Wider Policy

- Levelling Up the United Kingdom White Paper (2022)
- Net Zero Strategy: Build Back Greener (2021)
- National planning Policy Framework (2021)
- Clean Air Strategy (2019)
- A Green Future (2018)
- planning frameworks for Nationally Significant Infrastructure Projects

Regional

- TfSE Transport Strategy (2020)
- Local Enterprise Partnership priorities for their areas
- National Park Authority planning policies

Local

- Local Transport Plans
- Bus Service Improvement Plans
- Local Cycling & Walking Infrastructure Plans
- Local Plans



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

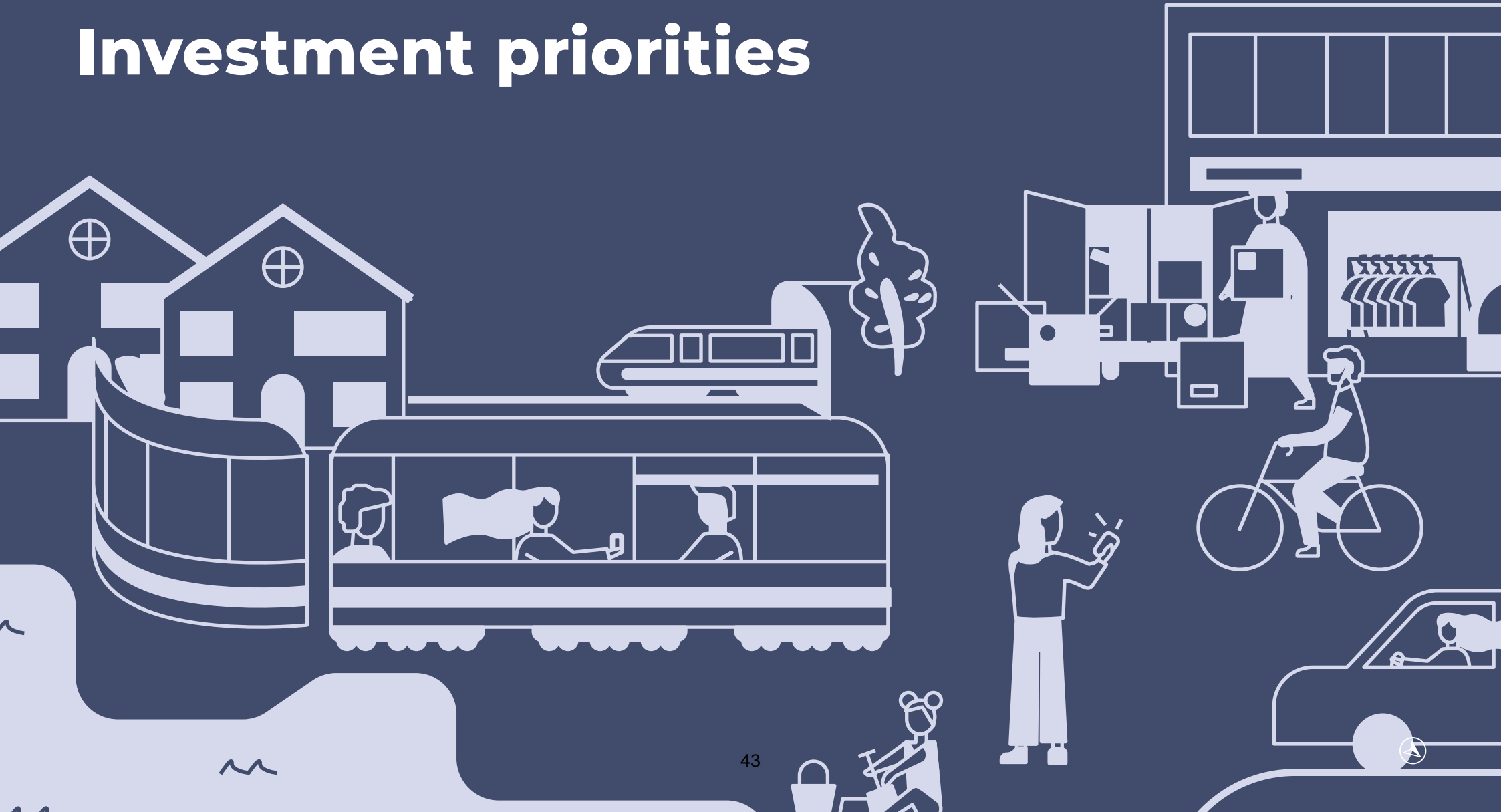
An illustration of the position of this document within the wider policy landscape is provided in Figure 2.

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

Figure 2: Wider policy context



Investment priorities



Overview

The packages detailed in this plan address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context with which both are aligned.



Decarbonisation and environment

Accelerate decarbonisation of the south east, enabling the UK to achieve net zero carbon (“net zero”) by 2050 at the latest, recognising that some areas have set an earlier target, notably some urban areas which have set a 2030 target, and the SIP can be complementary to those areas moving faster both in terms of global policy interventions and packages of interventions. 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 schemes should have regard to Section 62 duty of the Environment Act (1995) and incorporate measures to deliver biodiversity net gain, and enhance the landscape, from the outset.



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 as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.



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. TfSE has a wide range of supporting plans, covering different modes of travel, that provide more detail to the rationale for the priority areas for intervention. These include Rail; Strategic Active Travel and Micro-mobility (including how TfSE supports the delivery of Local Cycling and Walking Infrastructure Plans); and Bus, Shared Mobility and Mass Transit (including how TfSE supports the delivery of Bus Service Improvement Plans and Enhanced Partnerships).



Transforming east – west connectivity

Enhance our east – west corridors (also included amongst these corridors are London orbital corridors which may be north-south corridors to the east and west of London) to the same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.



Resilient radial corridors

Deliver an increasingly reliable transport network that efficiently manages transport demand as well as being resilient to accidents and climate related incidents. such as disruption to energy supplies, extreme weather, and the impacts of a changing climate, to strengthen the south east’s key role supporting London 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.



Benefits of investing in the south east



In combination with other strategies and activities, improving the region's transport networks through the investment opportunities set out in this plan will help enable the UK to:



Reach net zero by 2050 at the latest and support the development of low-carbon industries;



Level up left behind communities – particularly in urban and coastal areas;



Deliver affordable housing for the south east's current and future residents;



Build thriving new communities inclusive of people of all ages and levels of ability and regenerate town and city centres and key sites;



Boost the productivity of the area through delivering more reliable, resilient, better connected transport networks;



Encourage behaviour change to more sustainable modes and patterns of activity and travel; and



Increase the volume and value of trade with the rest of the world.

Comparing the high-level benefits and costs of the packages of interventions shows how they will help us achieve our strategic vision and objectives for the south east and support wider government policy.



The size of the prize

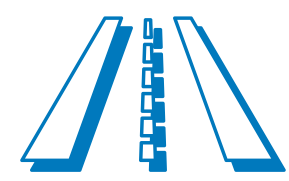
TfSE's Economic Connectivity Review identified opportunities to significantly grow the economy in the south east.

With the right investment and policies, this study found there is potential to more than double the south east's GVA to £500 billion a year by 2050.

Our own modelling suggests the transport interventions included in this plan alone will enable 21,000 new jobs; an additional £4.5 billion growth in GVA a year by 2050; 1.4 mega tonnes less CO₂e; and additional 550,000 rail trips each weekday and 1.6 million bus, mass transit and ferry trips each weekday, and take over four million car trips each weekday off the roads of the south east.

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.



There are several drivers of growth that transport investment supports:

- **Connecting businesses** with faster and more reliable travel times. This plan enables the south east's towns and cities to boost their productivity by better integrating and sharing their economic assets, wider sharing of resources and knowledge, and will provide businesses with easier access to a large, diverse, highly educated work force.
- **Expanding the workforce** by easier matching of jobs to people. This plan will enable firms to access and recruit a larger labour supply, and provide wider employment opportunities for workers and those seeking to work.
- **Enabling development** through unlocking sites and locations that were previously poorly connected. This plan will provide the sustainable transport capacity and connectivity for net zero growth and development.
- **Accessing global gateways** to increase domestic and international trade by reducing trading costs. This plan facilitates trade in the south east and – at a much larger scale – between the UK and Mainland Europe. This will enable the UK to prosper as it adapts to a new trading relationship with the European Union and recovers from the global Covid pandemic.
- **Directing investment to level up left behind communities.** This plan makes the south east an even more attractive place to invest. It will bring areas up that are left behind relative to some other areas of the UK due to structural disadvantages (i.e. poor connectivity to the rest of the UK) or places that are held back by transport network constraints (e.g. where development opportunities are stalled due to traffic constraints or where local access to key services aren't there by public transport).



Investing in the south east will yield material, economic, social and environmental returns for our residents, businesses and visitors. It will improve public health outcomes and support the UK economy, enabling government to achieve its wider carbon, trade and levelling up objectives.

This plan does not just focus on new build infrastructure. Packages include measures that make better use of existing assets and corridors, and support more efficient business and operating models. For example, there are proposals to enhance cross-regional rail and freight services using the existing rail network without having any detrimental impact on passenger services by utilising capacity released from a decline in five-day commuting.

There will be opportunities for revenue generation and the private sector to invest. While support from government will be sought for some packages, this plan utilises all sources of funding to realise TfSE's ambitions for the south east. This includes opportunities to use transport to generate more revenue as well as alternative funding streams to those that currently rely on duties on fossil fuels.

Doing nothing is not an option

We believe a range of multi-modal and wider policy interventions are needed to realise our vision.

Using Department for Transport data to model future transport and socio-economic outcomes for the south east shows that if the south east continues on a “business as usual” trajectory, by 2050:

- the number of car trips will grow 23%;
- the number of rail trips will (only) grow 31%;
- the number of bus trips will (only) grow 26%;
- the number of active travel trips will decline 10%;
- carbon emissions will (only) decline 35%; and
- structural inequalities and areas of deprivation will persist and restrict economic growth.

Furthermore, if we do not act, then many of the investment priorities will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- the south east will not decarbonise its transport system fast enough;
- the south east’s transport systems will not adapt to a post-pandemic, post-Brexit environment;
- housing growth will stall and house prices will remain unaffordable for too many of the south east’s residents (and potential residents);
- the south east’s left behind and more deprived communities will be unable to “catch up”; and
- improved public health outcomes will not be achieved, with disproportionate negative impact on the most vulnerable.

Packages of interventions



Overview

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.

These packages have been developed through workshops, discussions, and careful analysis of results of the assessment of the long list of interventions described earlier. In essence, these provide a 'golden thread' between top-down, vision-led goals and a bottom-up assessment of individual interventions.

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. This includes addressing local issues while also strengthening the south east's key role in supporting London and connecting the UK to the rest of the world.

A full list of proposed interventions within each package can be found in Appendix A.

Packages are multi-modal – presenting a transformational opportunity to enhance travel for people of all ages and levels of ability. Accommodating the ageing population and enabling people to travel independently for longer.

Whilst most interventions focus on sustainable modes in rural and urban areas, targeted interventions to deliver high-quality east – west connections and more resilient radial highways corridors have been identified. Highways interventions are necessary to deliver a multi modal strategy, as it unlocks mass transit, active travel routes and improves safety. Further information on the context for multi modal highways are included in the highways thematic plan.

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.



Investing in these effective, deliverable, and good value for money transport interventions in the south east will have a material and positive impact across the UK.

Highways packages are multi-modal, make best use of existing infrastructure and comply with the highest standards and guidelines, including the requirements for biodiversity net gain and LTN 1 / 20 for the provision of high-quality, segregated active travel infrastructure. Where identified they support:

- safer roads, notably in urban areas;
- improved access to international gateways, for passengers and freight, and supporting domestic, road reliant sectors, allowing for more efficient trade;
- de-conflicting of private and mass transit vehicle flows between local and longer-distance routes, with the greatest benefit when freed up road space is reallocated and supported by public transport and active travel improvements (including those being delivered by councils at a local level);
- improved environments, public transport and active travel facilities for existing residents;
- unlocking of housing / regeneration / growth area; and
- placemaking (e.g. investing in public spaces) making them more inclusive of people of all ages and levels of ability.

These packages are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision, and support not only strategic movement of vehicles, but our places and communities.

They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highways packages do result in small increases based on the existing vehicle fleet. While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.

Further mitigation will be needed as these packages and interventions are developed. They will also be complemented by a number of global package interventions, which will promote demand management and digital technology to reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.



1. Global policy interventions

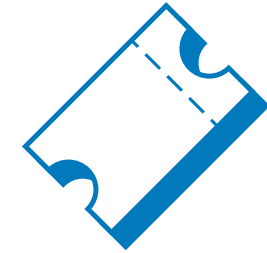
The global policy interventions are designed to address the challenges and opportunities that affect the whole of the south east and the wider UK. These include existential challenges such as global warming and opportunities including new mobility technologies, providing an increasing variety of ways to travel and access transport opportunities beyond traditional hire or ownership.

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



1.1. 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, including through the regional transport decarbonisation forum, to decarbonise energy production and provide infrastructure for electric vehicles and green hydrogen refuelling.



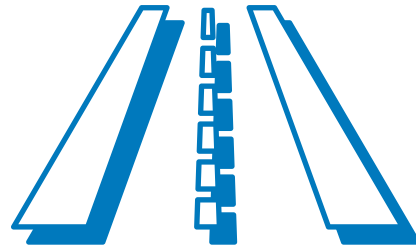
1.2. Public Transport Fares

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.



1.3. 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 (MaaS)) to support decarbonisation of travel in the south east.



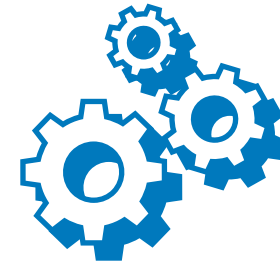
1.4. Road User Charging

We encourage the UK 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 workplace parking levies and Low Emission Zones in their areas where appropriate.



1.5. Virtual Access

The past two decades, amplified by the global Covid pandemic have shown how virtual working can help reduce demand for transport services.



1.6. Integration

We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing and accessibility supporting seamless journeys and improved first and last mile connectivity. In addition, we support further integration between transport and land use planning and delivery of services, infrastructure and development.



In particular, these interventions deliver very significant reductions in carbon emissions. This is achieved through reducing overall demand (virtual working), managing demand (road pricing), and making lower-carbon transport options more attractive (new mobility options and public transport fares that are more integrated and seen as better value for money).

We believe most of these policies can be designed considerately to ensure that in the long term there is no net change in cost to government based on:

- Assumption that new mobility technologies and ways to access them will be delivered primarily through private investment, supported by the active travel packages described in this plan as well as those walking and cycling schemes being delivered by councils at a local level.
- Virtual living is funded almost entirely through businesses providing appropriate technology to their employees and individuals ordering more goods online.
- Future road pricing policy will be designed to leave the transport systems user (as a whole) no worse off (e.g. road charges used to reduce public transport fares).
- Expectation that public transport will become more cost efficient (on a passenger kilometre basis) with increased patronage achieved through existing planned investment and the interventions detailed in this plan.
- Assumption that the interventions will be applied across the UK, ensuring a level playing field to avoid possible detrimental impacts on our residents and businesses (e.g. if Road User Charging were only applied in the south east).

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.

The Solent rail packages significantly boost the number of rail trips in the Solent and Sussex coast area (by 12% altogether) and deliver a significant uplift in GVA (£600m a year by 2050).

Packages of intervention are displayed in Figure 3 for South Hampshire, Figure 4 for Isle of Wight, and Figure 5 for the Sussex Coast.



Core Rail Package

- A1** Solent Connectivity Strategic Study
- A2** Botley Line Double Tracking
- A3** Netley Line Signalling and Rail Service Enhancements
- A4** Fareham Loop / Platform
- A5** Portsmouth Station Platforms
- A6** South West Main Line - Totton Level Crossing Removal
- A7** Southampton Central Station Upgrade and Timetabling
- A8** Eastleigh Station Platform Flexibility
- A9** Waterside Branch Line Reopening
- A10** West of England Service Enhancements
- A11** Additional Rail Freight Paths to Southampton

Enhanced Rail Package

- B1** Southampton Central Station - Woolston Crossing
- B2** New Southampton Central Station
- B3** New City Centre Station
- B4** South West Main Line - Mount Pleasant Level Crossing Removal
- B5** Cosham Station Mobility Hub
- B6** Eastleigh to Romsey Line - Electrification
- B7** Havant Rail Freight Hub
- B8** Fratton Rail Freight Hub
- B9** Southampton Container Port Rail Freight Access and Loading Upgrades
- B10** Southampton Automotive Port Rail Freight Access and Loading Upgrades

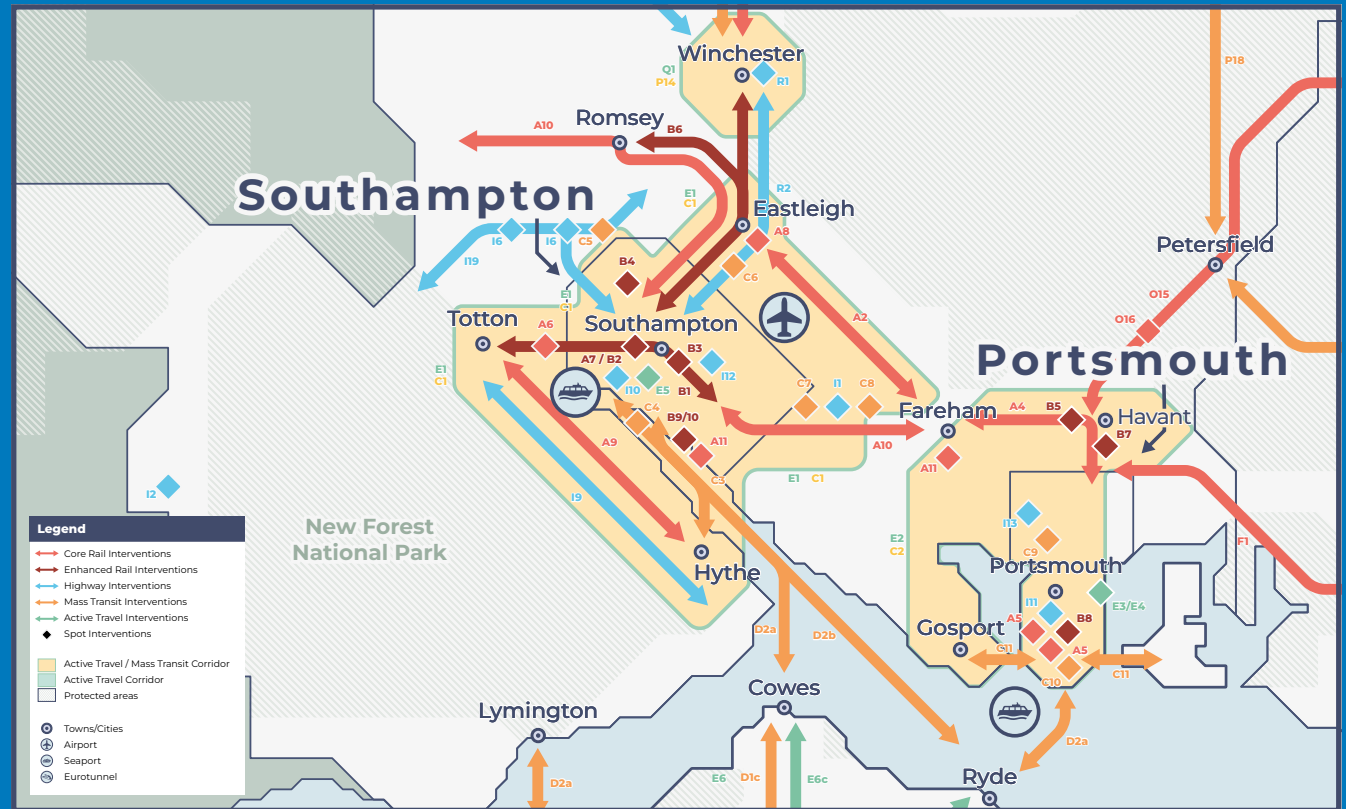
Mass Transit

- C1** Southampton Mass Transit
- C2** South East Hampshire Rapid Transit Future Phases
- C3** New Southampton to Fawley Waterside Ferry Service
- C4** Southampton Cruise Terminal Access for Mass Transit
- C5** M27 Junction 1 Strategic Mobility Hub
- C6** M27 Junction 5 / Southampton Airport Strategic Mobility Hub
- C7** M27 Junction 7 / 8 Strategic Mobility Hub
- C8** M27 Junction 9 Strategic Mobility Hub
- C9** Tipner Transport Hub (M275 Junction 1)
- C10** Southsea Transport Hub
- C11** Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries

Highways

- I1** M27 Junction 8 (RIS2)
- I2** A31 Ringwood Strategic Traffic (RIS2)
- I6** Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)
- I9** A326 Capacity Enhancements (LLM)
- I10** West Quay Realignment (LLM)
- I11** Portsmouth City Centre Road (LLM)
- I12** Northam Rail Bridge Replacement and Enhancement (MRN)
- I13** New Bridge from Horsea to Tipner
- I19** M27 / M271 Smart Motorway(s)

Figure 3: South Hampshire packages of interventions



Note: List of interventions refers to the South Hampshire area only (Packages A — C, E & selected interventions from Package I).

Active Travel

- E1** Southampton Area Active Travel (including LCWIPs)
- E2** South East Hampshire Area Active Travel (including LCWIPs)
- E3** Portsmouth Eastern Road Active Travel Bridge Extension
- E4** Portsmouth Eastern Road East-West Bridge
- E5** Southampton City Centre Placemaking



2.1. South Hampshire Rail (Core)

Network Rail, Solent Transport, and the Solent authorities have developed a comprehensive package of interventions that will deliver improvements to urban and inter-urban rail journeys that form part of the Solent Connectivity Strategic Study, formerly Continuous Modular Strategic Plan (CMSP), including:

- Increasing capacity on the Botley line to twin tracks.
- Adding platform capacity at Portsmouth Harbour.
- Improving signalling on the Netley Line.
- Timetable changes to maximise capacity at Southampton central; and possible additional platform capability Sidings at Totton and a solution to a level crossing constraint in this area.

This package is complemented by an intervention to enable passenger rail services to be introduced to the Fawley Branch Line and serve a large, planned development in this area, with other key benefits including:

- Capacity enhancements across the whole Solent conurbation.
- Improvements in service frequencies.
- Better interchange and service quality at Southampton Central Station.
- More communities will have access to the national rail network.



35,000 additional rail trips each weekday



1,000 additional residents



1,500 new jobs created

2.2. South Hampshire Rail (Enhanced)

Solent Transport and local transport authorities have previously stated an ambition to deliver a level of service on urban metro routes comparable to suburban London of a “turn-up-and-go” service provided by at least four trains per hour.

To realise these ambitions, a longer-term package of interventions is needed to unlock significant capacity and, potentially, shorter journey times between Southampton and Portsmouth city centres. This could include developing an entirely new rail link (most likely underground) between Southampton Central and the Netley Line.

There are also aspirations to increase capacity for freight movements and provide better connectivity between South Hampshire, the West of England, the Midlands, and beyond. This requires more capacity than the current network can provide. The key bottleneck preventing this from being realised is the tunnel between Southampton Central and St Denys.

The key benefits of this package are:

- Transformational capacity and connectivity benefits – especially on east-west rail journeys (30 to 35 minutes Southampton – Portsmouth journeys every 15 minutes).
- Supports regeneration of Southampton City Centre and other growth areas.
- Boosts to GVA in a relatively deprived part of the south east.
- Enables a large reduction in carbon emissions.



Over 2,000
further jobs
created



1,000 more new
residents

2.3. South Hampshire Mass Transit

TfSE and key partners in the South Hampshire area believe the South Hampshire conurbation is large enough and dense enough to support world class mass transit systems.

Portsmouth City Council is developing and delivering a comprehensive, high quality bus rapid transit system that will serve the Portsmouth City region.

Southampton City Council also aspires to develop a mass transit system for their city region – which could take the form of a tram, ferries, and / or bus rapid transit. Mass Transit proposals would span beyond the city boundaries into neighbouring parts of Hampshire. In addition to mass transit proposals, strategic mobility hubs are proposed to widen the area which can benefit from this improved public transport connectivity.

This package also includes interventions to develop strategic mobility hubs to improve access, while helping to reduce vehicle traffic in urban areas, and improve access for peninsulas / islands; in particular, through improving and expanding bus and ferry services.



Over 100,000 more mass transit trips each weekday



with 65,000 fewer car trips each weekday

2.4. Solent Active Travel

All four local transport authorities in the Solent area have ambitious plans to reduce congestion and public health outcomes by increasing rates of cycling and walking in their areas.

This ambition is supported by this Strategic Investment Plan. Improving the quality and attractiveness of active travel infrastructure, particularly in urban areas and where it improves links with public transport options, is a highly cost-effective way to give people greater choice and reduce the demand for private vehicle trips on local roads and the strategic highways network. Reducing unnecessary trips in this way helps make best use of existing roads and reduce or even remove the need for some more expensive highways capacity improvements.

Several highway interventions – including the Southampton West Quay scheme – unlock opportunities for pedestrians and cyclists by freeing up more public space in town and city centres. The key benefits of this package are:

- Material improvements to the urban realm of the Solent built up area, unlocking active travel and regeneration opportunities.
- Better air quality in urban areas.
- Significant mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.

These interventions significantly boost active travel demand by over 80,000 trips each weekday and reduce car travel by a similar margin. This package also leads to a significant reduction in carbon emissions.



Almost 40,000 tonnes less CO₂ equivalent emitted a year

2.5. Isle of Wight Connections

Based on stakeholder feedback and available opportunities, TfSE has developed a combined package to improve connectivity between the Isle of Wight and the mainland and boost connectivity within the Isle of Wight itself.

The first area focuses on improving the quality, connectivity and frequency of ferry crossings through extending hours of operation, opening new routes and subsidising ferry fares.

Given the island's size and population density, there is a large market for public transport and the absence of a fixed link to the mainland suppresses the availability of cars to many visitors.

This package includes a proposal to provide mass transit between Newport and Sandown, as well as the seamless integration between ferry and public transport on the mainland and the Isle of Wight, to support sustainable onward connectivity as well as encouraging increased tourism in the area.



£165 million GVA annually by 2050



70,000 fewer car trips on the island each week

Connectivity Package

- D1** Isle of Wight Mass Transit System
- D1a** Bus Mass Transit - Newport to Yarmouth
- D1b** Bus Mass Transit - Newport to Ryde
- D1c** Bus Mass Transit - Newport to Cowes
- D1d** Isle of Wight Railway Service Enhancements
- D1e** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor
- D1f** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport
- D2** Isle of Wight Ferry Service Enhancements
- D2a** Operating Hours and Frequency Enhancements
- D2b** New Summer Route - Ryde to Southampton

Active Travel

- E1** Southampton Area Active Travel (including LCWIPs)
- E2** South East Hampshire Area Active Travel (including LCWIPs)
- E3** Portsmouth Eastern Road Active Travel Bridge Extension
- E4** Portsmouth Eastern Road East-West Bridge
- E5** Southampton City Centre Placemaking
- E6** Isle of Wight Active Travel Enhancements
- E6a** Active Travel Enhancements - Newport to Yarmouth
- E6b** Active Travel Enhancements Newport to Ryde
- E6c** Active Travel Enhancements Newport to Cowes

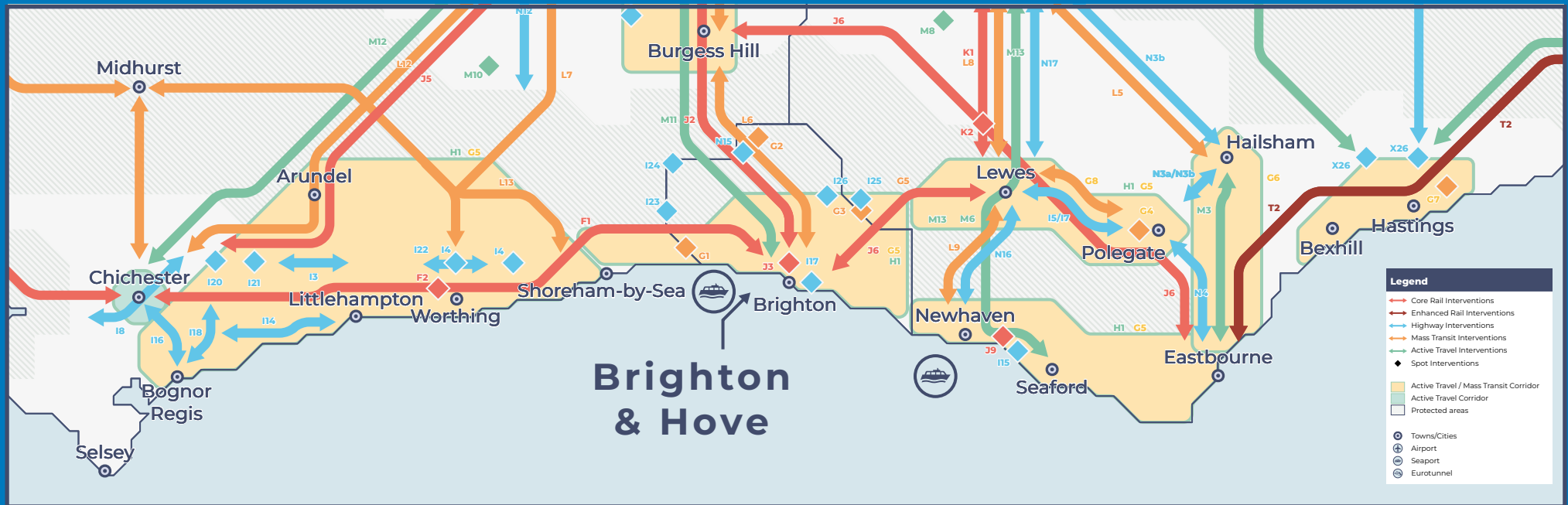
Figure 4: Isle of Wight packages of interventions



Note: List of interventions refers to the Isle of Wight area only (Packages D – E).



Figure 5: Sussex Coast packages of interventions



Note: List of interventions refers to the Sussex Coast area only (Packages F — I).

Rail Package

- F1** West Coastway Strategic Study
- F2** West Worthing Level Crossing Removal

Active Travel

- H1** Sussex Coast Active Travel Enhancements (including LCWIPs)

Mass Transit

- G1** Shoreham Strategic Mobility Hub
- G2** A27 / A23 Patcham Interchange Strategic Mobility Hub
- G3** Falmer Strategic Mobility Hub
- G4** Eastbourne / Polegate Strategic Mobility Hub
- G5** Sussex Coast Mass Rapid Transit
- G6** Eastbourne / Wealden Mass Rapid Transit
- G7** Hastings / Bexhill Mass Rapid Transit
- G8** A27 Falmer – Polegate Bus Stop and Layby Improvements

Highways

- I3** A27 Arundel Bypass (RIS2)
- I4** A27 Worthing and Lancing Improvement (RIS2)
- I5** A27 East of Lewes Package (RIS2)
- I7** A27 Lewes - Polegate (RIS3 Pipeline)
- I8** A27 Chichester Improvements (RIS3 Pipeline)
- I14** A259 Bognor Regis to Littlehampton Enhancement (MRN)
- I15** A259 South Coast Road Corridor - Eastbourne to Brighton (MRN & BSIP)
- I16** A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)
- I17** A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)
- I18** A29 Realignment including combined Cycleway and Footway
- I20** A27 Tangmere Junction Enhancements
- I21** A27 Fontwell Junction Enhancements
- I22** A27 Worthing (Long Term Solution)
- I23** A27 Hangleton Junction Enhancements
- I24** A27 Devils Dyke Junction Enhancements
- I25** A27 Falmer Junction Enhancements
- I26** A27 Hollingbury Junction Enhancements



2.6. Sussex Coast Rail

Network Rail has worked with local transport authorities to develop a package of improvements in the West Coastway Strategic Study, formerly Connectivity Modular Strategic Study Plan (CMSP), that deliver faster journeys and more capacity between Brighton and Hove and Southampton.

This will support faster inter-urban and long-distance journeys between the south east's two largest conurbations. The key benefits of this package are:

- Faster journeys between Brighton, Chichester, Portsmouth and Southampton.
- Potentially more frequent, longer-distance services between Brighton, Chichester, Portsmouth, and Southampton.
- Additional capacity between Worthing and Brighton for shorter journeys.

This package makes a significant contribution to strengthening east – west connectivity between the two largest conurbations in the south east as well as encouraging increased tourism in the area.



£80 million GVA annually by 2050



10,000 additional rail trips each weekday

2.7. Sussex Coast Mass Transit

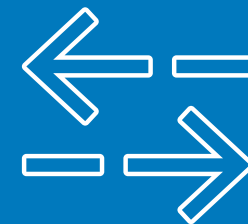
Brighton and Hove City Council is developing plans for a high-quality public transport system along the Brighton seafront. The details are to be finalised, but the topology of the city lends itself strongly to bus rapid transit (e.g. more frequent “turn up and go” and faster services on dedicated bus lanes and other priority infrastructure).

TfSE and its partners have carefully considered whether this system could also serve East and West Sussex. At this stage, extending to East Sussex appears to be more feasible than West Sussex.

Additionally, East Sussex is developing proposals for improved public transport services in Eastbourne and Hastings. All these systems could be supported by general improvements to local bus services and strategic mobility hubs, notably at Falmer and Polegate. (options for other hubs are more challenging but should be explored). These hubs will improve access while helping to reduce vehicle traffic in urban areas.

It delivers a “world class” mass transit system with significant mode shift from car to bus services and provides an attractive and sustainable option for east – west local journeys along the south east coast. It also reduces carbon and boosts GVA by over £100 million each year by 2050.

Over 100,000 more mass transit trips each weekday, with 65,000 fewer car trips



2.8. Sussex Coast Active Travel

All three local transport authorities on the Sussex Coast have ambitious plans to reduce congestion and public health outcomes by increasing rates of cycling and walking in their areas. This package aims to help these authorities realise this ambition.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Several smaller scale highways interventions are also included to support housing growth along the Sussex Coast. Most of these interventions also include public transport and active travel elements.

The key benefits of this package are:

- Material improvements to the urban realm of the Sussex Coast built up area, unlocking active travel and regeneration opportunities, as well as encouraging increased tourism in the area.
- Improvements in air quality in urban areas.
- Significant potential mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.



5,000 tonnes less CO₂
equivalent emitted a year



Over 40,000 fewer car trips
each weekday



Significant public health
benefits

2.9. Solent and Sussex Coast Highways

Targeted, integrated interventions to deliver high-quality east – west connections for freight, private and mass transit vehicles (notably, buses) that de-conflict local and longer-distance traffic, with the greatest benefit when supporting and supported by public transport improvements.

Interventions that deliver safer highways, notably in urban areas, and support access to international gateways, regeneration and growth areas, and placemaking (e.g. unlocking public spaces) are featured.

This package has been refined to minimise carbon emissions and the impact of these interventions on the wider environment.

The interventions aim to deliver modest improvements to the Strategic Road Network that focus on segregating strategic and regional traffic rather than materially lifting capacity along the whole corridor.

Further mitigation will be needed as these schemes are developed. They will also be complemented by the global policy interventions discussed above, which will accelerate the decarbonisation of road vehicles and mitigate the adverse impacts of this package.

A better designed highway network will deliver improved air quality in urban areas and reduce the impact of road traffic on the South Downs National Park.



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 focusses 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.

Figure 6 displays the packages of interventions for the London to Sussex Coast area.



Rail Packages

- J1** Croydon Area Remodelling Scheme
- J2** Brighton Main Line - 100mph Operation
- J3** Brighton Station Additional Platform
- J4** Reigate Station Upgrade
- J5** Arun Valley Line - Faster Services
- J6** East Coastway Line - Faster Services
- J7** Brighton Main Line - Reinstate Cross Country Services
- J8** New Station to the North East of Horsham
- J9** Newhaven Port Capacity and Rail Freight Interchange Upgrades
- J10** Uckfield Branch Line - Hurst Green to Uckfield Electrification
- J11** Redhill Aerodrome Chord
- K1** Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements
- K2** Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes
- K3** Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells

Active Travel

- M1** Burgess Hill / Haywards Heath Local Active Travel Infrastructure
- M2** East Grinstead Local Active Travel Infrastructure
- M3** Eastbourne / Hailsham Local Active Travel Infrastructure
- M4** Gatwick / Crawley Local Active Travel Infrastructure
- M5** Horsham Local Active Travel Infrastructure
- M6** Lewes / Newhaven Local Active Travel Infrastructure
- M7** Reigate / Redhill Local Active Travel Infrastructure

Mass Transit

- L1** Fastway Extension: Crawley - Horsham
- L2** Fastway Extension: Crawley - East Grinstead
- L3** Fastway Extension: Haywards Heath - Burgess Hill
- L4** Fastway Extension: Crawley - Redhill
- L5** A22 Corridor Rural Bus Service Enhancements
- L6** A23 Corridor Rural Bus Service Enhancements
- L7** A24 Corridor Rural Bus Service Enhancements
- L8** A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements
- L9** A26 Corridor Newhaven Area Rural Bus Service Enhancements
- L10** A272 Corridor Rural Bus Service Enhancements
- L11** A264 Corridor Rural Bus Service Enhancements
- L12** A29 Corridor Rural Bus Service Enhancements
- L13** A283 Corridor Rural Bus Service Enhancements
- L14** A281 Corridor Rural Bus Service Enhancements
- L15** Three Bridges Strategic Mobility Hub

- M8** East Sussex Inter-urban Active Travel Infrastructure
- M9** Surrey Inter-urban Active Travel Infrastructure
- M10** West Sussex Inter-urban Active Travel Infrastructure
- M11** New London - Brighton National Cycle Network Corridor
- M12** New Crawley - Chichester National Cycle Network Corridor
- M13** London - Paris New "Avenue Verte"

Highways

- N1** A22 N Corridor (Tandridge - South Godstone to East Grinstead Enhancements (LLM Pipeline)
- N2** A24 / A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)
- N3a** A22 Corridor Package (MRN)
- N3b** A22 Corridor - Hailsham to Uckfield (MRN Pipeline)
- N4** A2270 / A2101 Corridor Movement and Access Package (MRN Pipeline)
- N5** M23 Junction 8a New Junction and Link Road - Redhill
- N6** M23 Junction 9 Enhancements - Gatwick
- N7** A23 Carriageway Improvements - Gatwick to Crawley
- N8** A264 Horsham - Pease Pottage Carriageway Enhancements
- N9** A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure
- N10** Crawley Western Link Road and Active Travel Infrastructure
- N11** A24 Dorking Bypass
- N12** A24 Horsham to Washington Junction Improvements
- N13** A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)
- N14** A23 Hickstead and Bolney Junction Enhancements
- N15** A23 / A27 Patcham Interchange Junction Enhancements
- N16** A26 Lewes - Newhaven Realignment and Junction Enhancements
- N17** A26 Lewes - Uckfield Enhancements
- N18** A22 Uckfield Bypass Dualling
- N19** A22 Smart Road Trial Proposition Study

Figure 6: London to Sussex coast packages of interventions



Note: List of interventions refers to London to Sussex Coast area only (Packages J — N).



3.1. London – Sussex Coast Rail

This package addresses key bottlenecks on the Brighton Main Line, enabling faster, more reliable services and increases in decarbonised capacity across rail operations in the region.

Additionally, there are aspirations to reinstate the railways between Uckfield – Lewes and, potentially, Tunbridge Wells West – Tunbridge Wells to increase resilience of rail connectivity between the South Coast and London whilst creating a new east – west passenger rail service.

These results should give investors confidence in the level of growth that could be realised through investing in the Brighton Main Line corridor.

This package could deliver a very significant 20% increase in rail patronage compared to “business as usual” forecasts



At least 20,000 fewer car trips each weekday



More than 85,000 additional trips by rail each weekday

3.2. London – Sussex Coast Mass Transit

Infrastructure improvements and increased service frequency will bring transformational growth in bus journeys – almost 120,000 additional trips each weekday by 2050.

This package builds on the success of the Fastway bus rapid transit system in Crawley / Gatwick and will be supported by improvements to local buses and Strategic Mobility Hubs at Falmer and Three Bridges to improve access while helping to reduce vehicle traffic in urban areas.

The overall mass transit network and service provision will be designed to provide an integrated network which facilitates seamless journeys across the area and beyond.

The interventions in this package will bring significant mode shift from car to bus through better interchange and journey experiences with improvements in the speed, frequency and connectivity of mass transit services.



15,000 tonnes less CO₂ equivalent emitted a year



130,000 fewer car trips on the island each week

3.3. London – Sussex Coast Active Travel

Active travel investment will be a significant contribution towards reducing carbon emissions along the London – Sussex Coast corridor.

All four local transport authorities in the area have ambitious plans to improve cycling and walking in their areas. This package expands on current plans by delivering improvements to the National Cycle Network routes and continued roll-out of regional cycleways with consistent branding and wayfinding.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Active travel investment would boost cycling and walking by 3.5% and encourage further mode shift from car to active travel modes. It would also offset some of the abstraction from active travel generated by improvements in public transport.

Improvements to the urban and rural public realm will improve air quality (particularly in urban areas) and quality of life, while unlocking less car-dependent regeneration opportunities as well as encouraging increased tourism in the area.



Significant public health benefits



70,000 fewer car trips each weekday



Over 80,000 expected active travel trips

3.4. London – Sussex Coast Highways

This package includes interventions that support access to international gateways (M23 Junction 9), regeneration areas (Crawley Western Link Road) and place-making (Uckfield and Godstone bypasses, unlocking public spaces). It also includes junction improvements and possible new roads to help relieve pressure on the existing network (for example, to increase the speed and reliability of bus services).

This package also looks to relieve pressure where road and rail interact at level crossings in particular and unlock opportunities to reallocate road space to active travel and public transport.

By strengthening the resilience of transport networks, and by supporting housing and employment growth, this package unlocks significant economic benefits (up to £140 million GVA each year by 2050), but does yield an increase in carbon emissions – which may be mitigated through a combination of the global policy interventions discussed earlier and improved integration with rail and mass transit for all or part of journeys.

A more reliable and resilient highway network – including a high-quality secondary route from the Sussex Coast to the M25.



1,300 additional jobs created



An additional £140 million of GVA a 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.

Figure 7 shows the packages of interventions for the Wessex Thames area.



Rail Package

- O1** Western Rail Link to Heathrow
- O2** Southern Access to Heathrow
- O3** Reading to Basingstoke Enhancements
- O4** North Downs Line - Decarbonisation
- O5** North Downs Line - Level Crossing Removals
- O6** North Downs Line - Service Level and Capacity Enhancements
- O7** Guildford Station Redevelopment
- O8** New Station Guildford West (Park Barn)
- O9** New Station Guildford East (Merrow)
- O10** Redhill Station Track Capacity Improvement
- O11** Dorking Deepdene Station Upgrade
- O12** South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement
- O13** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme
- O14** Cross Country Service Enhancements
- O15** Portsmouth Direct Line - Line Speed Enhancements
- O16** Portsmouth Direct Line - Buri-ton Tunnel Upgrade
- O17** South West Main Line - Digital Signalling
- O18** Theale Strategic Rail Freight Terminal
- O19** West of England Main Line - Electrification from Basingstoke to Salisbury
- O20** Reading to Waterloo Service Enhancements

Mass Transit

- P1** Basingstoke Mass Rapid Transit
- P2** Blackwater Valley Mass Rapid Transit
- P3** Bracknell / Wokingham Bus Enhancements
- P4** Elmbridge Bus Enhancements
- P5** Epsom / Ewell Bus Enhancements
- P6** Guildford Sustainable Movement Corridor
- P7** Slough / Windsor / Maidenhead Area Bus Enhancements
- P8** Newbury / Thatcham Bus Enhancements
- P9** Reading Mass Rapid Transit
- P10** Spelthorne Bus Enhancements
- P11** Woking Bus Enhancements
- P12** A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit
- P13** A329 / B3408 Reading - Bracknell / Wokingham Mass Rapid Transit
- P14** Winchester Bus Enhancements
- P15** Andover Bus Enhancements
- P16** Runnymede Bus Enhancements
- P17** London Heathrow Airport Bus Access Enhancements
- P18** Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements

Active Travel

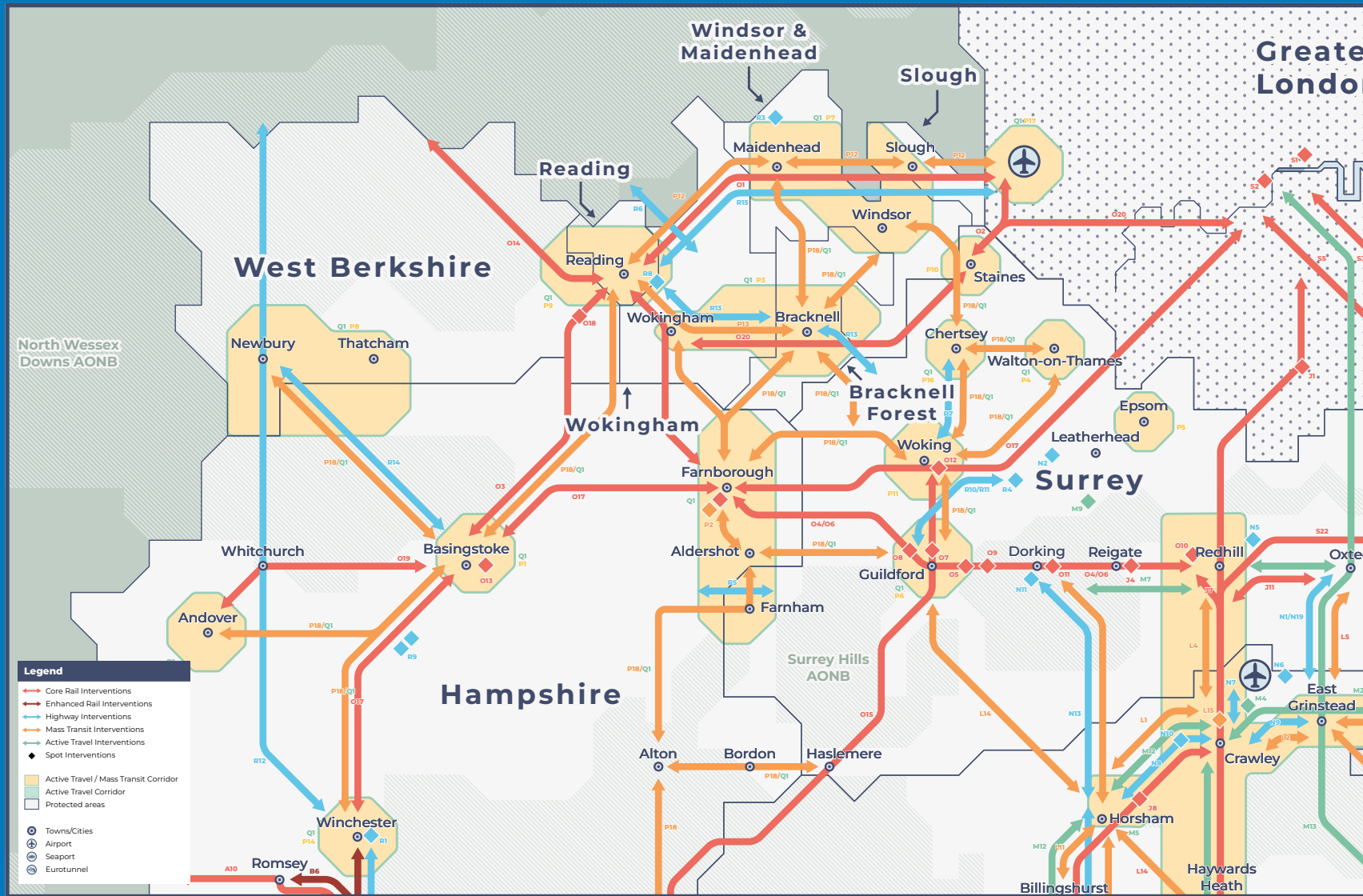
- Q1** Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure

Highways

- R1** M3 Junction 9 (RIS2)
- R2** M3 Junction 9 - Junction 14 Smart Motorway (SMP)
- R3** A404 Bisham Junction (RIS3 Pipeline)
- R4** A3 / A247 Ripley South (RIS3 Pipeline)
- R5** A31 Farnham Corridor (LLM)
- R6** New Thames Crossing East of Reading (LLM)
- R7** A320 North Corridor (HIF)
- R8** M4 Junction 10 Safety Enhancements
- R9** M3 Junction 7 and Junction 8 Safety and Capacity Enhancements
- R10** A3 Guildford Local Traffic Segregation
- R11** A3 Guildford Long Term Solution
- R12** A34 Junction and Safety Enhancements
- R13** A322 and A329(M) Smart Corridor
- R14** A339 Newbury to Basingstoke Safety Enhancements
- R15** M4 Junction 3 to Junction 12 Smart Motorway (SMP)



Figure 7: Wessex Thames packages of interventions



Note: List of interventions refers to the Wessex Thames area only (Packages O – R).



4.1. Wessex Thames Rail

A transformational change in orbital and east-west rail connectivity. The package includes new infrastructure interventions with significant regional, national and international benefit, with the largest being to establish new rail links between the region and Heathrow Airport, and enhancing onward connectivity through the wider south east.

Targeted infrastructure enhancements will also translate to more capacity, improved resilience and reliability, and more frequent passenger and freight services, including to the Solent ports.

This package boosts the number of rail trips enabling residents, employees and visitors to sustainably engage with the regional economy by rail from all directions.

The packages combine to increase the number of local and strategic orbital rail trips by 13,500 each weekday. They also deliver a boost to the economy, generating more employment opportunities and growing GVA by £850 million each year by 2050.



At least 90,000 additional rail trips each weekday



More than 3,700 new jobs created



More than 3,000 new residents accommodated



15,000 tonnes less of CO₂ equivalent emitted a year

4.2. Wessex Thames Mass Transit

Better interchange and service quality will be provided at Strategic Mobility Hubs, integrating bus services with the national rail networks and local active travel, as well as opportunities for shared mobility services such as e-bike hire, local “click and collect” facilities, and co-location with convenience stores and cafe.

This package aims to increase frequency, operating hours, reliability, and catchment of bus services, supported with bus priority infrastructure where appropriate, to improve interurban bus services between the major economic hubs in Berkshire, North Hampshire and West Surrey.

Interventions in this package will help the region achieve a significant mode shift from car to bus and active travel that will reduce congestion on the existing road network.



Almost 450,000 more bus and mass transit trips expected each weekday



At least 250,000 fewer car journeys each weekday



1,300 more jobs supported



At least 50,000 fewer tonnes CO₂ equivalent emitted a year

4.3. Wessex Thames Active Travel

Better infrastructure for walking and cycling will improve the interchange experience and community value. These will improve access while helping to reduce vehicle traffic in urban areas.

This package aims to support the Wessex Thames rail and mass transit interventions by improving the quality of cycling and walking infrastructure to further reduce car dependency in the region, give people greater transport choice, and improve public health outcomes.

The provision of quality active travel infrastructure will improve the efficiency of the existing road and highways network by creating more capacity for those who live further away from rail or mass transit services or for whom walking or cycling may not be a suitable option for all or even part of a given journey. Reducing unnecessary trips in this way also helps reduce or even remove the need for some more expensive highways capacity improvements.



270,000 more active travel trips each weekday



240,000 fewer car journeys each weekday



30,000 tonnes less CO₂ equivalent emitted a year

4.4. Wessex Thames Highways

This package delivers targeted improvements which support strategic passenger and freight movements through de-conflicting local and longer-distance traffic, and supports safety and air quality objectives.

This package includes interventions that support better access to the Solent Freeport area, a significant contributor to economic growth in the region, as well as interventions which support the sustainable regeneration of areas and local placemaking, such as A3 Guildford, the A320 North Corridor and a new crossing of the River Thames to the east of Reading.

These schemes are designed to unlock opportunities to reallocate road space to active travel and buses to deliver complementary public transport improvements.

Some highway interventions can present a trade-off between economic growth and carbon emissions. The economic benefit of accommodating more freight and unlocking growth in this area is a key objective for TfSE, and this package helps towards that.



Improved air quality in urban areas



An additional £90 million of GVA a 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 **£0.75 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.

Figure 8 provides the packages of interventions proposed over the next 30 years.

Classic Rail Package

- S1** St Pancras International Domestic High Speed Platform Capacity
- S2** London Victoria Capacity Enhancements
- S3** Bakerloo Line Extension
- S4** South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements
- S5** London Victoria to Shortlands Capacity Enhancements
- S6** Hoo Peninsula Passenger Rail Services (HIF)
- S7** North Kent Line / Hundred of Hoo Railway - Rail Chord
- S8** Thameslink - Extension to Maidstone and Ashford
- S9** North Kent Line - Service Enhancements
- S10** Chatham Main Line - Line Speed Enhancements
- S11** Otterpool Park / Westenhanger Station Platform Extensions and Station Upgrade
- S12** Integrated Maidstone Stations
- S13** Dartford Station Remodelling / Relocation
- S14** Canterbury Rail Chord
- S15** New Station - Canterbury Interchange
- S16** New Strood Rail Interchange
- S17** Rail Freight Gauge Clearance Enhancements
- S18** Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet
- S19** High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access
- S20** Ebbsfleet International (Northfleet Connection)
- S21** Ebbsfleet International (Swanscombe Connection)
- S22** Gatwick - Kent Service Enhancements

High Speed Rail Package

- T1** High Speed East - Dollands Moor Connection
- T2** High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade
- U1** High Speed 1 - Link to Medway (Chatham)
- U2** High Speed 1 - Additional Services to West Coast Main Line

Mass Transit

- V1** Fastrack Expansion - Swanscombe Peninsula
- V2** Fastrack Expansion - Northfleet to Gravesend
- V3** Fastrack Expansion - Medway
- V4** Medway Mass Transit
- V5** Medway Mass Transit - Extension to Hoo Peninsula
- V6** Medway to Maidstone Bus Priority
- V7** Medway Mass Transit - Chatham to Medway City Estate New Bridge
- V8** Medway Mass Transit - Chatham to Medway City Estate Water Taxi
- V9** Maidstone Bus Enhancements
- V10** Dover Bus Rapid Transit
- V11** Sittingbourne Bus Enhancements
- V12** Sevenoaks Bus Enhancements
- V13** Thanet Bus Enhancements
- V14** Folkestone Bus Enhancements
- V15** Ashford Bus Enhancements
- V16** Royal Tunbridge Wells / Tonbridge Bus Enhancements
- V17** Thames Gateway / Gravesham Bus Enhancements
- V18** Canterbury / Whitstable / Herne Bay Bus Enhancements
- V19** Ferry Crossings - New Sheerness to Hoo Peninsula Service
- V20** Ferry Crossings - Sheerness to Chatham / Medway City Estate / Strood Enhancements
- V21** Ferry Crossings - Gravesend to Tilbury Enhancements
- V22** Inland Waterway Freight Enhancements

Active Travel

- W1** Medway Active Travel Enhancements
- W2** Medway Active Travel - Chatham to Medway City Estate River Crossing
- W3** Kent Urban Active Travel Infrastructure
- W4** Kent Inter-urban Active Travel Infrastructure
- W5** Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements
- W6** Tonbridge - Maidstone National Cycle Network Enhancements
- W7** Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements
- W8** Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements
- W9** East Sussex Local Active Travel Infrastructure
- W10** East Sussex Inter-urban Active Travel Infrastructure
- W11** Royal Tunbridge Wells - Hastings National Cycle Network Enhancements
- W12** Canterbury Placemaking and Demand Management Measures
- W13** Medway Placemaking and Demand Management Measures
- W14** Dover Placemaking and Demand Management Measures

Highways

- X1** M2 Junction 5 (RIS2)
- X2** A2 Brenley Corner Enhancements (RIS3 Pipeline)
- X3** A2 Dover Access (RIS3 Pipeline)
- X4** A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)
- X5** A229 Bluebell Hill Junction Upgrades (LLM)
- X6** A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)
- X7** A228 Colts Hill Strategic Link (MRN Pipeline)
- X8** Digital Operations Stack and Brock
- X9** A20 Enhancements for Operations Stack & Brock
- X10** Kent Lorry Parks (Long Term Solution)
- X11** Dover Freight Diversification
- X12** A2 Canterbury Junctions Enhancements
- X13** M2 Junction 4 - Junction 7 Smart Motorway (SMP)
- X14** M20 Junction 6 Sandling Interchange Enhancements
- X15** M20 Junction 3 - Junction 5 Smart Motorway
- X16** M25 Junction 1a Enhancements
- X17** M25 Junction 5 Enhancements
- X18** Herne Relief Road
- X19** Canterbury East Relief Road
- X20** New Maidstone South East Relief Road
- X21** A228 Hoo Peninsula Enhancements
- X22** A228 Medway Valley Enhancements
- X23** Strood Riverside Highways Enhancement and Bus Lane
- X24** A259 Level Crossing Removals - East of Rye
- X25** A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses
- X26** Hastings and Bexhill Distributor Roads
- Y1** Lower Thames Crossing



Figure 8: Kent, Medway and East Sussex packages of interventions



Note: List of interventions refers to the Kent, Medway, and East Sussex area only (Packages S – Y).



5.1. Kent, Medway, and East Sussex Classic Rail

A significant boost for employment and economic growth, unlocking £139 million in GVA per annum by 2050.

This package adds capacity to the classic rail network in the south east area and has strong synergies with the Kent, Medway, and East Sussex high speed rail package which aims to serve communities further away from the Capital.

This package includes several interventions that will increase service capacity and others that will improve integration of the rail system – notably at Ebbsfleet, Canterbury, Maidstone, and Strood – where several railways cross each other without providing easy interchange from one railway to another.

It also includes the introduction of passenger rail services on the Grain Branch on the Hoo Peninsula and direct services between Gatwick Airport and Mid / East Kent.



35,000 additional weekday rail trips



Over 1,500 new jobs created



6,000 new residents



15,000 tonnes less CO₂ equivalent emitted a year

5.2. Kent, Medway, and East Sussex High Speed Rail East

Along with “High Speed Rail North”, this package includes some of the more radical interventions in the long list for this study.

The “High Speed Rail East” package would deliver direct high speed services from London to Eastbourne via Ashford and Hastings, reducing journey times from Hastings / Bexhill to London by 20 minutes.

It would also deliver faster journey times to Dover using a connection to HS1 at Dollands Moor, and an increase in the frequency of HS1 services to Ashford.



15,000 tonnes fewer
CO₂ equivalent
emissions each year
(2050)



An additional £125
million of GVA a year
by 2050

5.3. Kent, Medway and East Sussex High Speed Rail North

Expanding domestic high speed services will deliver transformational improvements in journey times and drive economic growth across the region, including for previously left behind coastal areas.

The “High Speed Rail North” package aims to deliver significant improvements in connectivity to North Kent to ensure coastal communities in Medway, Swale, Canterbury, and Thanet are as well served as other parts of Kent.

Several high-level options have been considered, ranging from a new link between HS1 and Medway to improvements to the North Kent Line and Rochester Bridge. The modelling and cost estimates represented for this package reflects one of the more interventionalist options.



15,000 tonnes fewer CO₂ equivalent emissions each year (2050)



£225 million in GVA each year by 2050



More than 17,000 new residents and over 3,800 new jobs (High Speed Rail East and North)



5.4. Kent, Medway and East Sussex Mass Transit

Significant improvements in the quality, speed and frequency of bus and ferry services in Kent, Medway and East Sussex with better interchange with rail services.

This package delivers improvements to bus services with the scope for improvements and expansion particularly strong in the Kent Thameside and Medway areas, where high levels of growth and regeneration are expected. A step change in infrastructure and service provision should be viable thanks to the underlying demographics in this area.

This package also includes an opportunity to create a new crossing of the River Medway to enable faster journeys between the north and south of this conurbation, as well as improvements in connectivity between islands and peninsulas in North Kent.



Over 170,000 more trips on bus, mass transit and ferries each weekday



100,000 fewer private car trips each weekday



25,000 tonnes less CO₂ equivalent emitted

5.5. Kent, Medway, and East Sussex Active Travel

Material improvements to the urban realm, unlocking active travel and regeneration opportunities.

This package delivers general uplift in the quality of walking and cycling infrastructure, particularly in urban areas (such as those infrastructure gaps highlighted in the recent Kent County Council cycling strategy). Improving the quality and attractiveness of active travel infrastructure will improve public health outcomes, give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network.

The package boosts cycling, walking and wheeling and encourages mode shift from car to active travel modes with significant associated health and wellbeing and road space efficiency benefits. Making better use of existing roads will reduce the need for some more expensive highways capacity improvements, while also making a significant contribution towards reducing carbon emissions and improving air quality.



Over 110,000 more trips by walking, wheeling or cycling each weekday



100,000 fewer private car return trips each weekday



10,000 tonnes less CO₂ equivalent emitted

5.6. Lower Thames Crossing

A significantly more resilient corridor connecting the Channel Ports to the M25.

One of the most significant highways interventions planned for this part of the south east, is the Lower Thames Crossing. A national scheme which will deliver a new motorway-standard crossing between Essex and North Kent / Medway.

This is a long standing, nationally-significant scheme that has a considerable impact on the south east's transport system, but in isolation does generate an increase in carbon emissions. To reflect the scale and importance of this scheme, we have modelled it (and some associated ancillary interventions) separately to the rest of the Kent, Medway and East Sussex Highways package based on the most up-to-date information of a possible scheme.

The Lower Thames Crossing also delivers a boost to GVA (£105 million a year by 2050), and should be considered in the context of both the global policy interventions and close integration with regional rail, mass transit and active transport networks which are currently not included within the core scheme (e.g. dedicated 24-hour bus lanes, associated bus priority measures and even inclusion of active travel links).

TfSE will continue to work with the UK and local governments to ensure the design of any crossing is fit for purpose and aligns with our goal to reach net zero by 2050 at the latest and support the development of low-carbon industries.



£105 million in GVA each year by 2050



1,400 new jobs created

5.7. Kent, Medway and East Sussex Highways

This package delivers the Kent bifurcation strategy improving A2 / M2 and A20 / M20 routes to increase capacity to and from Dover. This strengthens the resilience of Channel port access corridors – and improved connectivity for coastal areas.

This package includes several interventions that aim to improve highway resilience and connectivity while also relieving congestion in city and town centres. Many of these interventions will enable housing growth and /or improve public transport and active travel facilities in urban areas. In this sense, highways should be viewed as multi-modal interventions.

These interventions in isolation are projected to increase carbon emissions. This effect will diminish if this package is combined with global policy and other rail, mass transit and active travel interventions.

More resilient corridors serving the key Channel Ports and better-connected coastal areas.

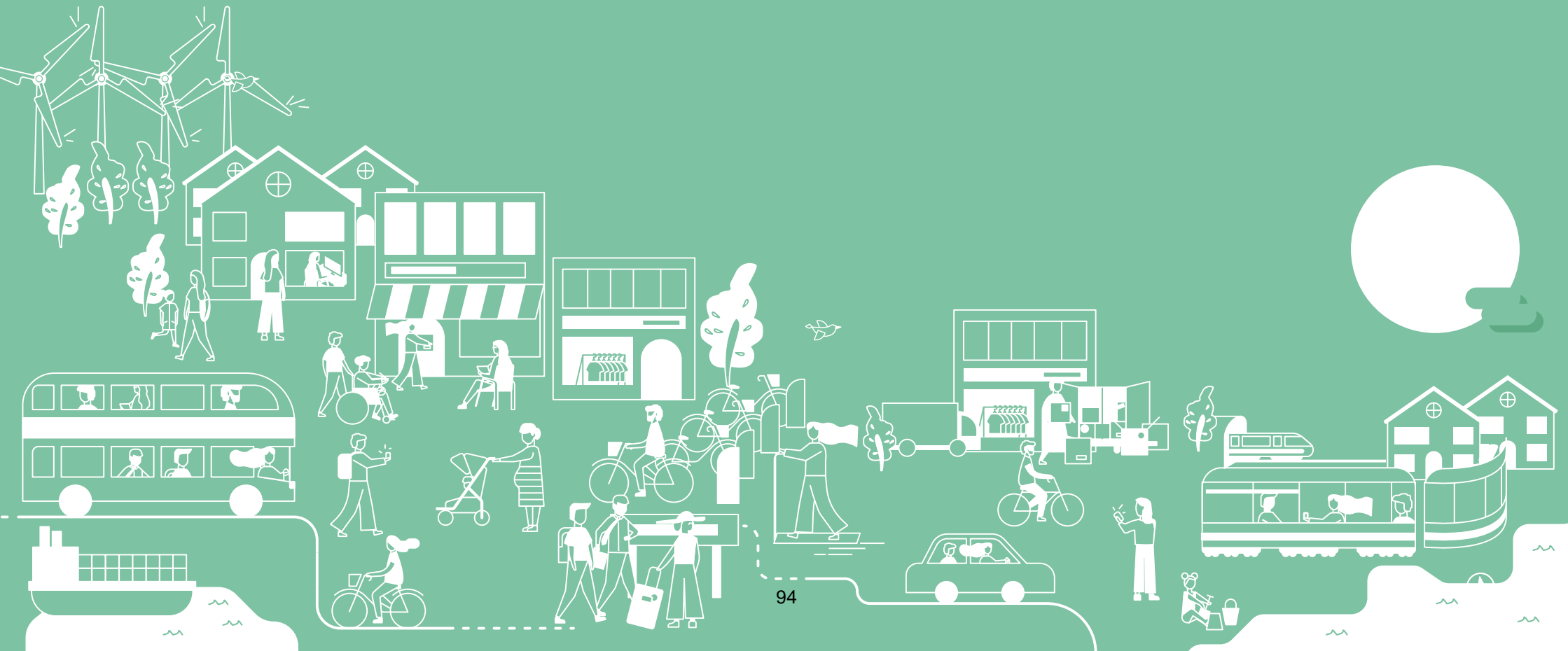


An additional £90 million of GVA a year by 2050



1,000 new jobs created

Benefits and Costs



Overview

In 2018, Transport for the South East commissioned Steer to create a model that would test the impact of the scenarios developed in support of the advancement of the Transport Strategy for the south east.

This model, known as the South East Economy and Land Use Model (SEELUM), is a transport and land use model that simulates the interaction of transport, people, employers, and land use over periods of time. It provides estimates at a package level and uses different approaches and calculations to local models at a scheme level. More detail is provided in the SEELUM Modelling Report.

SEELUM produces detailed reports on:

- changes in households, population, and the workforce;
- changes in employment (jobs filled) and unemployment rates;
- changes on “tailpipe” CO₂ equivalent emissions from transport;
- changes to travel patterns, volumes and mode shares; and
- time-savings benefits for appraisal and impacts on productivity.

To model each package in SEELUM, adjustments were made to:

- Generalised Journey Times (GJTs) – a weighted measure of travel, waiting and transfer / interchange times – and
- characteristics of links on the road and railway network (notably capacity).

To model the global policy interventions, we have adjusted GJTs between each zone by mode. For example, to model a potential reduction in public transport fares, we reduced the GJTs for bus services across all zones in the south east.



The packages were modelled in SEELUM from a base year of 2018 and run for 32 years to 2050. The results are presented as a comparison to a “business as usual” scenario, which is based on the Department for Transport’s National Trip End Model (NTEM) that also projects employment and population growth to 2050.

The summary results of the modelling of all packages of interventions are presented in Table 2.

Estimating costs

Capital cost estimates have been prepared to a level of detail commensurate with the maturity of the design of the packages of interventions and are presented in Table 2. These are early stage capital cost estimates and verified estimates will be built up as each scheme is further developed.

Items and quantities have been priced using historic project data and industry standard published data, with adjustments made to capture the influence that quantity, access, time constraints, site location and conditions will have on labour, plant and materials input costs.

A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors’ preliminaries and overhead and profit, temporary works and traffic management where required. Allowances for professional fees and other development costs have also been included. To reflect the maturity of the design a risk allowance has been applied.

Annual maintenance and renewal capital cost estimates are also shown in Table 2.



Table 2: Package benefits and costs (2020 prices)

Packages of intervention*	Global policy interventions (see main section for further detail)	Solent and Sussex Coast	A. South Hampshire Rail (Core)	B. South Hampshire Rail (Enhanced)	C. South Hampshire Mass Transit	D. Solent Active Travel	E. Isle of Wight Connections	F. Sussex Coast Rail	G. Sussex Coast Mass Transit	H. Sussex Coast Active Travel	I. Solent and Sussex Coast Highways
Implementation timeframe	Ongoing		Short – Medium	Medium – Long	Short – Medium	Short	Short – Medium	Short – Medium	Short – Medium	Short	Short – Long
Capital construction cost in £millions*	-	11,200	600	3,700	1,800	350	250	350	450	250	3,500
Annual capital maintenance and renewal costs	-	635	15	95	135	30	20	25	35	220	260
Gross Value Added (GVA) in £millions per annum in 2050	720	1,250	285	£305m	£165m	£10m	£165m	£80m	£120m	£5 million	£170m
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	-52,500	6,350	1,050	1,150	1,300	150	1,950	700	850	<50	250
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	-1,600	7,900	1,550	2,000	1,000	50	1,500	350	550	<50	700
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	-1.4m	-10,000	-	-	-30,000	-10,000	-	-	-10,000	-5,000	45,000
Change in average weekday return trips	-1.4m	35,000	5,000	10,000	5,000	-	5,000	5,000	5,000	-	5,000
Change in average weekday return car trips	-1.6m	-180,000	-5,000	-5,000	-70,000	-40,000	-15,000	-	-35,000	-20,000	5,000
Change in average weekday return rail trips	61,000	45,000	15,000	15,000	-	-	5,000	5,000	5,000	-	-
Change in average weekday return bus, mass transit and ferry trips	252,000	170,000	-	-	110,000	-5,000	15,000	-	55,000	-5,000	5,000

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital costs to Kent geographically



Packages of interventions*	London – Sussex Coast	J.&K.London – Sussex Coast Rail	L. London – Sussex Coast Mass Transit	M. London – Sussex Coast Active Travel	N. London – Sussex Coast Highways	Wessex Thames	O. Wessex Thames Rail	P. Wessex Thames Mass Transit	Q. Wessex Thames Active Travel	R. Wessex Thames Highways
Implementation timeframe		Short – Medium	Short – Medium	Short	Short – Long		Short – Long	Short – Medium	Short	Medium – Long
Capital construction cost in £millions*	3,600	500	400	1,100	1,600	10,400	7,200	1,000	400	1,800
Annual capital maintenance and renewal costs	245	15	30	80	120	430	185	80	30	135
Gross Value Added (GVA) in £millions per annum in 2050	615	375	100	10	140	1,205	850	245	35	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	8,100	6,250	1,350	50	700	7,100	3,100	3,300	500	200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	4,450	2,350	800	<50	1,350	5,600	3,750	1,300	<50	450
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	-10,000	-10,000	-15,000	-10,000	20,000	-60,000	-5,000	-55,000	-30,000	25,000
Change in average weekday return trips	40,000	30,000	5,000	-	5,000	45,000	35,000	10,000	-	5,000
Change in average weekday return car trips	-70,000	-10,000	-35,000	-35,000	5,000	-240,000	-5,000	-130,000	-120,000	5,000
Change in average weekday return rail trips	40,000	45,000	-	-	-	40,000	50,000	-5,000	-	-
Change in average weekday return bus, mass transit and ferry trips	55,000	-	60,000	-5,000	-	200,000	-	225,000	-10,000	-

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital costs to Kent geographically



Packages of interventions*	Kent, Medway, and East Sussex (KMES)	S. KMES Rail	T. KMES High Speed Rail East	U. KMES High Speed Rail North	V. KMES Mass Transit	W. KMES Active Travel	X. KMES Highways	Y. Lower Thames Crossing
Implementation timeframe		Short – Medium	Short – Medium	Medium – Long	Short – Medium	Short	Short – Long	Medium – Long
Capital construction cost in £millions*	19,400	3,700	1,000	7,300**	700	100	3,800	2,800***
Annual capital maintenance and renewal costs	865	95	25	190	55	5	210	290
Gross Value Added (GVA) in £millions per annum in 2050	750	140	125	225	45	15	105	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	28,400	6,150	5,800	11,700	1,550	450	1,600	1,200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	8,400	1,500	1,400	2,450	400	250	1,400	950
Change in carbon emissions in 2050 (Nearest 5,000 Tonnes CO ₂ e)	30,000	-15,000	-15,000	-15,000	-25,000	-10,000	45,000	65,000
Change in average weekday return trips	160,000	20,000	15,000	35,000	-	-	75,000	5,000
Change in average weekday return car trips	-	-	-	-	-50,000	-50,000	85,000	10,000
Change in average weekday return rail trips	65,000	15,000	15,000	35,000	-	-	-	-
Change in average weekday return bus, mass transit and ferry trips	75,000	-	-	-	85,000	-5,000	-5,000	-

Figures rounded to nearest: £50 million for capital costs; £5 million for GVA; 50 new residents / jobs; 5,000 tonnes CO₂e; and 5,000 weekday return trips

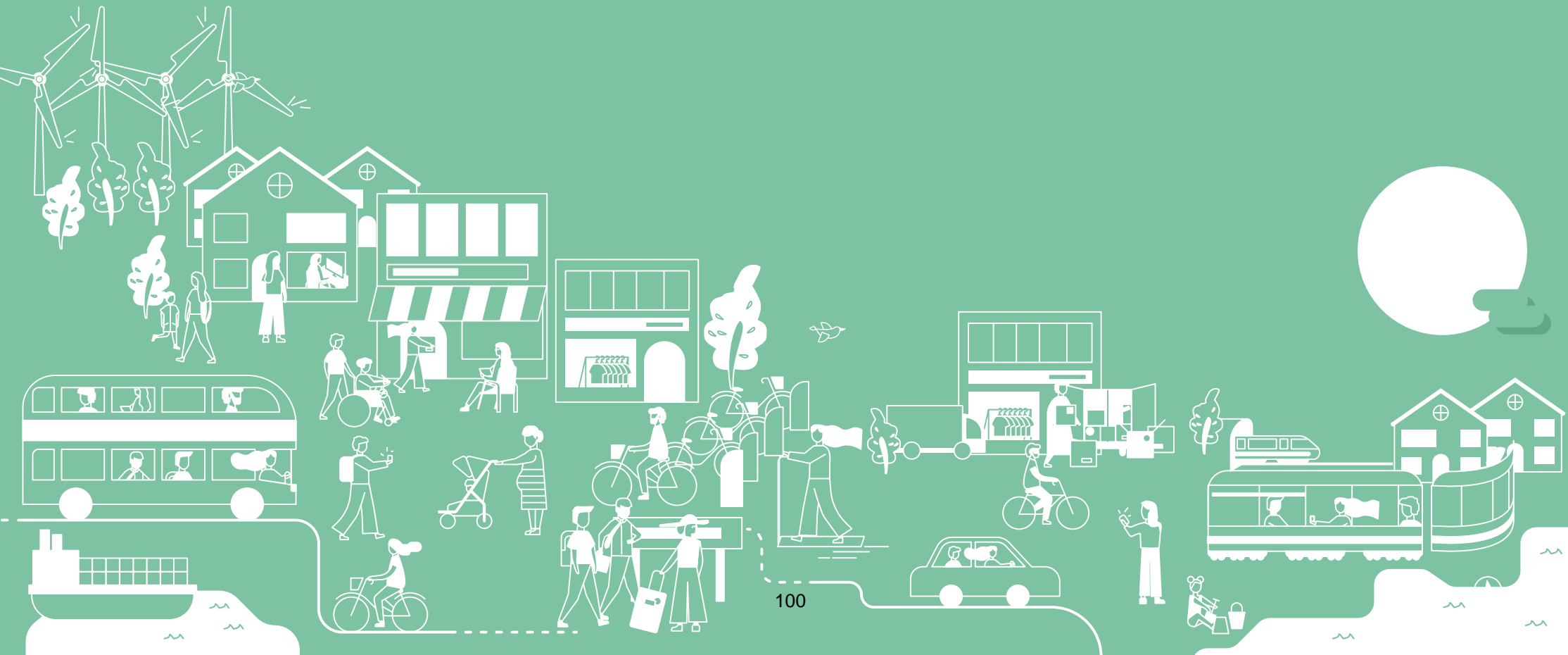
*A full list of proposed interventions within each package can be found in Appendix A

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Funding and Financing



Introduction

We know that the credibility of our SIP, 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 SIP's principal financial challenge will relate to funding – how the projects are ultimately paid for over time – both capital (for construction, maintenance and renewals) and resource (for operations). Addressing this challenge will involve both making the best use of funds directed from 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 SIP 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.

This section therefore sets out the potential revenue sources that could contribute to the types of interventions identified in the SIP and the role of different stakeholders in channelling these funds to support the investment need.



Context

Traditionally, strategic connectivity interventions have been funded from a combination of user or farebox revenues and central government grant provided to delivery bodies and transport authorities (often competitively bid for and / or in scheme or one year, mode based silos).

But today, these traditional funders face a number of competing priorities, with financial positions that are in many cases highly constrained. Further national-level challenges (but also opportunities) can be expected to accompany technological change in the transport sector, particularly the electrification of the road vehicle fleet and the implications for road taxation and the way users pay to access the highways network.

The SIP reflects the changed world in which we live and work. It seeks not only to address transport connectivity and capacity issues, but to promote and maintain economic development, increase the supply of homes, support the transition to net zero and improve quality of life and social inclusion.

The Exchequer will benefit from the broader fiscal impacts this will deliver – which is one of the reasons why it will remain appropriate for taxpayer funding to support the SIP.

However, the programme will also bring significant tangible benefits for a wider range of beneficiaries across the south east, London and beyond – in terms of productivity, employment, income levels, environmental impacts, quality of place, and land and property values.

The SIP's wide reach suggests that there is a strong case for seeking a fair and proportionate contribution from this full spectrum of beneficiary groups. This requires new and innovative tools that seek to monetise a share of the specific value that projects deliver for beneficiaries and can supplement or (eventually) replace traditional central government grant and local farebox for certain types of interventions.

However, we recognise that, if they are to have maximum impact, novel approaches may require either broader (e.g. nation-wide) reform or a degree of devolution of funding powers beyond that which the south east currently enjoys – both of which are subject to political will and community acceptance.

While it is wholly appropriate to consider new approaches, and they are likely to play a role at some stage in the multi-decade programme, we will need to work hard with local and national stakeholders if such mechanisms are going to be able to make a meaningful contribution to delivering the SIP. This will include investment decisions being made in addition to existing funding in order to deliver the schemes within this plan and realise their benefits.

The SIP's funding requirement in context

Funding allocations for strategic connectivity interventions are generally provided to delivery authorities (such as Network Rail and National Highways) from consolidated government budgets that are themselves funded in the main part by general taxation and user revenues. There are additional grant programmes for other forms of transport such as mass transit, cycling and active travel, either in their own right or as part of broader funding competitions open to local authorities.

Broadly speaking, transport spending in the south east in the recent past has been roughly equivalent to its share of both national population and its GVA contribution.

The continued existence of a centralised funding regime for most types of strategic connectivity interventions suggests that many of the programmes within the SIP will continue to be funded, at least in part, from central sources – especially given the very strong case for investment in our region.

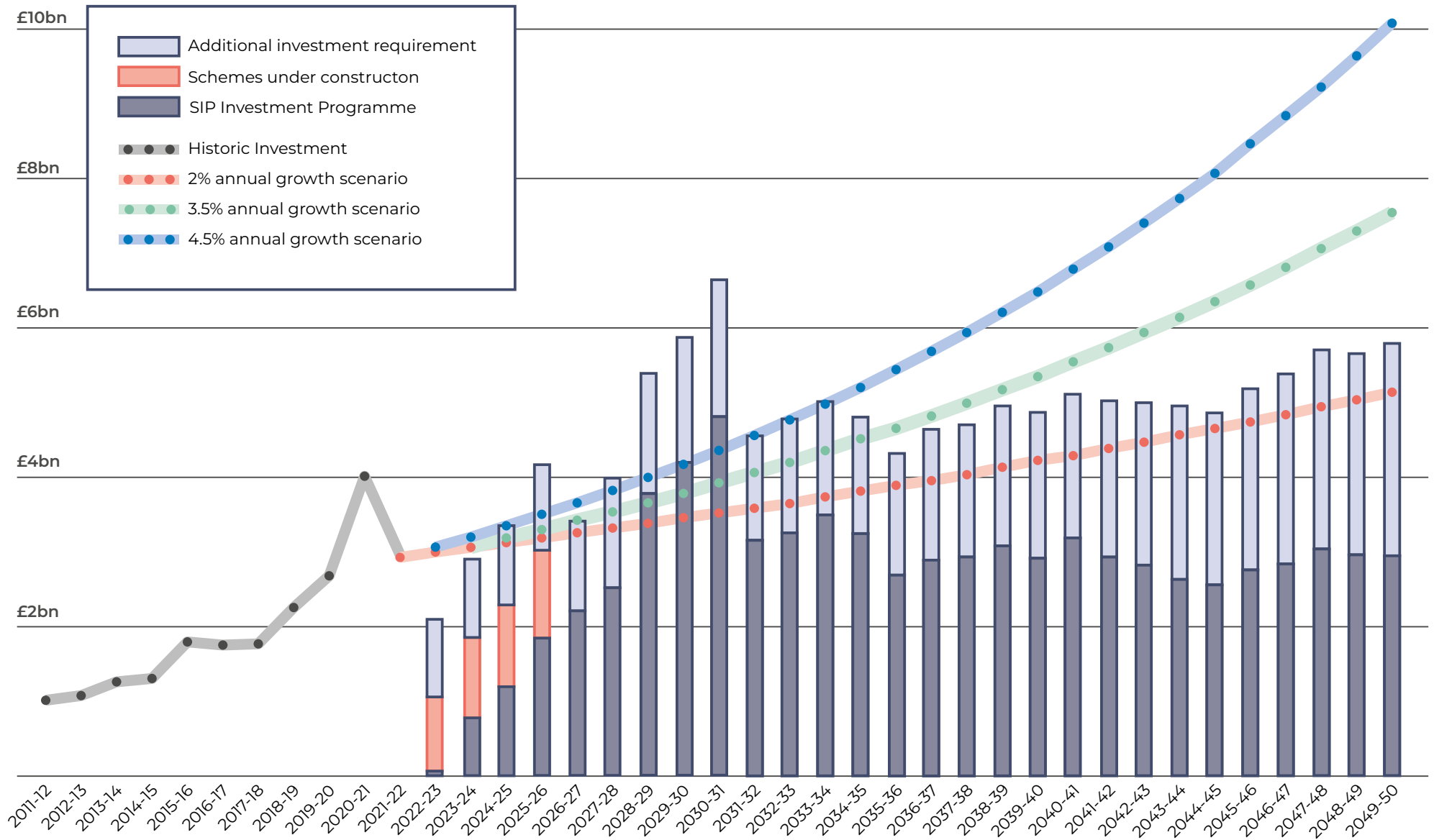
The future quantum of government funding that will be allocated to transport infrastructure (beyond current spending plans) is, of course, unknown – although historical trends can provide some indication.

Figure 9 compares the proposed future investment in transport in the south east (the SIP and assumed additional local expenditure) with illustrative future growth scenarios based on actual levels of government spend 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.

More detail about how we have developed Figure 9 is provided in the technical annex on funding and financing.



Figure 9: Indicative investment requirement and historic and projected spend profiles



Funding the investment programme

1. Enhancements to existing strategic networks

Around 80% of the identified investment required in the SIP will be spent on much-needed enhancements to the existing highways and rail networks, designed to improve connectivity to, from and within our region.

Rail enhancements

Today, roughly half of the underlying government funding for rail expenditure is raised directly from passengers (fares and premia paid by rail operators) and another third from consolidated government budgets (i.e. general taxpayers). This funding is used to provide direct grant payments to Network Rail, subsidies for some operators and capital grants for other major projects.

Core funding for Network Rail is provided in five-year Control Period settlements for operations, maintenance and renewals, whereby a Statement of Funding Available (SoFA) sets a funding envelope to deliver the outputs specified in the High-Level Output Specification (HLOS).

The Rail Network Enhancements Pipeline (RNEP) is a periodically updated list of enhancements that Network Rail is expected to deliver within each Control Period and is tied to government spending review allocations. Interventions within the south east fall within Network Rail's southern region.

Going forward, there may be changes to how funding is allocated and spent as a result of the Government's emerging plans to replace Network Rail with Great British Railways; however, the Williams-Shapps Review states that five-year settlements will continue to be agreed with the new organisation. Accordingly, we expect the funding for most rail enhancements and renewals within the SIP to follow this pattern.

There is, however, likely to be a growing emphasis on considering ways in which non-grant funding sources can contribute to the delivery of rail enhancements – or elements of such interventions. Major interventions such as HS2 and Crossrail have shown that certain components – such as station works or rolling stock – can potentially lend themselves to alternative funding and financing arrangements.

Network Rail has also been encouraged to consider leveraging its property portfolio to support intervention delivery and to consider options for introducing private capital into its projects. As part of the 'Market-Led Proposals' initiative, private companies, local authorities and Local Enterprise Partnerships can apply for funding for rail infrastructure projects that are not identified or prioritised for Control Period funding. Market-Led Proposals which include alternative sources of funding may be more attractive to Network Rail and DfT as they help reduce the burden on the general taxpayer.

See Worked Example 1 – Crossrail – Extension from Abbey Wood to Dartford / Ebbsfleet.



WORKED EXAMPLE

Crossrail – Extension from Abbey Wood to Dartford / Ebbsfleet

Kent, Medway, and East Sussex -
Classic Rail Package

Description

The opening of the Elizabeth Line (Crossrail) will provide fast, frequent services into central London and Heathrow from a number of locations to the east and west of London. Despite earlier variations of the scheme proposing a longer alignment, services in the south east will terminate at Abbey Wood in the London Borough of Bexley.

In 2016, the Crossrail to Ebbsfleet (C2E) Partnership was formed as an informal group of local authorities and transport agencies to promote options for the corridor east of Abbey Wood into Kent, to make the most of new Elizabeth Line services, as well as supporting the delivery of new homes and jobs.

Following a detailed study of a range of options using £4.85 million of funding from the Department for Levelling-up, Housing and Communities (DLUHC) in 2021 a Strategic Outline Business Case was submitted to government setting out three preferred schemes to support ambitious and sustainable housing growth and regeneration in the Bexley Riverside – North Kent corridor.

Of the three options being considered as part of the study, two involve enhancing the Elizabeth Line to provide more direct rail services from London to Ebbsfleet, Northfleet and Gravesend. In each case, some sections of additional track would need to be built, in addition to junction works, enhancement of existing stations and building new stabling facilities.

The DLUHC and the DfT are currently considering the business case.

For the purposes of the SIP, a cost of £2.6 billion to £3.2 billion is assumed for this package of schemes, to be delivered between 2023 and 2028, although we note there are a range of different options under consideration in the Business Case, some of which may involve a higher cost.



Funding and financing options

The proposal, at Strategic Outline Business Case (SOBC) stage, has identified three potential delivery leads ranging from Transport for London (TfL), Network Rail (or Great British Railways in future) to a Special Purpose Vehicle (which would be a blend of the former two options with private sector input). The different approaches have different strengths and weaknesses and would be developed if the scheme case is developed to Outline and Full Business Case stages.

Were Great British Railways to be the delivery body (recognising that much of the works are on the existing north Kent Line), then DfT will need to accept the project into the **Rail Network Enhancements Pipeline (RNEP)** and the project will then progress through RNEP's five stages before government funding will be committed.

As a major, complex (and capital-intensive) cross-border scheme with wide-ranging potential benefits, a wide range of funding sources could play a role beyond central government grant funding for the railways, as part of a bespoke package.

This might include government funding from **broader programmes** that recognise the potential of the scheme to contribute to national housing, economic and environmental objectives (e.g. the Housing Infrastructure Fund or successor programme). It is notable that the Department for Levelling Up, Communities & Housing was the key sponsoring department for the recent Abbey Wood to Ebbsfleet Connectivity Study.

A **contribution from London** (the Mayor, GLA and TfL) could also be considered, as the scheme features in the Mayor's Transport Plan - recognising its cross-border geography and the potential to catalyse economic growth in London. While the Mayor and the GLA have certain revenue-raising powers available to them (as seen with the implementation of a Mayoral Community Infrastructure Levy (CIL) and business rate supplement to support Crossrail), agreement to extend these and divert them to the scheme will be required, and this would be challenging in the context of TfL's difficult financial situation and the additional time and funds required to deliver the Elizabeth Line itself.

Potential mechanisms for a **local contribution** from the C2E Partnership authorities (linked to the growth unlocked by the scheme) have been identified as part of the recent study. These include existing budgets and tools, as well as new / innovative approaches to capturing the value of development and the expected uplift in nearby land values. Such mechanisms may have a role to play but would present significant challenges of political and community acceptability and equity – and some are likely to require broader (e.g. national) reform to be successful.

Highways enhancements

Funding for the strategic road network highways interventions is generally provided by DfT to National Highways and allocated as part of the Road Investment Strategy (RIS) process.

The underlying funding comes from consolidated government budgets (although, since 2020, the Government has committed to hypothecating revenues raised through Vehicle Excise Duty (VED) to investments in the roads network). The taxes and duties levied directly on road users significantly exceed the equivalent expenditures. In 2021, Fuel Duty raised around £25 billion, while VED accounted for around £5 billion. In the same year, overall roads expenditure in England was about £10 billion.

While we expect highways enhancements to continue to be funded via established approaches in the short term, it seems increasingly likely that these approaches will not endure for the duration of the SIP period.

As more vehicles are electrified, Fuel Duty revenues are expected to fall, and alternative methods of raising revenue will need to be found. To achieve this, expanding existing local congestion and air quality charges, tolls and / or distance-based ('pay-per-mile') road user charging interventions presents the opportunity to move towards an approach whereby the usage of a vehicle (rather than its ownership) provides the basis of a contribution. This would not only provide the government with revenues for infrastructure spending, but also address other objectives such as optimising the capacity of a finite asset, managing congestion and improving air quality.

While broad national reform is being considered, it may be likelier that more cities and regions use the powers available to them to implement road user charging systems. Cities such as Cardiff, Reading and Bristol are considering congestion charging, following the lead of London and Durham.

There are indications that cities like Birmingham and Manchester will follow London's lead in establishing Clean Air Zone (CAZ) and Low Emission Zone (LEZ) interventions, though these are subject to consultation in respect of the long-term impact of the Covid pandemic and the advancement of the ban on Internal Combustion Engine (ICE) vehicles.

TfSE intends to play an important role in working with the government and other stakeholders on developing potential future options for road user charging. This includes influencing the direction of any national reform, supporting local partners in developing solutions for specific geographies, and more broadly ensuring that revenues from any future interventions can be efficiently and equitably applied to support priority capital interventions in the south east.

See A34 junction and safety enhancements worked example.



WORKED EXAMPLE

A34 Junction and Safety Enhancements

Wessex Thames - Highways Package

Description

The A34 is a major highway running for over 150 miles from the A33 and M3 at Winchester in Hampshire, to the A6 and A6042 in Salford, Greater Manchester, with the Strategic Road Network element running from the M3 at Winchester to the M40 just north of Oxford. It forms a large part of the major trunk route from Southampton, via Oxford, to Birmingham, the Potteries and Manchester.

Alongside the M3 and M4, the A34 is a significant corridor upon which the Wessex Thames area is dependent for passenger and freight movements.

This is a major route upgrade comprising of a series of improvements to lanes, slip roads and junctions to improve traffic flow, and enhance safety on the A34 within the TfSE geography. The package of schemes includes climbing lanes for larger vehicles on hills, remodelling of the A34 / A303 junctions and capacity enhancements of the A34 / M3 junction.

For the purposes of the SIP, a cost of around £800 million is assumed for this package of schemes, to be delivered between 2029 and 2033. It is a project developed in collaboration with National Highways and TfSE and will be included within emerging Route Strategy documents.

Funding and financing options

Although a relatively large package of interventions in terms of cost and geographic coverage, the individual upgrades themselves are considered to be relatively small-scale, 'standard' and may in practice be delivered incrementally rather than in one go. Some may require bespoke delivery models (e.g. where new climbing lanes require third party land).

As a scheme on the Strategic Road Network, there is no reason to suggest that the programme of works would be delivered other than as part of existing arrangements through the National Highways' Roads Investment Strategy. This would of course require National Highways and the Government to prioritise the scheme, and TfSE can support this outcome.

The sources of the underlying funding for the Roads Investment Strategy are expected to change over time, as revenue from conventional road taxes reduces and is replaced, potentially, with income from new user charging regimes. Our working assumption is that whatever the mechanism for raising this underlying revenue from road users, the proceeds will continue to be reinvested – at least in part – in the highways networks.

Alternative delivery models have in the past had a role to play in highways schemes. Design, Build, Finance and Operate (DBFO) is a prominent example of this and involves entering a contractual arrangement (concession) with a private entity to operate and maintain a specified route for (usually) 30 years, as well as deliver a programme of enhancements. The enhancement works are financed by the concessionaire, who is then repaid via a fee over the length of the contract period (linked to performance and / or road usage).

DBFOs and other variations (e.g. Design, Build, Finance and Maintain, Public Finance Initiative) are no longer within government policy for centrally-funded infrastructure projects, and therefore unlikely to be deployed on schemes such as the A34 programme.

Local authorities are able to use private finance models; however, they are typically only appropriate where there is an objective to outsource long-term operations and maintenance, as capital elements are often more cost effectively financed from conventional Public Loans Works Board (PWLB) borrowing.

2. New strategic infrastructure

Major new infrastructure projects that deliver transformational connectivity enhancements are often funded via bespoke arrangements outside of the established approaches. HS2, for example, will be almost fully funded by government outside of the normal Network Rail Control Period settlement.

For some new infrastructure (such as a bridge or tunnel) on an existing network, part of the funding package can involve seeking to recoup some of the costs from users. When it opens, the Silvertown Tunnel will have a free-flow charging system (which will also apply on the Blackwall Tunnel), for example. The Dartford Crossing, M6 Toll, Mersey Gateway and Humber Bridge are further examples of this approach. Tolls are appropriate in these situations as there is a tangible gain to users for which they are prepared to pay.

A further feature of user charges is that the prospect of a relatively-predictable (and therefore 'bankable') revenue stream can – in certain circumstances – introduce the potential to consider a range of procurement and financing structures (public and private), to both bridge the timing gap between construction expenditure and the realisation of their benefits, and to share some of the risks of delivery and operation.

There is generally no shortage of finance available for investment in such interventions, with government-backed sources such as the Public Works Loans Board (PWLB) and the new Infrastructure Bank, as well as strong market appetite for private capital and concessions or other available procurement models.

We anticipate that user charging will be a consideration for a variety of interventions included in the SIP where the conditions are appropriate to do so. We will work with intervention developers to consider the wide range of options.

See A27 Worthing (long term solution) worked example.



WORKED EXAMPLE

A27 long term Worthing solution

Solent and Sussex Coast –
South Coast Highways Package

Description

The A27 through Worthing and Lancing is used for local journeys but is also an important route for long-distance traffic.

Despite some improvements along the route in recent years, there are many long-standing challenges around capacity, delays, journey time, reliability, safety and environment.

As a result of these difficulties, traffic diverts away from the A27 to alternative routes that are less suited to high volumes. Additionally, bus and active travel journeys are held up by congestion in Worthing.

A number of options for the corridor have been put forward, and National Highways plans to hold a public consultation on their online improvement options in early 2023.

One of the potential “long-term” solutions is the construction of a new stretch of road, much of which would be within a four to five kilometre tunnel, potentially making it the longest road tunnel in the UK. It should be noted that this is not currently in National Highways’ policy or plans for the area.

For the purposes of the SIP, a cost of around £2 billion is assumed for this package of schemes, to be delivered between 2045 and 2050, although this figure may vary as it is highly dependent on detailed design, especially if the solution were to involve a tunnel which would have options for different lengths and configuration (e.g. single or multiple bore).

Funding and financing options

As a scheme on the Strategic Road Network, the government-funded National Highways' Roads Investment Strategy would be the 'default' funding source for the scheme. However, new pieces of infrastructure such as tunnels or bridges that have a transformational impact on connectivity can be suitable for consideration of discrete user charges in the form of tolls though this would be subject to results of financial feasibility studies at a stage when the project is more progressed.

To prevent unintended traffic movements, in some cases existing crossings as well as new ones are tolled. In relation to the Mersey Gateway, for example, both the new bridge and the existing Silver Jubilee Bridge are tolled and in relation to the Silvertown Tunnel both the new tunnel and the existing Blackwall Tunnel will be tolled.

The future value of the tolls can be used by the authority to finance borrowing (e.g. from the PWLB) to fund construction activity. Alternatively, a privately-financed construction or construction plus operations / maintenance (e.g. a PPP or DBFM) can be let, with the toll revenues used to pay the contractor. This model is used for both the Mersey Gateway and Silvertown Tunnel, where the toll revenues are or will be used to help meet the contractual payments to the special purpose vehicle responsible for the design, build, finance, operations / maintenance of the new crossing.

The public sector (government department or statutory transport authority) will normally remain the party with the legal power to levy a toll and the responsibility for setting the price. Revenue and demand risk in relation to tolling remains with the public sector.

On the Mersey Gateway, the responsibility for physically collecting the toll revenue has been transferred to the Special Purpose Vehicle (SPV) operating the crossing, which acts as the agent of the local authority in collecting the tolls. On Silvertown Tunnel the responsibility for collecting the tolls is through a separate contract, and the SPV is only required to provide 'passive' infrastructure (i.e. the gantries for the cameras).

It is potentially possible to pass demand risk to the private sector under a concession model, but generally for a new crossing the market is not willing to take this risk without impacting value for money.

3 Local and mass transit

Funding for local transport and urban mass transit solutions is generally very context-specific and accordingly does not fit within established modal regulatory funding settlements. The guided busway system in Cambridge, for example, was paid for by a combination of government grant, local developer charges and operator contributions.

Mass transit interventions are good examples of where TfSE can support its stakeholders in identifying and developing funding and financing solutions that reduce the call on traditional sources.

There are some tools already available in local settings to monetise and capture project-specific benefits – but they are relatively limited, because they account for a small proportion of the total value that is created, and only rarely deliver this back to delivery bodies, especially at the local level.

In recent years there has been a growing recognition of the need for new approaches that seek to more efficiently and ‘smartly’ monetise a share of the benefits that projects deliver for a wider range of beneficiary groups other than just national taxpayers and passengers. These mechanisms seek to align the funding of projects with the value that they create, in a way that the standard tax system does not, while simultaneously reducing the call on conventional budget funding.

Examples include:

- The Greater Manchester Transport Fund – including the expansion of Metrolink – is part-funded by a Council Tax levy that monetises a share of benefits to residents.
- Crossrail is part-funded by the London Business Rate Supplement that monetises a share of benefits to businesses, and by the Mayoral Community Infrastructure Levy (CIL) that monetises a share of benefits to property developers.

- The Northern Line Extension is part-funded by developer contributions and an Enterprise Zone, as well as by incremental business rate receipts received by two London boroughs.
- In Nottingham, a Workplace Parking Levy raises funds for the local authority to contribute towards financing a new tram system and redevelopment of the conventional rail station.

Each of the mechanisms above is very context specific. Many are currently only available to established political geographies (such as Mayoral Combined Authorities) which have access to devolved funding powers. They therefore are not currently available in the south east.



However, over the course of the SIP's multi-decade investment horizon, and as the devolution agenda continues to evolve (for example with the establishment of new Mayoral Combined Authorities and 'county deals'), it is conceivable – and indeed may be necessary – that innovative new funding mechanisms will form part of future funding deals for major transport interventions.

Mechanisms that may play such a role in the future delivery of the SIP include:

- The diversion of incremental revenues from existing taxes or charges in specified locations, e.g. the CIL, business rates, Council Tax or Stamp Duty.
- Increased rates, or other enhancements, to existing taxes and charges such as a Council Tax precept, business rates supplement or a supplementary CIL.
- New local charging mechanisms, such as a betterment levy or 'transport premium charge' (TPC), or land pooling or sharing the proceeds of development rights.

There is also an opportunity to look at funding reform beyond the prism of specific interventions or modes. For example, there is a growing trend for broader 'growth deals' with government whereby a package of investments is agreed that might stretch beyond transport to, for example, housing delivery, and in return unlock either matched funding and / or access to wider revenue-raising powers at a local level.

See south east Hampshire Rapid Transit Future Phases Worked Example.

The funding and financing technical annex provides further detail about some of these alternative funding mechanisms.



WORKED EXAMPLE

south east Hampshire Rapid Transit Future Phases

Solent and Sussex Coast -
South Hampshire Mass Transit Package

Description

The South East Hampshire Rapid Transit Future Phases network is a series of interventions aimed at making public transport more accessible, efficient and popular in Portsmouth and the surrounding area.

It includes the Eclipse Bus Rapid Transit (BRT) system which currently runs on three miles of dedicated track between areas in Gosport and Fareham, as well as lanes that are dedicated to buses, and technology which gives priority to buses at junctions.

There is an ambition to expand Eclipse / a BRT system from Gosport to Fareham, Welborne and Portsmouth. Based on analysis undertaken by the authority in 2018-19, it was hoped that the South East Hampshire Rapid Transit Future Phases network would eventually serve 14 large development sites which will together deliver 17,750 new homes and 306,000 sqm of employment floor space – comprising 42% of new dwellings and over 72% of new employment floor space in the Portsmouth city region to 2036.

Following consultation with local stakeholders, the SIP includes works associated with the following corridors: City Centre – Havant, City Centre – Waterlooville, City Centre – Fareham, Fareham – Gosport, Havant – Waterlooville, Fareham – Welborne and Fareham – Whiteley.

For the purposes of the SIP, a cost of around £500 million is assumed for this package of schemes, to be delivered between 2030 and 2032.



Funding and financing options

The scheme provides a good example of the way in which bespoke funding packages are often developed to support local and mass transit projects.

The first phase of the Eclipse BRT route received funding in 2012 from central government (£20 million through the Community Infrastructure Fund), Hampshire County Council (around £4 million) supported by Local Transport Plan grants, and developer contributions (around £0.5 million). Additionally, the operator, First Group, invested £2.8 million in new vehicles and marketing.

An extension to the Eclipse network in 2021 followed a similar pattern. It was funded by £6.93 million from DfT's National Productivity Investment Fund, £1.4 million from the Transforming Cities Fund and £3.3 million from Hampshire County Council. In addition, First Bus has committed to investing £3.8 million in a new bus fleet.

Future extensions will likely follow a similar pattern of joint funding by various partners. Local authorities will have a key role to play, recognising the localised nature of much of the benefit generated; however, their capacity to contribute will continue to be constrained by the revenue-raising powers that are available to them. From a private sector perspective, the performance of the existing network suggests that there may be further future operating surpluses – although the relative contribution of this will be subject to both commercial arrangements and future patronage levels.

Certain ancillary revenues may, in certain circumstances, play a role in a bespoke package for the scheme. These include Over-Site Development (OSD) and other real estate opportunities at stops and termini, depending on the ownership of the land in question. Commercial and retail income (e.g. kiosks at stops and termini) may also contribute but are likely to be relatively modest in terms of overall costs. Other options could include offering electric vehicle charging points if synergies with the BRT infrastructure allow these to be delivered cost effectively.

4. Active travel infrastructure

Strategic and local active travel (walking, wheeling and cycling) infrastructure is different to other types of transport infrastructure in that:

- it is effectively free to use;
- does not involve user contributions;
- presents significant public health, individual wellbeing, and equality benefits;
- can be cost-effectively delivered in the short term; and
- can reduce or even remove the need for more expensive highways capacity improvements.

Active travel infrastructure is generally delivered and paid for by local authorities (although there are some exceptions such as National Highways' designated Cycling, Safety and Integration Fund). Local authorities are encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to coordinate the delivery of active travel programmes.

To deliver this infrastructure, local authorities can use their core discretionary sources of revenue, with a particular role for developer contributions from CIL and Section 106 agreements where the infrastructure in question supports wider development programmes.

More commonly, local authorities bid into government grant programmes to help fund active travel. There have been dedicated programmes such as the Active Travel Fund, Places to Ride Programme, Bikeability programme and Cycle Ambition Cities Programme. Additionally, bids are made into programmes with broader transport or regeneration objectives. The Local Growth Fund, Stronger Towns Fund, the Levelling up Fund, the Future High Streets Fund, the Transforming Cities Fund and Housing Infrastructure Fund have all been used to support active travel and cycling.

Going forward, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the 'Gear Change' strategy. In January 2022, a new executive agency of the DfT, Active Travel England (ATE), was established to – amongst other things – coordinate £2 billion of new government funding in this area.

While the quantum of available funding may change, as will the way it is distributed, the Government's new strategy is clear that responsibility for delivery will remain with local authorities. TfSE's role in promoting active travel and cycling interventions will be to support local authorities engaging in this process. Additionally, to the extent that interventions and networks cross local political boundaries, there is a role coordinating between local authorities.

See the Avenue Verte worked example.



WORKED EXAMPLE

Avenue Verte

London - Sussex Coast – Active Travel Package

Description

The Avenue Verte is a 247-mile cycle and walking route starting at the London Eye in London and ending at Notre Dame in Paris, passing through Surrey, West Sussex and East Sussex and crossing the Channel via the Newhaven – Dieppe ferry.

The route is a mixture of on-road, mainly quiet lanes, and traffic-free stretches on old railway paths and riverside routes.

The scheme envisaged in the SIP would involve a series of enhancements and extensions to the network by way of wayfinding across minor roads, safety interventions at junctions, some new cycleways where the route runs on busier highways, and potentially the conversion of part of a disused railway.

For the purposes of the SIP, a cost of around £70 million is assumed for this scheme, to be delivered in the 2030s.

Funding and financing options

Historically, cycling and walking infrastructure has been delivered and paid for by local authorities. In some cases, local authorities have been able to part fund investments in active travel by successfully bidding into government grant programmes, some of which (such as National Highways' designated Cycling, Safety and Integration Fund) have been specifically designed for this purpose.

With large-scale and cross-border schemes such as the Avenue Verte, while we expect responsibility to remain with local authorities, there may be opportunities to consider alternative approaches.

Firstly, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the "Gear Change" strategy. In January 2022, a new executive agency of the DfT, Active Travel England (ATE), was established to – amongst other things – coordinate £2 billion of new government funding in this area. This reflects a growing emphasis on active travel as a means of improving health and wellbeing outcomes and supporting the decarbonisation of transport and may lead to a different approach to the provision of funds for local areas.

Secondly, in common with other forms of locally-delivered transport, the funding options available to local areas may expand as a result of future devolution of revenue-raising powers and decision-making responsibility.

Finally, although active travel is unlikely to be appropriate for user charges, there are innovative options that could be considered such as the potential opportunity to lay ducting along cycleways which could be used for fibre or other utilities. Liverpool has a "Dig Once" programme which does exactly that, supported by a joint venture for fibre.

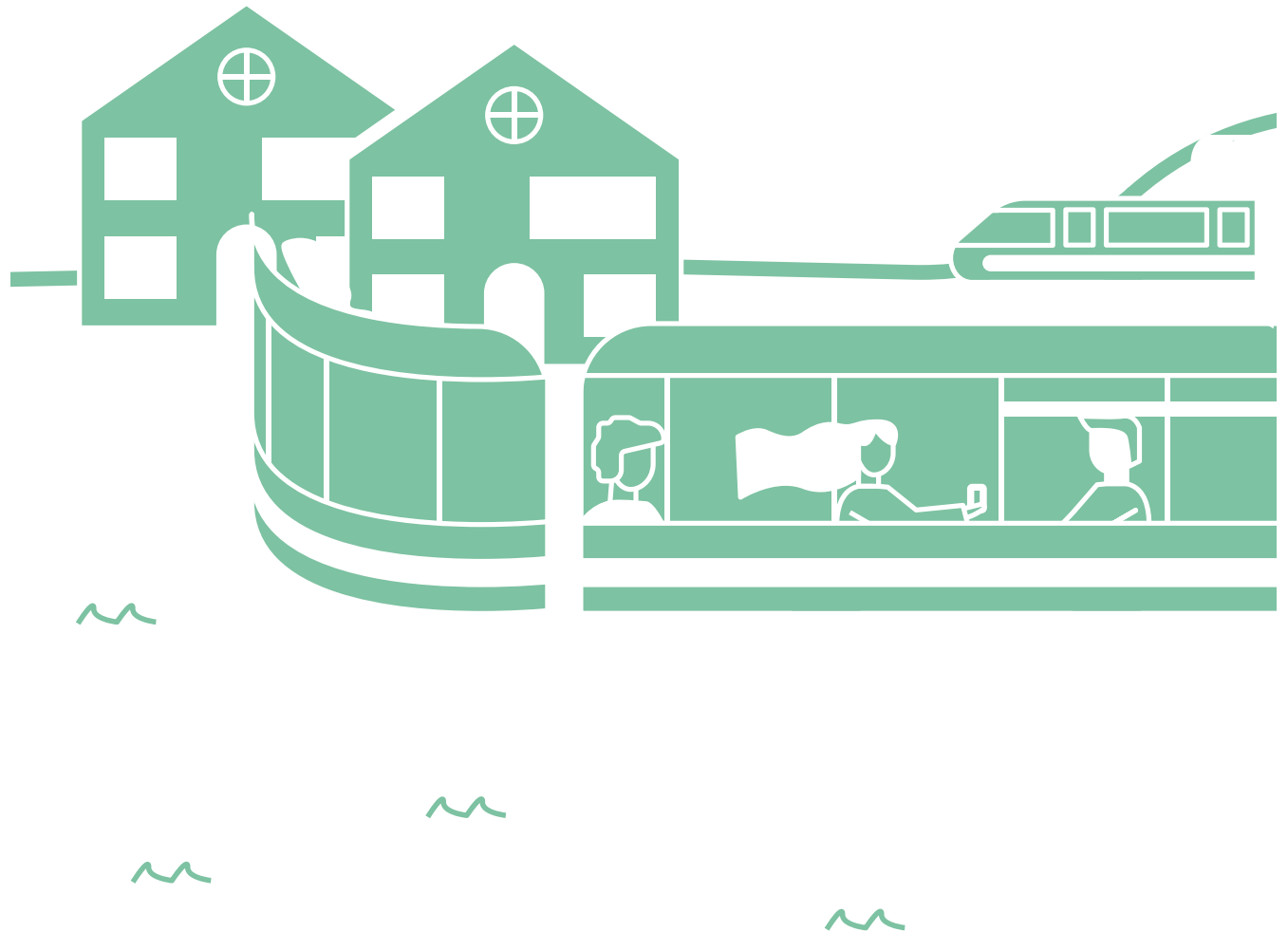
5. Ports and maritime

In the UK, the majority of ports and shipping operations (although not all) are provided by private enterprises, with little public sector financial support.

One such exception to this is where services provide a 'lifeline' (i.e. transporting fresh food), such as the Hebridean ferry service in Scotland which has public ownership of vessels as a protection against operator failure.

Commercially viable ferry services, such as from mainland England to the Isle of Wight, are privately run. Fares, as well as service frequency and quality, are generally determined by the ferry operator, and based on commercial viability rather than regulatory requirements. Improvements to such services, including the delivery of new assets such as quays or shops, is therefore a private matter.

See Isle of Wight Ferry Service Enhancements Worked Example.



WORKED EXAMPLE

Isle of Wight ferries

Solent and Sussex Coast – Isle of Wight Package

Description

The Isle of Wight is served by three main ferry operators: Red Funnel, Wightlink and Hovertravel. Although there is some competition between operators, in practice this is limited.

During the pandemic, parts of the UK's competition laws were suspended to allow the ferry companies to work together to maintain minimum service levels. This was revoked in 2021.

The scheme envisaged in the SIP includes increased frequency and longer operating hours on existing routes, a new route between Ryde and Southampton (requiring three or four vessels) and improved integration with public transport networks on both the island and the mainland.

It is assumed there will be no requirement for new port infrastructure.

For the purposes of the SIP, no costs have been accounted for as it is assumed any investment will be privately sourced. This is based on the assumption that the current non-regulated and non-subsidised commercial market will continue to operate.



Funding and financing options

The ferry companies serving the Isle of Wight are private for-profit entities operating in a non-regulated, commercial market, with no oversight from government (e.g. public service obligation), central or local.

No subsidy is provided, and only in particular circumstances does government provide support, such as during the Covid pandemic and as part of the 2021 Maritime Accessibility Fund (from which both Wightlink and Red Funnel were each awarded around £0.3 million to make upgrades to the accessibility of their services).

In 2009, the Office of Fair Trading concluded that under this non-regulated framework, operators deliver “a fairly comprehensive, year-round service” and more recent government pronouncements have indicated that this arrangement is unlikely to change.

Although revenue support (and some form of service obligation) may be implemented in the future, it is assumed at this stage that no public funding will be provided to support the addition of new services. On the basis that services are commercially viable with higher demand, it is assumed that the costs of increasing frequencies would therefore be recovered by the operators through fares.

If new ferries were to be required to meet the increase in service patterns, the costs of doing so (either purchased outright or using lease arrangements) would also be borne by the operator. For example, when Red Funnel commissioned a new Ro-Ro freight ferry (i.e. a ferry capable of handling wheeled vehicles such as Heavy Goods Vehicles) from the UK shipbuilder Cammell Laird in Birkenhead (designed to provide additional year-round freight capacity for the Southampton-East Cowes route which handles 53% of all freight movements across the Solent), the ship, at a cost of £10 million, was financed by the company.

TfSE's role in supporting the 'funding journey'

In the absence of a major restructuring of TfSE into a delivery body with revenue raising and borrowing powers, it is highly likely that financing and risk management will continue to be for other parties, including DfT, Great British Railways and National Highways, to manage (either directly or via private finance and related mechanisms). The way we will interact with these key stakeholders is set out in the next chapter.

In particular, we are open to exploring ways in which TfSE can support funding and financing solutions – especially in terms of:

- developing business cases;
- assessing the broad spectrum of procurement routes (including those that lend themselves to private finance);
- helping identify and secure a broad range of funding sources for interventions (including thinking creatively about commercial revenues, user charges and new value-capture charging mechanisms); and
- supporting the efficient and accountable flow of funds to the interventions for which they are required.

While TfSE's working hypothesis is that established and conventional funding and financing solutions will be the most common avenue for paying for the interventions we have identified (at least in the earlier phases of the programme), this does not always have to be the case.

The reliance on conventional sources is driven not by lack of ambition, but by the fact that neither TfSE, nor the local authorities and transport authorities we speak for, have many alternative options available to us.

While we accept that devolution is a highly-complex matter, the fact of the matter is that places such as London and Greater Manchester, which have greater freedom to raise revenue locally, are in a position to deliver more ambitious programmes of transport investments, and to drive their own strategic direction in terms of how and where the funds are spent.

The history of devolution in the UK has demonstrated that the more funding levers that are provided to local places, the more capacity there can be to move away from user funding and grant and towards a genuine beneficiary-led approach.

This includes tapping into windfall gains for developers, landowners and businesses – for example through mechanisms such as strategic infrastructure tariffs, business rates supplements and Council Tax precepts (all of which are available to authorities in the UK with the greatest levels of funding and decision making devolution).

We recognise that with funding responsibility come challenges and risk. Places which have been given funding powers still need to take their communities along with them on the journey – as seen with the congestion charging proposal in Greater Manchester rejected in a referendum, or the difficulties in progressing future business rates supplements presented by the requirement for a ballot of affected businesses.



Furthermore, moving towards a genuine beneficiary-led approach needs to recognise that (regardless of the level of devolution) different interventions and different places have different degrees of potential for local value generation (and capture), and there will also be important differences between them at any one time and over time. The type or location of an intervention can determine the potential level of local contribution and potential requirement for funding from central government.

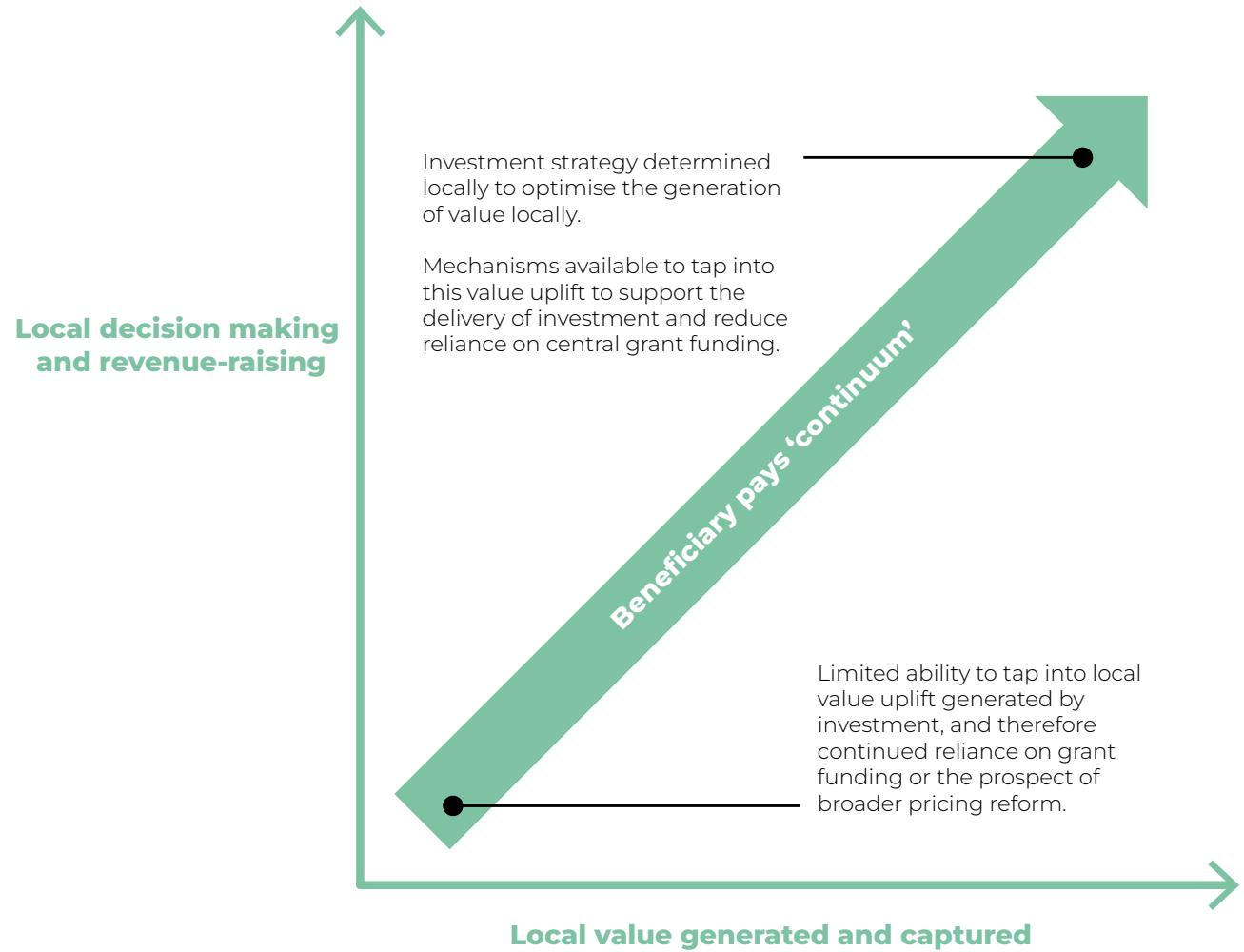
For example, urban mass transit interventions in London and other major cities can potentially deliver the best against this objective owing to strong and resilient property values that respond to connectivity enhancements, local control of public transport fareboxes, devolved funding powers and the strength and size of the local economy. In places where the potential to generate value uplift is more limited (e.g. where land values are low or because the powers available to generate revenue are limited), funding reform may not be suitable and the solution will instead require continued grant funding or, potentially, leveraging alternative user pricing mechanisms.

TfSE's SIP, which has at its heart broad socio-economic and environmental objectives in addition to improving access and connectivity, can be considered relatively 'low down' the continuum shown in Figure 10 due to the devolution situation, with progress potentially slow and therefore possibly dependent on broader transport pricing reforms. While we believe our programme will generate significant local value uplift, the means of leveraging it are scarce.

The challenges of moving up that continuum are complex, but TfSE would welcome a dialogue with government around options for the future, because the potential prize is reduced reliance on centrally-derived funding, which we suspect is desirable for all.

While we want to optimise the role of a beneficiary-led approach within the south east, the approach needs to be consistent with funding strategies that are being developed for programmes elsewhere in the UK in the interest of having demonstrable fairness between places and regions. We look forward to working with our partners, including other Sub-national Transport Bodies, to make this a reality.

Figure 10: Beneficiary pays model



Roles and responsibilities

TfSE will work closely with partners to deliver the packages of interventions and will be involved in defining:

- roles and responsibilities;
- timing and phasing;
- governance;
- stakeholder engagement; and
- monitoring and evaluation.

Delivery

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. A summary of the key agencies we expect to be involved is presented in Table 3 and is summarised by organisation below.

Transport for the South East

TfSE's role will reflect its current and likely future status as an established Sub-national Transport Body for south east England. In the short- to medium-term, it is assumed there will be no significant change in the current distribution of powers, funding mechanisms and democratic accountability in south east England at a local level.

TfSE's role will, therefore, focus on:

- further strategy development, including a refresh of the Transport Strategy and Strategic Investment Plan every five years or sooner;
- programme management including scheme prioritisation, government and stakeholder engagement, and monitoring and evaluation;
- joint scheme promotion;
- pre-feasibility work and funding for relevant scheme promoters, likely delivery partners, and other key stakeholders;
- onward business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework;
- advocacy and securing funding; and
- procurement and sourcing of supply chains for development / planning and construction / operations staff resource and resource funding to support the above as well as build capacity and capability within scheme promoters' own organisations.

Through building consensus and capacity to deliver its transport strategy through others, TfSE will tailor its approach to the mode, scale and level of development of each prioritised intervention.



Central government

Central government will play a significant role in delivering many of the packages of interventions in this plan. This includes the Department for Transport, but also other government departments and their agencies and arm's length bodies. Their role will include:

- setting national policy for existential and wide ranging topics including climate change and new technology regulation;
- setting investment and business case development frameworks to guide the planning and delivery of interventions;
- guiding the development and delivery of nationally significant infrastructure and networks (e.g. through setting National Policy Statements);
- regulating the transport system (including economic and safety regulation); and
- in some cases, funding interventions.

Network Rail and Great British Railways

The British rail industry is currently undergoing one of the most significant periods of structural reform of the last three decades.

In the immediate future, it is assumed that the Department for Transport will continue to outline the strategy for the rail network. Network Rail will continue in its role as infrastructure manager for the rail network, and that train operating companies will continue to deliver passenger rail services.

However, in the medium term, we expect Network Rail's strategic and planning functions (along with other industry functions) will merge into a new government agency, Great British Railways.

This new agency will lead the future development of the rail network in Great Britain and specify future infrastructure and service needs. It will also manage most passenger rail services in the south east through new passenger service contracts.

Great British Railways will therefore be one of TfSE's most important partners in delivering its vision for the south east's rail network.

National Highways

As the custodian of the English Strategic Road Network, National Highways will lead the development and delivery of interventions on this network. It will also support interventions where the Strategic Road Network interfaces with local transport authority highways.

National Highways will utilise its internal project control framework to develop the business case for highways interventions. Funding will be allocated through the Road Investment Strategy (RIS) and delivered through the Road Investment Programme (RIP). At the time of writing, in the south east, a small number of major schemes are expected to be delivered in RIS2 (2020-25), and some are being considered for RIS3 (2026-30). Some interventions are expected to be delivered beyond 2030 (e.g. Lower Thames Crossing).

TfSE will work closely with National Highways – who are members of the TfSE Partnership Board – to shape the development of Route Strategies and Road Investment Strategies and Programmes to help deliver the strategic highways interventions included in this plan.



Local transport authorities

Local transport authorities have a very significant role to play in delivering this plan. They are the custodians of their own highway networks, sponsors (in some cases, owners) of many public transport services, and can fulfil the role of sponsors for major interventions in their areas. Outside the south east, there are examples of local transport authorities that own and operate tramways.

To support the delivery of this plan, local transport authorities will:

- sponsor and deliver highways interventions on their networks – including bus and active travel interventions;
- sponsor and deliver other transport interventions (e.g. bus interchanges);
- sponsor, and potentially operate public transport services in their areas; and
- align spatial planning and public services with transport planning to ensure development is joined up and efficient.

TfSE will work very closely with local transport authorities to ensure the SIP and priorities for their areas are realised and that they are supported in recovering public transport provision to pre-pandemic levels and beyond – where reasonable.

Private sector and third parties

Private sector partners and third parties provide important assets, operations, funding, and insights; as well as being key planning and delivery partners. Roles include:

- Land and other asset owners and developers who may deliver infrastructure and services identified, or provide funding contributions towards their delivery.
- For the public transport network, typically the private sector operate rail, mass transit, bus and other shared mobility services, subject to local conditions and national legislation and regulation.
- The delivery of interventions, including the renewal and maintenance, that typically relies on the private sector or non-governmental organisations (e.g. Sustrans), given resource constraints in the public sector and the potential to access a breadth and depth of experience, skills and knowledge that could not exist in any one organisation.
- Furthermore, private-sector led bodies, ranging from Local Enterprise Partnerships to higher education institutions, to think tanks, all have a role in providing skills, knowledge and insights into “what works” – these organisations are integral to planning and helping to make the case for investment and change.

Local planning authorities

In areas of the south east served by two-tier local government, local planning authorities (districts and boroughs) will lead on spatial planning and will set Local Plans for their areas. These plans will shape future TfSE priorities and this plan will also inform the development of future Local Plans.



Table 3: Roles and Responsibilities

Intervention	Lead Authority	TfSE Role
Global package - lower public transport fares	Central government / local transport authorities	<ul style="list-style-type: none"> • Stakeholder engagement • Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders • Business case development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Global package – active travel (e.g. delivery of LCWIPs, trends in micro-mobility, wider behavioural change programmes)	Local transport authorities	<ul style="list-style-type: none"> • Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners, and other key stakeholders • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Global package – national road user charging	Central government	<ul style="list-style-type: none"> • Further strategy development • Stakeholder engagement • Pre-feasibility work • Advocacy
Global package – integrated spatial and transport planning	Central government / local transport authorities / local planning authorities	<ul style="list-style-type: none"> • Stakeholder engagement • Pre-feasibility work • Use of TfSE's emerging analytical framework • Advocacy
Global package – digital technology and use of remote working and virtual access to services	Central government / local authorities / private sector	<ul style="list-style-type: none"> • Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case development and support • Advocacy and securing funding
Global package – decarbonisation: faster adoption and regulation for zero emission vehicles and supporting infrastructure	Central government / local authorities / private sector	<ul style="list-style-type: none"> • Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding



Intervention	Lead Authority	TfSE Role
<p>Passenger rail services that can be introduced without new infrastructure, but which will likely require government support and / or capacity allocation within a Passenger Service Contract (or franchise).</p>	<p>Today: Department for Transport Future: Great British Railways</p>	<ul style="list-style-type: none"> • Stakeholder engagement between central government, operators, and local partners • Business case development, including use of and providing access to TfSE’s emerging analytical framework • Advocacy and securing funding
<p>Passenger rail services that can be introduced without new infrastructure, and without central government intervention (e.g. more international services to Mainland Europe, more freight services).</p>	<p>Open Access Operators</p>	<ul style="list-style-type: none"> • Stakeholder engagement with operators, local partners, and central government • Use of and providing access to TfSE’s emerging analytical framework • Advocacy
<p>Schemes under development</p>		
<p>For passenger or freight rail services requiring new infrastructure (e.g. high speed services to Hastings)</p>	<p>Department for Transport (very large projects e.g. Crossrail) Network Rail (most schemes e.g. Croydon Area Remodelling) Local transport authorities (smaller schemes e.g. Housing Infrastructure Fund)</p>	<ul style="list-style-type: none"> • Stakeholder engagement with central government and local partners • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
<p>Schemes not currently under development</p>		
	<p>Likely Network Rail and, later on, Great British Railways TfSE could be a joint scheme promoter</p>	<ul style="list-style-type: none"> • Stakeholder engagement with central government and local partners • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework • Advocacy and securing funding



Intervention	Lead Authority	TfSE Role
<p>Mass transit services that can be introduced without new infrastructure, but which will likely require local government support.</p>	<p>Local transport authorities</p> <p>TfSE could be a joint scheme promoter</p>	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with local partners and operators • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework • Advocacy and securing funding
<p>Mass transit services that can be introduced without new infrastructure, and without central government intervention (e.g. more Fastrack services).</p>	<p>Local transport authorities</p> <p>TfSE could be a joint scheme promoter</p>	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with local partners and operators • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework • Advocacy and securing funding
<p>Schemes under development</p>		
<p>Mass transit services requiring new infrastructure (e.g. the larger mass transit interventions / networks proposed in the south east)</p>	<p>Local transport authorities</p>	<ul style="list-style-type: none"> • Stakeholder engagement with local partners and central government • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
<p>Schemes not currently under development</p>		
	<p>Local transport authorities</p> <p>TfSE could be a joint scheme promoter</p>	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with local partners and operators • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE’s emerging analytical framework • Advocacy and securing funding



Intervention	Lead Authority	TfSE Role
Active travel packages	Sustrans / National Highways / local transport authorities	<ul style="list-style-type: none"> • Stakeholder engagement, where appropriate, with local partners, Sustrans, National Highways, and central government • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Schemes under development		
For Strategic Road Network infrastructure	National Highways	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with central government and local partners. • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
Schemes not currently under development		
	National Highways Local transport authorities	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with central government and local partners • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Schemes under development		
For other highways infrastructure	Local transport authorities	<ul style="list-style-type: none"> • Programme management, including stakeholder engagement with central government and local partners • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding



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 the Treasury Green Book and Department for Transport's appraisal 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 projects (e.g. Crossrail, HS2 etc.) to inform the approach for the delivery of these types of projects.

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

Examples of this may include:

- ensuring highways projects are not delivered before enhanced mass transit, mobility hub and electric vehicle charging networks are in place to avoid inducing additional private car ownership and or use of carbon-intensive vehicles;
- improving local walking and cycling infrastructure ahead of increasing rail services to avoid unnecessary congestion at station car parks and better ensure long-term modal shift; and
- making sure mass transit and active travel infrastructure and networks are fully integrated with major highways projects such as the Lower Thames Crossing.

The timing and phasing of each package of intervention will be driven by its current state of development, industry funding cycles, and institutional capacity. An estimate of the schedule for each package becoming delivered and operational are presented in Table 1 (also found in the Executive Summary).

For example, any rail intervention not currently included in the Rail Network Enhancements Pipeline – which is most of the rail interventions in this plan – will almost certainly be phased to be delivered in Control Period 8 (2029-2034) or thereafter.

Similarly, most of the interventions planned for the Strategic Road Network will fall into Road Investment Strategy 3 funding and delivery cycle (or later). Interventions delivered through local transport authorities will be subject to each authority’s planning and funding cycle, which may be contingent on the adoption and refresh of local transport plans and (at a local planning authority level) local plans.

Some packages have interfaces that will also affect their phasing. For example:

- most elements in the enhanced rail solent package should be delivered after the core solent rail package;
- the business case for many highways interventions in the kent, midway, and east sussex highways package will rely on the timing and delivery of the lower thames crossing; and
- the impacts of each package of intervention on carbon emissions are highly dependent on the trajectory of the decarbonisation of the transport system, which is tied to the global policy interventions.

There are also important interfaces within each package of intervention. For example, it will not be possible to deliver a high quality metro rail service for South Hampshire unless all interventions in the South Hampshire Rail packages are delivered. Similarly, a whole solution for the A27 relies on an end-to-end approach to this highway, rather than focussing only on “easy” schemes while putting off harder decisions.



Governance

The Cabinet Office’s recommended methodology for the delivery of programmes is Managing Successful Programmes (MSP).

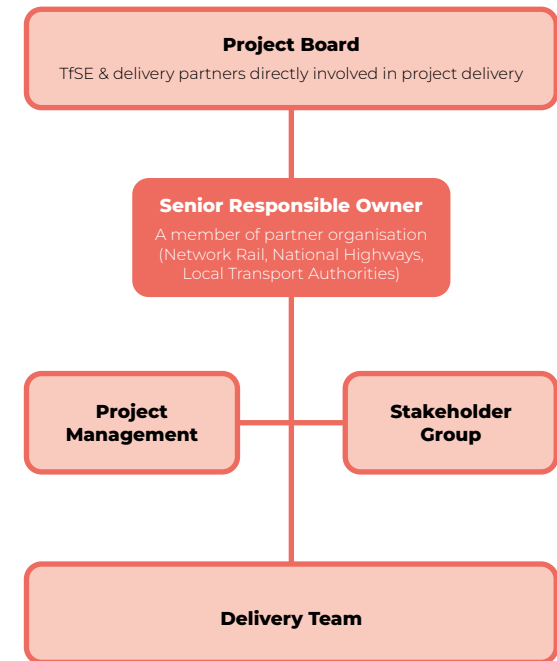
MSP represents proven good practice for successfully delivering transformational change and is drawn from the experiences of both public and private sectors. TfSE’s approach will align with this approach.

Project specific governance will need to be defined for each intervention. The overall structure should include a Senior Responsible Owner (SRO), a project board and key stakeholder group. An example structure is shown in Figure 11.

Under this arrangement:

- The SRO will be the sponsor of the project and, as such, will be responsible for the project outcomes and delivery.
- The SRO can be a member of the project delivery partner organisation (e.g. Network Rail, National Highways, local transport authorities).
- The board will include members of TfSE and key delivery partners directly involved in the project delivery.
- The project board will meet regularly to review project progress and make decisions. The board will review the business case at appropriate project plan milestones.
- The stakeholder group will include organisations indirectly linked to the delivery of the project but interested in the project outcomes.

Figure 11: Project Governance Framework



Stakeholder engagement

TfSE's technical programme has been supported by an extensive programme of stakeholder engagement. TfSE held a public consultation on its draft Transport Strategy in the autumn of 2019 and a further public consultation on the draft Strategic Investment Plan in the summer of 2022.

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

Therefore, TfSE will develop a new stakeholder and communications plan to support the delivery of the SIP. This plan will ensure all relevant stakeholders are well informed, setting out how, when and by whom they will be engaged as well as the input sought from them. Where possible it will avoid duplication, thereby reducing the risk of stakeholder fatigue.

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

For example, there will likely need to be more engagement with potential funders and delivery partners (developers, constructors, operators, etc.) to ensure the development of the packages of interventions are informed by the best available advice.

Monitoring and evaluation

TfSE and its partners will establish appropriate governance to oversee the development, delivery and benefits realisation arising from both place-based and global 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 transport outcomes and wider socio-economic and environmental indicators (KPIs). These will be used to not only monitor progress against our goals and priorities, but also help make the case for further intervention. They should also be used by scheme promoters delivering interventions contained within this plan. A selection of potentially suitable KPIs for monitoring and evaluation the packages of interventions in this plan are presented in Table 4 for which regional and intervention specific targets will be set.



Table 4: Potential Monitoring Indicators

Strategic priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	<ul style="list-style-type: none"> · Improved journey time reliability on the Strategic Road Network, Major Road Network and local roads (where data is available). · Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right-time delivery).
More reliable journeys for people and goods travelling between the south east's major economic hubs and to and from international gateways.	<ul style="list-style-type: none"> · Reduced delays on the highways network due to poor weather. · Reduced number of days of severe disruption on the railway network due to poor weather. · Metrics relating to reduced delay on road network suffering from road traffic collisions.
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	<ul style="list-style-type: none"> · Reduced delays on the highways network due to poor weather. · Reduced number of days of severe disruption on the railway network due to poor weather. · Metrics relating to reduced delay on road network suffering from road traffic collisions.
A new approach to planning that helps our partners across the south east meet future housing, employment and regeneration needs sustainably.	<ul style="list-style-type: none"> · The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail. · Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	<ul style="list-style-type: none"> · Increase in the number of bus services offering 'Smart Ticketing' payment systems. · Number of passengers using 'Smart Ticketing'. · Number of passengers using shared transport.



Table 4: Potential Monitoring Indicators

Strategic priorities	Indicators
Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	<ul style="list-style-type: none"> · Increase in the length of the National Cycle Network in the south east. · Increase in the length of segregated cycleways in the south east. · Increase mode share of trips undertaken by foot and cycle. · Increase number of bikeshare schemes in operation in the area. · Increase mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	<ul style="list-style-type: none"> · Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	<ul style="list-style-type: none"> · A reduction in the indicators driving the indices of multiple deprivation in the south east, particularly in the most deprived areas in the south east region.
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for, and using different forms of transport simpler and easier.	<ul style="list-style-type: none"> · Increase in the number of cross-modal interchanges and / or ticketing options in the south east.
A safely planned, delivered, and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	<ul style="list-style-type: none"> · Reduction in the number of people killed and seriously injured by road and rail transport.



Table 4: Potential Monitoring Indicators

Strategic priorities	Indicators
Environmental	
A reduction in carbon emissions to net zero by 2050 at the latest to minimise the contribution of transport and travel to climate change.	<ul style="list-style-type: none"> · Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	<ul style="list-style-type: none"> · A net reduction in the number of miles undertaken per person each weekday. · A reduction in the mode share of the private car (measured by passenger kilometres)
A transport network that protects and enhances our natural, built and historic environments.	<ul style="list-style-type: none"> · No transport schemes or interventions result in net degradation of the natural capital of the south east.
Use of the principle of 'biodiversity net gain' in all transport initiatives.	<ul style="list-style-type: none"> · Transport schemes or interventions to demonstrate biodiversity net gain.
Minimisation of transport's consumption of resources and energy.	<ul style="list-style-type: none"> · Reduction in non-renewable energy consumed by transport.



Next steps

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

The next steps for TfSE are to:

- develop a delivery action plan for the SIP;
- identify and support key interventions that deliver the SIP that require additional support and capacity, making the case for funding to develop interventions and which interventions will come forward first;
- secure higher levels of transport investment in the south east's strategic transport network;
- engage and support TfSE's key stakeholders in responding to and overcoming emerging transport challenges including recovery of public transport provision to pre-pandemic levels and beyond – where reasonable; and
- maintain the Strategic Investment Plan as a "live" document, updating it where appropriate.

TfSE will do this by:

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

Appendices



Appendix A: List of interventions by package

This Appendix provides a summary of the delivery plan for the interventions contained within the Strategic Investment Plan.

The first table contains interventions that are in existing programmes and are presented in the following order:

- National Highways led interventions on the Strategic Road Network
 - Road Investment Strategy 2: 2020 – 2025 schemes
 - Road Investment Plan 3 Pipeline schemes
 - Smart Motorways Programme
- Local Authority led interventions, with strategic prioritisation and programme management provided by TfSE
 - Large Local Major schemes
 - Large Local Major pipeline schemes
 - Major Road Network schemes
 - Major Road Network pipeline schemes
- Local authority led interventions, supported by TfSE
 - Housing Infrastructure Fund schemes

The second table presents global package interventions. These are applicable across the whole region, led by multiple partners, or will require national delivery. As such, their costs are not known and require ongoing planning and delivery.

The third and final table presents the place-based packages of interventions. Interventions are grouped by TfSE sub-area and package.

Table information

Implementation timeframe

Interventions have been phased into one of three timeframes, indicating when the intervention will be live or complete:

- Short-Term: within the remaining years of the 2020s
- Medium-Term: the 2030s
- Long-Term: the 2040s

Costs

All costs are presented at a package level. The two numbers presented are:

- Capital costs of construction
- Annual capital costs for maintenance and renewals

They are estimates, often high-level, based on either published figures or comprising “bottom up” unit cost assumptions. All costs are mid-price estimates in 2020 prices. All intervention costs will be subject to further assessment as and when interventions are brought forward for scheme and business case development. Assessment will need to be proportionate to the stage of scheme development and adhere to relevant guidance.

Capital costs of construction are summed for interventions that are within the TfSE area and not yet being implemented.

Project stage

This refers to an intervention’s status or stage of development that it has reached and cleared. Typically, this aligns to the level of business case already developed. Stages include:

- Ongoing;
- Pre-Strategic Outline Business Case (Pre-SOBC): yet to develop a business case;
- Strategic Outline Business Case (SOBC);
- Outline Business Case (OBC);
- Full Business Case (FBC); and
- Implementation / Implemented: under delivery or recently completed.

Next steps

This identifies the stage of development the intervention needs to enter or complete next in order to progress. Again, this typically refers to a relevant business case stage using similar terminology as for the project stage. It is recognised that different scheme promoters and funding bodies have different terminology, and hence it is noted that it might be an equivalent stage of business case. An intervention may be at such an early stage of development that a feasibility study is required; or conversely, very well developed and seeking planning and delivery powers or consent, or already being delivered. Next steps referred to in the tables include:

- Feasibility Study;
- SOBC (or equivalent);
- OBC (or equivalent);
- Planning Permission / Powers / Consents;
- FBC (or equivalent); and
- Ongoing / Delivery.



Scheme promoter

This refers to the single or potential multiple promoters of each intervention. Options identified, with the references used in each table, include:

- Network Rail (i) – for interventions on the rail network;
- National Highways (ii) – for interventions on the Strategic Road Network;
- Transport for the South East (iii) – reflecting a role that TfSE could hold to help accelerate the delivery of the programme and derive better outcomes; and
- Local transport authorities (iv) – for interventions on local highways networks and other public rights of way.

In practice it is recognised that there are other likely scheme promoters (e.g. High Speed 1 Ltd. for interventions on the High Speed 1 network; Sustrans for the National Cycle Network, Local Planning Authorities, and the private sector).

Delivery partners

Similar to identifying the scheme promoter, there can be many delivery partners. The key partners have been identified and include parties who will be required to make or could make a material contribution to the planning, funding, and delivery of an intervention. Options identified, with the references used in each table, include:

- Department for Transport (or other central government departments) (1);
- Network Rail (2);
- National Highways (3);
- Active Travel England (4);
- TfSE (5);
- Local authorities (6);
- Transport operators (7);
- Other private sector organisations (8); and
- Sustrans (9)

Potential TfSE role

Ways in which TfSE can lead aspects and support planning and delivery of the programme are identified. Options identified, with the references used in each table, include:

- Programme Management (A);
- Pre-feasibility Work & Funding (B);
- (Joint) Scheme Promoter (C);
- Business Case & Scheme Development & Funding (D);
- Use of Analytical Framework (E);
- Advocacy & Securing Funding (F);
- Procurement & Sourcing (G); and
- Resource Capacity & Capability Funding (H)



Table A.1: Existing and committed programmes

Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
Road Investment Strategy 2 schemes (£690m / £55m p.a.)							
I1	M27 Junction 8	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I2	A31 Ringwood Strategic Traffic	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I5	A27 East of Lewes Package	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I3	A27 Arundel Bypass	Short	OBC	Powers/ Consents	ii	1, 3, 5, 6, 8	F
R1	M3 Junction 9	Short	OBC	Powers/ Consents	ii	1, 3, 5, 6, 8	F
I4	A27 Worthing and Lancing Improvement	Short	SOBC	OBC	ii	1, 3, 5, 6, 8	F
X1	M2 Junction 5	Short	SOBC	FBC	ii	1, 3, 5, 6, 8	F
Road Investment Strategy 3 Pipeline schemes (£3,480m / £251m p.a.)							
Y1	Lower Thames Crossing (costings for Kent-side only)	Medium	OBC	Powers/ Consents, FBC	ii	1, 3, 5, 6, 8	F
I6	Southampton Access (M27 Junction 2 and Junction 3)	Medium	SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
I7	A27 Lewes - Polegate	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
I8	A27 Chichester Improvements	Medium	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R3	A404 Bisham Junction	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R4	A3 / A247 Ripley South	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X2	A2 Brenley Corner Enhancements	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X3	A2 Dover Access	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
X4	A21 Safety Enhancements (being brought forward to RP2)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
Smart Motorways Programme (£350m / £30m p.a.)							
R2	M3 Junction 9 – Junction 14 Smart Motorway	Short	Implementation - paused	Paused	ii	1, 3, 6, 8	F
R15	M4 Junction 3 - Junction 12 Smart Motorway	Short	Implementation - ongoing	(Ongoing) Delivery	ii	1, 3, 6, 8	F
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium	Implemented	(Ongoing) Delivery	ii	1, 3, 6, 8	N/A
X13	M2 Junction 4 - Junction 7 Smart Motorway	Short	SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	F
Major Road Network Schemes (£250m / £15m p.a.)							
I14	A259 Bognor Regis to Littlehampton Enhancement	Short	OBC	Powers/ Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road	Short	OBC	Powers/ Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I17	A259 (King's Road) Seafront Highways Structures Renewal Programme	Short	OBC	Powers/ Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
N3a	A22 Corridor Package	Short	OBC	Powers/ Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I12	Northam Rail Bridge Replacement and Enhancement	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I15	A259 South Coast Road Corridor - Eastbourne to Brighton	Short	SOBC	OBC	iv	1, 3, 4, 5, 6, 8, 9	A, D, F, H



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
Major Road Network Scheme Pipeline (£850m / £66m p.a.)							
N3b	A22 Corridor - Hailsham to Uckfield	Short	OBC	Powers / Consents, FBC	iv	1, 5, 6, 8	A, F
I16	A259 Chichester to Bognor Regis Enhancement	Short	Pre-SOBC	SOBC	iv	1, 2, 4, 5, 6, 7, 8	A, B, D, F, H
N2	A24 / A243 Knoll Roundabout and M25 Junction 9a	Medium	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	A, B, D, F, H
N4	A2270 / A2101 Corridor Movement and Access Package	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
R6	New Thames Crossing East of Reading	Long	Pre-SOBC	SOBC	ii	1, 5, 6, 8	A, B, D, F, H
X7	A228 Colts Hill Strategic Link	Medium	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
Large Local Major Schemes (£650m / £49m p.a.)							
R5	A31 Farnham Corridor	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I11	Portsmouth City Centre Road	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I9	A326 Capacity Enhancements	Short	SOBC	OBC	iv	1, 5, 6, 8	A, D, F, H
X5	A229 Bluebell Hill Junction Upgrades	Short	SOBC	OBC	iv	1, 3, 5, 6, 8	A, D, F, H
I10	West Quay Realignment	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
Large Local Major Scheme Pipeline (£100m / £5m p.a.)							
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	A, B, D, F, H
Housing Infrastructure Fund Schemes (£250m / £15m p.a.)							
R7	A320 North Corridor (HIF)	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
S6	Hoo Peninsula Passenger Rail Services	Medium	OBC	Powers / Consents, FBC	i, iv	1, 2, 6, 7, 8	F
X22	A228 Medway Valley Enhancements	Medium	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F



Table A.2: Global package interventions

Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
N/A	Decarbonisation - faster adoption of zero emission vehicles	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	BSIP / Enhanced Partnership Plans and public transport fare reductions	Ongoing	Ongoing	Ongoing	i, iii, iv	1, 2, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	National and local road user charging	Ongoing	Ongoing	Ongoing	ii, iv	1, 3, 5, 6, 8	B, D, E, F, H
N/A	Active travel (including LCWIPs) and micromobility trends	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 4, 5, 6, 8, 9	B, D, E, F, H
N/A	Digital Technology - faster adoption, including remote working and virtual access to services	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
N/A	Integration and Access - across and between modes and between spatial and transport planning	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H



Table A.3: Place-based packages of intervention

Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
Solent and Sussex Coast							
South Hampshire Rail (Core)							
A1	Solent Connectivity Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A2	Botley Line Double Tracking	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A3	Netley Line Signalling and Rail Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A4	Fareham Loop / Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A5	Portsmouth Station Platforms	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A6	South West Main Line - Totton Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A7	Southampton Central Station Upgrade and Timetabling	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A8	Eastleigh Station Platform Flexibility	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A9	Waterside Branch Line - Reopening	Short	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, E, F
A10	West of England Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A11	Additional Rail Freight Paths to Southampton	Short	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
South Hampshire Rail – Enhanced (£3,700m / 95m p.a.)							
B1	Southampton Central Station - Woolston Crossing	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B2	New Southampton Central Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B3	New City Centre Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B5	Cosham Station Mobility Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B6	Eastleigh to Romsey Line - Electrification	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B7	Havant Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B8	Fratton Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
South Hampshire Mass Transit							
C1	Southampton Mass Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	F
C2	South East Hampshire Rapid Transit Future Phases	Medium	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	F
C3	New Southampton to Fawley Waterside Ferry Service	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
C4	Southampton Cruise Terminal Access for Mass Transit	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F
C5	M271 Junction 1 Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C7	M27 Junction 7 / 8 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C8	M27 Junction 9 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C9	Tipner Transport Hub (M275 Junction 1)	Medium	SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C10	Southsea Transport Hub	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
Isle of Wight Mass Transit and Connections							
D1a	Bus Mass Transit - Newport to Yarmouth	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1b	Bus Mass Transit - Newport to Ryde	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1c	Bus Mass Transit - Newport to Cowes	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1d	Isle of Wight Railway Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i, iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium	SOBC	Feasibility Study	iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium	SOBC	Feasibility Study	iv	1, 2, 5, 6, 7, 8	B, D, F, H
D2a	Operating Hours and Frequency Enhancements	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H
D2b	New Summer Route - Ryde to Southampton	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H
Solent Active Travel							
E1	Southampton Area Active Travel (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E3	Portsmouth Eastern Road Active Travel Bridge Extension	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E4	Portsmouth Eastern Road East-West Bridge	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E5	Southampton City Centre Placemaking with rest	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E6a	Active Travel Enhancements - Newport to Yarmouth	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E6b	Active Travel Enhancements - Newport to Ryde	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
E6c	Active Travel Enhancements - Newport to Cowes	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
Sussex Coast Rail							
F1	West Coastway Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
F2	West Worthing Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, F
Sussex Coast Mass Transit							
G1	Shoreham Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, E, F, H
G2	A27 / A23 Patcham Interchange Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, F, G, H
G3	Falmer Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G4	Eastbourne / Polegate Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	i, iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G5	Sussex Coast Mass Rapid Transit	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
G6	Eastbourne / Wealden Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G7	Hastings / Bexhill Mass Rapid Transit	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium	SOBC	H, OBC	ii	1, 2, 3, 5, 6, 7, 8	D, F, H
Sussex Coast Active Travel							
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
Solent and Sussex Coast Highways							
I13	New Bridge from Horsea to Tipner	Short	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	F
I18	A29 Realignment including combined Cycleway and Footway	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
I19	M27 / M271 Smart Motorway(s)	Short	Pre-SOBC	SOBC	ii	1, 3, 4, 6, 8	F
I20	A27 Tangmere Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I21	A27 Fontwell Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I22	A27 Worthing (Long Term Solution)	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I23	A27 Hangleton Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I24	A27 Devils Dyke Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I25	A27 Falmer Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I26	A27 Hollingbury Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
London – Sussex Coast							
London – Sussex Coast Rail (Resilience)							
J1	Croydon Area Remodelling Scheme	Medium	OBC	Powers / Consents	i	1, 2, 5, 6, 7, 8	F
J2	Brighton Main Line - 100mph Operation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J3	Brighton Station Additional Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J4	Reigate Station Upgrade	Short	OBC	FBC	i	1, 2, 5, 6, 7, 8	F
J5	Arun Valley Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J6	East Coastway Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J7	Brighton Main Line - Reinstate Cross Country Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	F
J8	New Station to the North East of Horsham	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J11	Redhill Aerodrome Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
London – Sussex Coast (Reinstatements)							
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
London – Sussex Coast Mass Transit							
L1	Fastway Extension: Crawley - Horsham	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L2	Fastway Extension: Crawley - East Grinstead	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L3	Fastway Extension: Haywards Heath - Burgess Hill	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L4	Fastway Extension: Crawley - Redhill	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L5	A22 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L6	A23 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L7	A24 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L10	A272 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L11	A264 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L12	A29 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L13	A283 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L14	A281 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
London – Sussex Coast Active Travel							
M1	Burgess Hill / Haywards Heath Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M2	East Grinstead Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M3	Eastbourne / Hailsham Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M4	Gatwick / Crawley Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M5	Horsham Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M6	Lewes / Newhaven Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M7	Reigate / Redhill Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M8	East Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M9	Surrey Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8, 9	B, D, F, H
M10	West Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M11	New London - Brighton National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M12	New Crawley - Chichester National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M13	London - Paris New "Avenue Verte"	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 5, 6, 8, 9	B, D, F, H



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
London – Sussex Coast Highways							
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N6	M23 Junction 9 Enhancements - Gatwick	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N10	Crawley Western Link Road and Active Travel Infrastructure	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N11	A24 Dorking Bypass	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N12	A24 Horsham to Washington Junction Improvements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	F
N14	A23 Hickstead and Bolney Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N15	A23 / A27 Patcham Interchange Junction Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N17	A26 Lewes - Uckfield Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N18	A22 Uckfield Bypass Dualling	Short	Pre-SOBC	Feasibility Study	iv	1, 6, 8	F
N19	A22 Smart Road Trial Proposition Study	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
Wessex Thames							
Wessex Thames Rail							
O1	Western Rail Link to Heathrow	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, E, F
O2	Southern Access to Heathrow	Long	Feasibility Study	Development	i	1, 2, 5, 6, 7, 8	B, E, F
O3	Reading to Basingstoke Enhancements	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O4	North Downs Line - Decarbonisation	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O5	North Downs Line - Level Crossing Removals	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O6	North Downs Line - Service Level and Capacity Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O7	Guildford Station Redevelopment	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O8	New Station Guildford West (Park Barn)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O9	New Station Guildford East (Marrow)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O10	Redhill Station Track Capacity Improvement	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O11	Dorking Deepdene Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O14	Cross Country Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O15	Portsmouth Direct Line - Line Speed Enhancements	Short	Pre-SOBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	B, D, E, F
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
O17	South West Main Line - Digital Signalling	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O18	Theale Strategic Rail Freight Terminal	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O20	Reading to Waterloo Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Mass Transit							
P1	Basingstoke Mass Rapid Transit	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P2	Blackwater Valley Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P3	Bracknell / Wokingham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P4	Elmbridge Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P5	Epsom / Ewell Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P6	Guildford Sustainable Movement Corridor	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P7	Slough / Windsor / Maidenhead Area Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P8	Newbury / Thatcham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P10	Spelthorne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P11	Woking Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
P13	A329 / B3408 Reading - Bracknell / Wokingham Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P14	Winchester Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P15	Andover Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P16	Runnymede Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Active Travel							
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 4, 5, 6, 7, 8, 9	B, D, F, H
Wessex Thames Highways							
R8	M4 Junction 10 Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R10	A3 Guildford Local Traffic Segregation	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
R11	A3 Guildford Long Term Solution	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R12	A34 Junction and Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R13	A322 and A329(M) Smart Corridor	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
Kent, Medway, and East Sussex (KMES)							
KMES Rail (Classic)							
S1	St Pancras International Domestic High Speed Platform Capacity	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S2	London Victoria Capacity Enhancements	Short	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S3	Bakerloo Line Extension	Medium	SOBC	OBC	i, iv	1, 2, 6, 7, 8	E, F
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S5	London Victoria to Shortlands Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S8	Thameslink - Extension to Maidstone and Ashford	Short	FBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	F
S9	North Kent Line - Service Enhancements	Short term	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S10	Chatham Main Line - Line Speed Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S11	Otterpool Park / Westenhanger Station Platform Extensions and Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S12	Integrated Maidstone Stations	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S13	Dartford Station Remodelling / Relocation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S14	Canterbury Rail Chord	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S15	New Station - Canterbury Interchange	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S16	New Strood Rail Interchange	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S17	Rail Freight Gauge Clearance Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S18	Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet	Short	SOBC	OBC	i, iv	1, 2, 5, 6, 7, 8	D, E, F
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S20	Ebbsfleet International (Northfleet Connection)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S21	Ebbsfleet International (Swanscombe Connection)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S22	Gatwick - Kent Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
KMES High Speed Rail East							
T1	High Speed East - Dollands Moor Connection	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, F
KMES High Speed Rail North							
U1	High Speed 1 - Link to Medway (via Chatham)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
U2	High Speed 1 - Additional Services to West Coast Main Line	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
KMES Mass Transit							
V1	Fastrack Expansion - Swanscombe Peninsula	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V2	Fastrack Expansion - Northfleet to Gravesend	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V3	Fastrack Expansion - Medway	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V4	Medway Mass Transit	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V6	Medway to Maidstone Bus Priority	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V9	Maidstone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V10	Dover Bus Rapid Transit	Short	Implementation	Feasibility Study	iv	1, 2, 3, 6, 7, 8	F
V11	Sittingbourne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V12	Sevenoaks Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V13	Thanet Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V14	Folkestone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V15	Ashford Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V16	Royal Tunbridge Wells / Tonbridge Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V17	Thames Gateway / Gravesham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V18	Canterbury / Whitstable / Herne Bay Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V20	Ferry Crossings - Sheerness to Chatham / Medway City Estate / Strood Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V22	Inland Waterway Freight Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F



Map ref.	Intervention	Implementation timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE role
KMES Active Travel							
W1	Medway Active Travel Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	B, D, F, H
W3	Kent Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
W4	Kent Inter-urban Active Travel Infrastructure	Short	Pre-SOBC	SOBC	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W9	East Sussex Local Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
W10	East Sussex Inter-Urban Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
W12	Canterbury Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, E, F, H
W13	Medway Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 7, 8	A, B, C, D, E, F, G, H
W14	Dover Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 7, 8	B, D, E, F, H
KMES Highways							
X8	Digital Operations Stack and Brock	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 7, 8	F
X9	A20 Enhancements for Operations Stack & Brock	Short	Pre-SOBC	Feasibility Study	ii, iv	1, 3, 6, 7, 8	F
X10	Kent Lorry Parks (Long Term Solution)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 7, 8	F
X11	Dover Freight Diversification	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	B, D, F
X12	A2 Canterbury Junctions Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X14	M20 Junction 6 Sandling Interchange Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X16	M25 Junction 1a Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X17	M25 Junction 5 Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X18	Herne Relief Road	Short	Implementation	(Ongoing) Delivery	iv	1, 3, 6, 8	F
X19	Canterbury East Relief Road	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X20	New Maidstone South East Relief Road	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X21	A228 Hoo Peninsula Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X23	Strood Riverside Highways Enhancement and Bus Lane	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, F, H
X24	A259 Level Crossing Removals – East of Rye	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X26	Hastings and Bexhill Distributor Roads	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F



Appendix B: summary of evidence base reports

Area Studies

- Strategic Narrative
- Delivery Plan
- Decarbonisation Thematic Plan
- Levelling-up Thematic Plan
- Rail Thematic Plan
- Bus, Mass Transit and Shared Mobility Thematic Plan
- Strategic Active Travel and Micromobility Thematic Plan
- Highways Thematic Plan
- Appraisal Specification Report
- Strategic Programme Outline Case, Options Assessment Report, and Evidence Base Report relating to:
 - Solent and Sussex Coast
 - London to Sussex Coast
 - Wessex Thames
 - Kent, Medway and East Sussex
- Integrated Sustainability Assessment

Previous Reports

- TfSE's Economic Connectivity Review (2018)
- TfSE's Transport Strategy (2020)
- TfSE's Future Mobility Strategy (2021)
- TfSE's Freight, Logistics, and International Gateways Strategy (2022)
- TfSE Future Organisation Report (2021)

Technical Studies

- Strategic Investment Plan Evidence Base (2022)
- Strategic Investment Plan Funding and Financing Technical Annex (2022)
- COVID-19 Response (January 2021)
- Bus Back Better Regional Evidence Base (TBC – 2023)
- Decarbonisation Pathways Technical Report (TBC – 2023)





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Summary of Integrated Impact Assessments



Summary of Integrated Impact Assessment

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1 Introduction

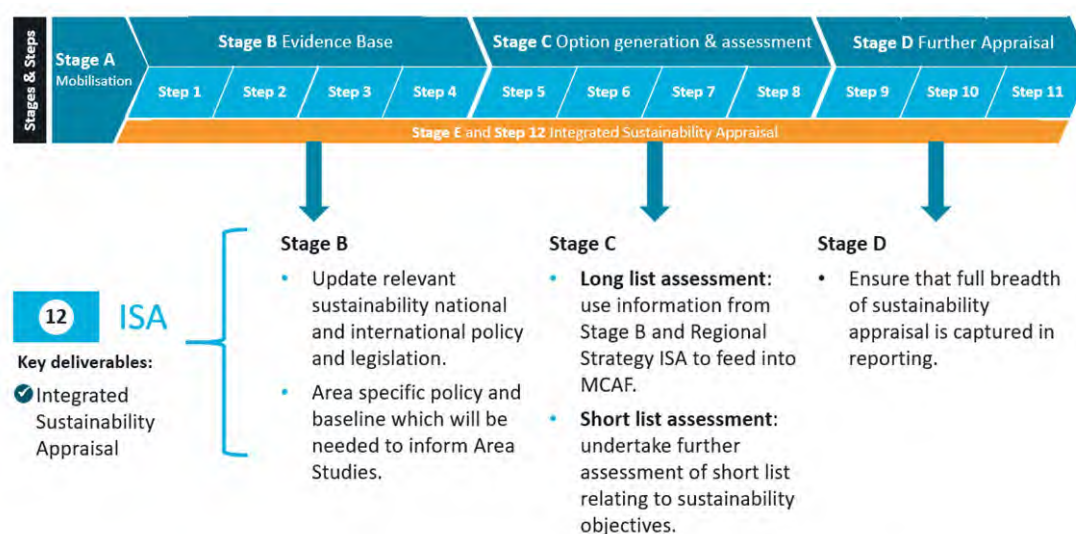
- 1.1 Transport for the South East (TfSE) is the sub-national transport body representing 16 Local Transport Authorities (LTAs) and five Local Enterprise Partnerships (LEPs) in the South East. TfSE's Transport Strategy was adopted in 2020, with a vision and three goals based around Economy, Society and the Environment. An integrated Sustainability Appraisal (ISA) was undertaken alongside the Strategy¹.
- 1.2 An Integrated Sustainability Appraisal (ISA) was produced alongside the preparation of the Transport Strategy to promote sustainable development by assessing environmental, social and economic effects, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.
- 1.3 The ISA combined the following assessment processes:
- Strategic Environmental Assessment (SEA);
 - Health Impact Assessment (HIA);
 - Habitats Regulations Assessment (HRA);
 - Equalities Impact Assessment (EqIA); and
 - Community Safety Audits (CSA).
- 1.4 Following the Strategy, TfSE undertook a series of Area Studies and parallel workstreams to identify short-listed interventions for inclusion within TfSE's forthcoming Strategic Investment Plan (SIP), along with the evidenced case for their inclusion, in broad alignment with Department for Transport's Transport Analysis Guidance (TAG).
- 1.5 To ensure that each Area Study meets the vision, goals and priorities of the Transport Strategy, a non-statutory ISA was undertaken. Each ISA was embedded within the staged development of each Area Study.
- 1.6 ISA was undertaken for five areas:
- Outer Orbital
 - Inner Orbital
 - South Central Radial
 - South East Radial
 - South West Radial
- 1.7 This report summarises the ISA results for the Area Studies for the TfSE Region.

¹ <https://transportforthesoutheast.org.uk/our-work/transport-strategy/>

2 Methodology

2.1 The ISA was embedded into the development of options as set out in Figure 1.

Figure 1 ISA and Option Development



2.2 Further information on how the ISA was embedded into the process is:

- **Stage B: Evidence Base** - A **policy review** was undertaken to update relevant international and national legislation and identify relevant local environmental policy to each Area Study. A **baseline review** was undertaken to identify key area-based environmental information, to sit alongside social, economic and transport data. The ISA Objectives developed for the Regional Strategy were reviewed for application to each Area Study. Issues and opportunities were used to develop a **Sustainability Appraisal Framework**.
- **Stage C: Option Generation and Assessment** - The information compiled in the Transport Strategy ISA including the assessment of strategic corridors and transport interventions informed the development and refinement of the interventions included within the **long list**. Using the evidence base and policy information gathered at Stage B, a policy alignment assessment was undertaken for the Multi-Criteria Assessment Framework (MCAF) to determine how well national and regional sustainability policies aligned with each of the interventions.
- **Stage D: Further Appraisal** - The Sustainability Objectives identified at Stage B were used to appraise each **short-listed intervention**. The assessment was informed by the MCAF findings as well as a GIS constraints exercise which highlighted **potential environmental, social and economic sensitives**, and the assessment of **general transport typologies**. The ISA report has identified key **mitigation, enhancement and monitoring measures** that should be considered for interventions being taken forward.

3 Evidence base

3.1 The evidence base was informed by the Stage B Evidence Base Report and comprised baseline information for each Area and a review of the policy context. It drew on information from the ISA of the Transport Strategy but includes further details specific to each Area.

3.2 Evidence used to assess the sensitivity of baseline information is presented in Table 1 below.

Table 1 Evidence used for sensitivity assessment

ISA Topic	Spatial Indicator
Natural Capital & Biodiversity	<ul style="list-style-type: none"> • Ancient woodland • Nature Improvement areas • Natural Areas • Priority Habitats • Marine Conservation Zones • Biosphere • Local Nature Recovery (LNR) • National Nature Reserve (NNR) • Ramsar sites • Special Area of Conservation (SAC) • Special Protection Area (SPA) • Site of Special Scientific Interest (SSSI) • Country Park
Historic Environment	<ul style="list-style-type: none"> • Listed Buildings • Parks and Gardens • Scheduled Monuments • Battlefield • World Heritage
Landscape	<ul style="list-style-type: none"> • Areas of Outstanding Natural Beauty (AONB) • National Parks • Greenbelt • Public right of ways (PRoWs) • Sustrans Routes (National, Regional and Local) • National Trails
Soils & Resources	<ul style="list-style-type: none"> • Best and Most Valuable (BMV) Land • Nitrate vulnerability Zones • Permitted Waste Sites

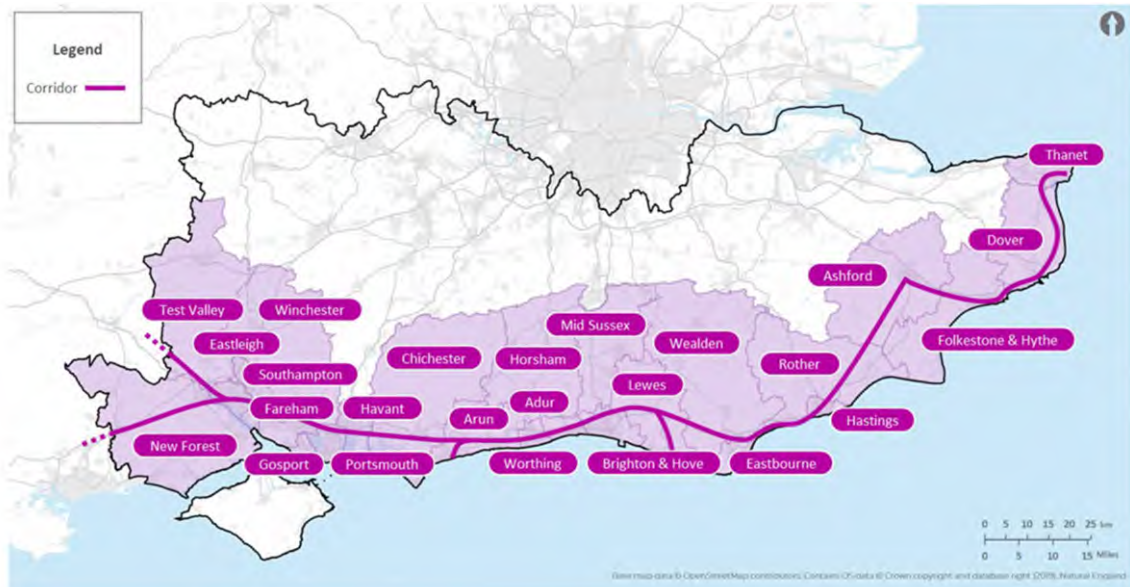
ISA Topic	Spatial Indicator
Water	<ul style="list-style-type: none"> • Water bodies • Aquifers • Groundwater Source Protection Zone
Air Quality	<ul style="list-style-type: none"> • Air Quality Management Areas (AQMA) • Clean Air Zones
Climate Change & GHGs	<ul style="list-style-type: none"> • Per Capita Emissions • Flood Zones • Flood Risk Areas
Noise	<ul style="list-style-type: none"> • Noise Important Area (NIA) • Defra Road Noise
Health and Equalities	<ul style="list-style-type: none"> • Excess Weight • Cycling frequency • Physically active • Unemployment • Index of Multiple Deprivation (IMD) - Overall • IMD - Health • Health Facilities Access • Education Access
Community Safety	<ul style="list-style-type: none"> • Killed or Seriously Injured (KSI) • IMD Crime • Accidents
Economy	<ul style="list-style-type: none"> • Economic Hubs • Major Employment Areas • Research Institutions • Enterprise Zones • Planned Employment • Planned Housing • Planned Mixed Use • Priority Sectors • Journey Time to Employment by Bicycle • Journey Time to Employment by Public Transport • Journey Time to Employment by Car

3.3 The review included international and national legislation as well as regional and local plans and policy. Plans specific to each Area Study included local development plans, transport plans and environmental plans.

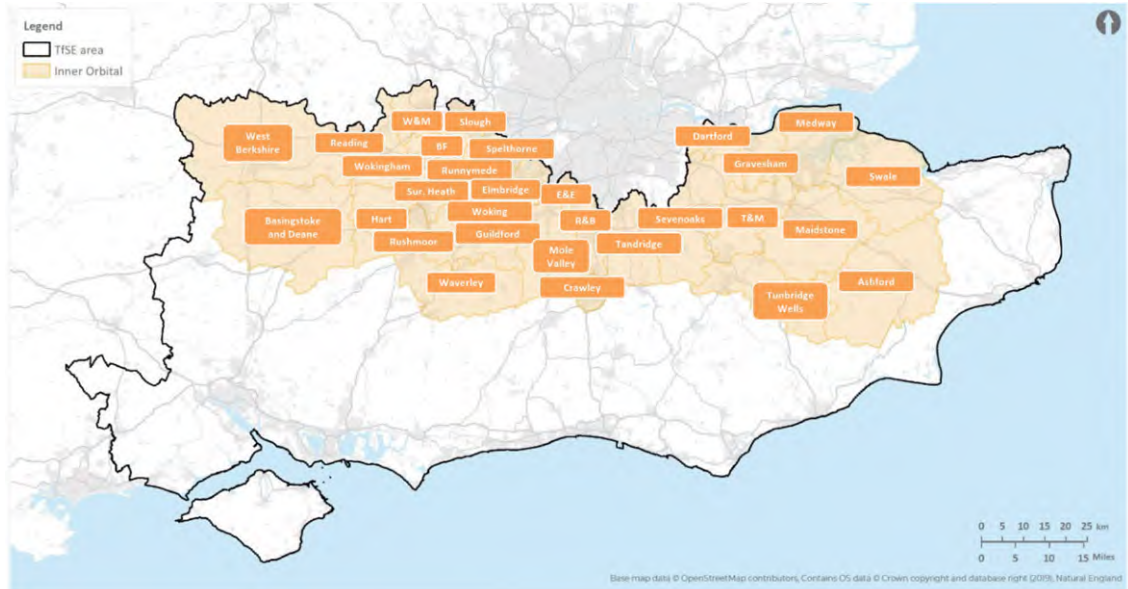
Overview of Study Areas

3.4 The South East Region was divided into five study areas described below.

3.5 **The Outer Orbital (OOSA) Area Study** encompasses the strategic corridors along the coastline from the New Forest, Hampshire in the west, towards Thanet, Kent in the east. This area includes some of the largest, most productive areas in the South East as well as diverse and protected landscapes. However, the area also faces social challenges. Improvements in the area are required to improve transport connectivity and development in the region.



3.6 **The Inner Orbital (IOSA) Area Study** encompasses the key transport corridors that serve and connect the South East’s Major Economic Hubs and international gateways around the southern outskirts of London. This area is predominately urban containing the UK’s largest international airport whilst including a diverse range of protected landscapes. The area faces social challenges, with the need for reducing road congestion rates and improving transport connectivity and development in the region.



3.7 The **South Central Radial Study Area (SCRSA)** serves some of the largest and most productive conurbations in the South East, encompassing the London - Gatwick corridor in the north, extending into the south and expanding to connect much of the Sussex coastline with London. The SCRSA also includes three ports: Shoreham, Newhaven, and Littlehampton. It also boasts some of the most diverse landscapes in southern England, including the South Downs National Park. However, this area also faces challenges in terms of deprivation, particularly in some coastal communities, with additional constraints limiting economic activity, poor integration of rail networks to economic hubs, and long journey times.



3.8 The **South East Radial Study Area (SERSA)** encompasses the strategic corridors between London, Hastings, and coastal Kent/Medway. The major economic hubs in the SERSA include the largest settlements in this area, including the Medway Built Up Area (the third largest conurbation in the TfSE Area). The area also includes some of the busiest international gateways in the UK, most notably Dover and the Channel Tunnel. The SERSA is also home to some of the country's most natural and historic environments, including the Kent Downs AONB and High Weald AONB, Marine Conservation Areas and internationally designated sites of nature conservation.



3.9 The **South West Radial Study Area (SWRSA)** encompasses major economic hubs on the Greater London boundary and on the South Coast, as well as other major economic hubs within Berkshire, Surrey and Hampshire. The area includes a number of international gateways; Southampton Port and Airport, Portsmouth Port, and the ferry ports on the Isle of Wight. The major airports of Heathrow and Gatwick are located just outside of the SWRSA, with links to these hubs extending into the area. The SWRSA is an area of high economic productivity and prosperity, however it also contains some of the most deprived areas in the country. The SWRSA is also home to some of the country's most iconic natural and historic environments, including the Isle of Wight, New Forest AONB, and South Downs National Park.



Sustainability Appraisal Framework

- 3.10 Sustainability objectives were developed to assess the environmental, economic and social effects in each area. The Sustainability objectives are based on the policy review, baseline and sustainability issues and opportunities identified. The Sustainability Framework also aligns with Department for Transport's Transport Analysis Guidance – the Early Assessment and Sifting Tool (EAST)².
- 3.11 An overview of the Sustainability Appraisal Framework is provided below.

² Department for Transport. 2011. Early Assessment and Sifting Tool (EAST). Available at: <https://www.gov.uk/government/publications/transport-business-case>

Table 2 Sustainability Appraisal Framework

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Natural Capital and Ecosystem Services	<p>Deterioration in quality, and severance/loss of connectivity of ecosystems.</p> <p>Effects on ecosystems with high (potential) ecosystem services provision, and/or those close to centres of population.</p> <p>There's a need to support the objectives of the Natural Capital Investment Areas (NCIA)³.</p>	ISA 1: To maintain and enhance the provision of ecosystem services from the Study Areas' natural capital and deliver environmental net gain.	Natural environment
Biodiversity	<p>Loss, damage or fragmentation of statutory and non-statutory wildlife sites, priority habitats, marine conservation areas and wildlife corridors.</p> <p>Impacts on protected species and wider biodiversity.</p>	ISA 2: Need To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the Study Area and deliver biodiversity net gain.	Natural environment
Historic Environment	Direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings.	ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement.	Heritage
Landscape and Townscape	<p>Direct and indirect impacts on designated landscapes, including their settings.</p> <p>Erosion of the character and quality of the SE's landscapes.</p>	ISA 4: To protect and enhance the quality of the Study Area's distinctive landscapes, townscapes and visual amenity.	Landscape, streetscape and urban environment

³ Natural Capital Investment Areas are locations where more resources are needed to help nature and support more green infrastructure. In the OOSA, 12 NCIA's have been identified by the South Downs National Park. Improving green infrastructure in these 12 areas will help promote wildlife connectivity between protected landscapes in the Surrey Hills, High Weald, and Chichester Harbour AONB.

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Soils and Resources	<p>Deterioration in quality of, and loss of soils, including the best and most versatile agricultural land.</p> <p>Use of resources and production and disposal of waste in transport-related construction.</p>	ISA 5: To promote the use of brownfield land and existing infrastructure in the region, protect geologically/ agriculturally important land, promote the sustainable use of resources and natural assets, and seek opportunities to deliver a circular economy.	Natural environment
Water Environment	<p>Increasing development associated with a rising population (including transport infrastructure) affecting surface water runoff and can increase flood risk on a local and catchment scale.</p> <p>Increased traffic flows can add to contamination of surface water runoff.</p>	ISA 6: To protect and enhance surface and groundwater quality; reduce and manage flood risk from all sources and coastal erosion risks by locating infrastructure in lower risk areas.	Natural environment
Air Quality	<p>Increased usage of highways adding to local and regional air pollution.</p> <p>Increased usage of ports and airports adding to local and regional air pollution.</p>	ISA 7: To protect and enhance air quality by reducing transport related emissions.	Air quality
Climate Change and GHG Emissions	<p>Transport is the largest contributor to the UK's GHG emissions.</p> <p>Climate change (extreme heat, flooding and storms) can impact on the quality and safety of transport infrastructure.</p>	ISA 8: To eliminate GHG emissions (including through encouraging modal shift, electric vehicle uptake, low carbon construction), and maximise resilience to climate change.	Carbon emissions – operational and embedded

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Noise and Vibration	<p>Increased use of transport adding to noise impacts on human health due to stress and sleep disturbance, as well as annoyance.</p> <p>Increased use of transport adding to noise impacts on wildlife and designated sites.</p> <p>Transport trends changing future noise profiles and climate change affecting impact on population.</p>	ISA 9: To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.	Noise
Population and Equalities	<p>A growing population and associated increase in demand for travel.</p> <p>There are a number of places that are located within the top 10-20% of the most deprived areas nationally.</p> <p>Public transport provision for those in rural areas, for the elderly, for those in areas of deprivation, and for those who are socially isolated.</p>	ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.	Social and distributional impacts
Health	<p>An ageing population, with restricted access to private transport.</p> <p>Increasing problems of physical inactivity and obesity.</p> <p>Increasing use of private vehicles adding to air and noise pollution.</p> <p>There are disparities in life expectancy across the study areas.</p> <p>Mortality rate from COPD is significantly worse than the national average in four local authorities.</p>	ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.	Wellbeing – physical activity

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Community Safety	<p>Increasing crime levels on public transport.</p> <p>High levels of serious injuries and fatalities on the road network compared to the rest of the region and the UK.</p> <p>The number of people killed or seriously injured on the roads is significantly worse than the national average in 16 out of the 24 local authorities.</p> <p>Safety concerns for pedestrians and cyclists.</p>	<p>ISA 12: To promote safe transport through reducing accidents and improving security, as well as through regeneration of areas.</p>	<p>Wellbeing – injury or deaths</p>
Economy	<p>Links between transport and productivity in the SE region.</p> <p>Uncertainty around future demand for and supply of infrastructure, as well as the spatial and temporal distribution of movement.</p> <p>Levels of employment across vary across the South East.</p>	<p>ISA 13: To promote a strong economy through the transport network with opportunities for the population to access centres of employment, reliable journey times and increasing trade</p>	<p>Economic case</p>

4 Assessment

Long-list Assessment

4.1 The ISA was embedded within the MCAF as set out below:

- Sustainability aspects formed part of the Strategic criteria. These included natural and historic environment, streetscape, climate change, fuel efficiency, embedded carbon, climate resilience, noise and air quality, health and wellbeing, severance, social deprivation, connectivity and physical activity.
- The database of international, national, regional and local policies, plans and documents created for the ISA for the Regional Strategy was reviewed and updated to identify key messages and policies of relevance.
- The MCAF grouped individual intervention options into transport typologies for a more efficient and transparent scoring and review process. Examples of typologies include active travel, highway infrastructure, public transport and railway infrastructure.
- The assessment within the ISA for the Regional Strategy was used as supporting information to ensure that the assessment of relevant sustainability aspects in the Strategic criteria were consistent, with quality assurance and moderation of scoring undertaken by topic specialists.

Short-list Assessment

4.2 Three key steps were undertaken to assess packages of interventions:

- **Sensitivity Assessment** - An initial sensitivity assessment was undertaken of the short-listed intervention options using spatial indicators for each of the Sustainability Objectives (Table 1).
- **Assessment of Typologies** - In order to maintain consistency, a baseline score was assigned for each of the typologies set out within the MCAF.
- **Assessment of Packages** – The assessment was then adjusted to reflect the individual interventions that make up each package.

4.3 It should be noted that interventions are still conceptual at this stage and further information such as land-take and design are not known. The assessment therefore makes assumptions that interventions would need to be developed within the framework of legislation reviewed in Step B. However, for some types of intervention such as highway improvements, legislation will be more challenging to meet, for example new limits on carbon emissions in relation to the Paris Agreement or biodiversity net gain in relation to Environment Bill and this is reflected in the assessment.

4.4 Additionally, it is assumed that best practice and current transport guidance, such as relevant design and safety standards will be applied to the development of transport interventions.

- 4.5 Similarly, the level of baseline information to inform assessment is limited. While the Area Studies have included local level information (such as local designations) to inform assessments, further detail would be needed at the project level, for example on habitat loss and creation to inform biodiversity net gain and natural capital assessment.

Habitats Regulations Assessment

- 4.6 The screening assessment was provided at a high level to reflect details and potential locations of interventions. Assumptions were made in relation to European sites which will require refinement as part of the HRA provided during the next tier of intervention development.
- 4.7 Zones of Influence (ZoI) could not be set at this point in time due to the lack of spatial information but direct and indirect pathways for effects including on functionally linked land have been considered. European sites including SPAs, SACs and Ramsar sites were identified for each Study Area, but there may be additional European sites outside of the Study Areas that fall within the ZoI for interventions.
- 4.8 Through screening for potential likely significant effects (LSE), it has not been possible to categorically demonstrate that the interventions will not have any LSE upon European sites either 'alone' or 'in-combination' with other plans or projects. In order to consider potential impacts in more detail, further information on the interventions and in-depth consultation with Natural England would be required. Notwithstanding the outcomes of future Appropriate Assessment and consultation with Natural England, recommendations include the following:
- Development will not be located within any European Site so that no direct habitat loss will occur;
 - Wherever possible works will be avoided where there is a direct effects pathway to European sites (such as a European site downstream of a new road);
 - Buffer zones will be provided between construction/improvement works and European sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors);
 - There would be a general presumption against the permitting of construction/improvement works which generate adverse effects in proximity to European sites, which are sensitive to those effects, – e.g., where adverse impacts on the water environment are identified; and that improved access to European sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

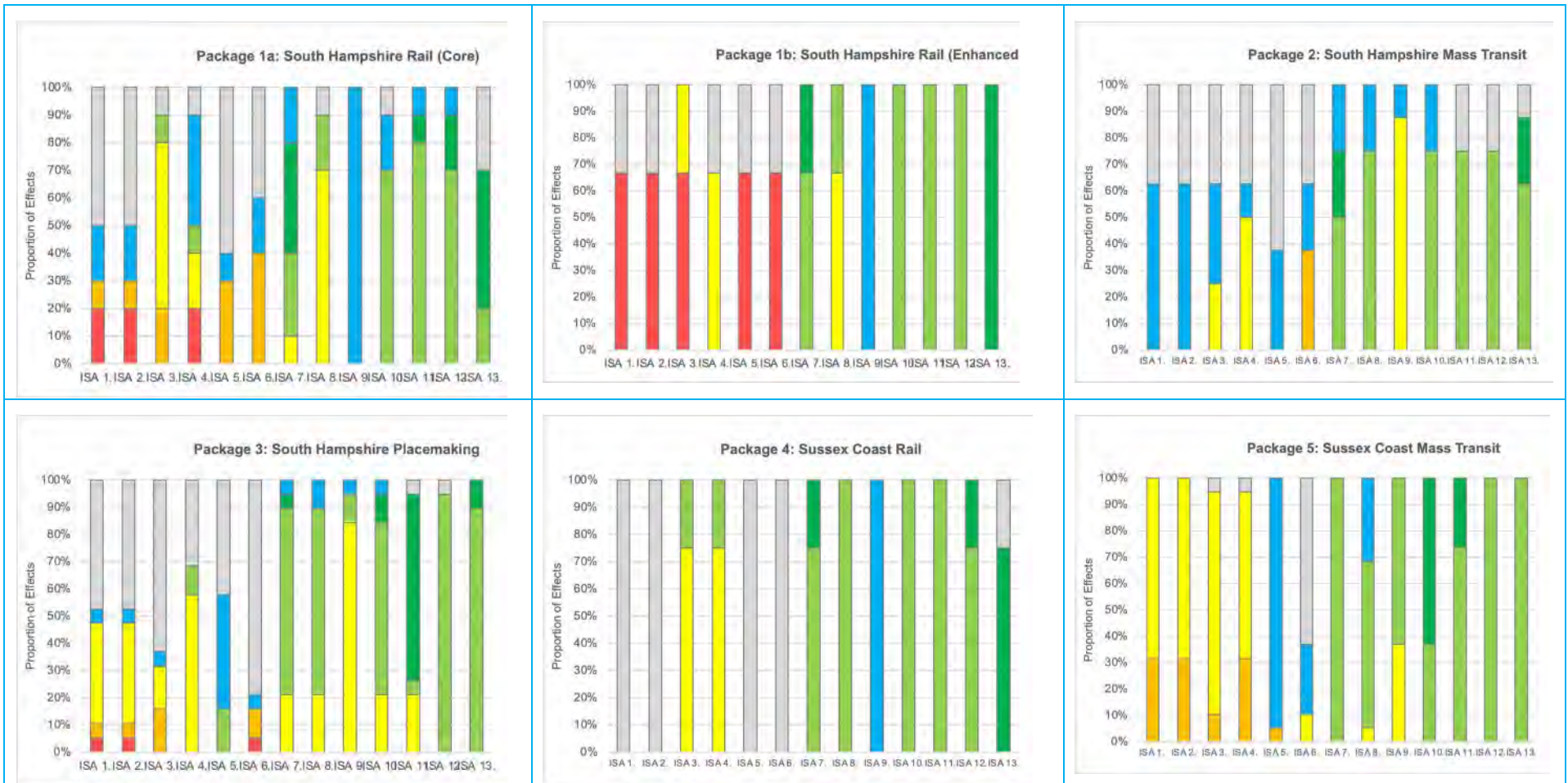
ISA Results

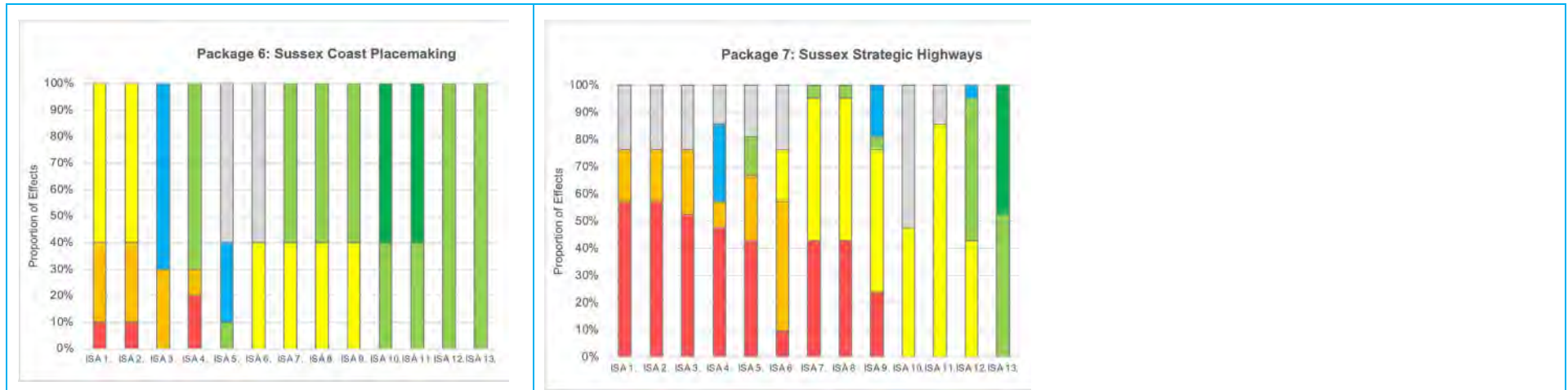
- 4.9 The conclusions of the HRA have been integrated into the assessment, the remainder of this section presents a summary of the results:
- An overview of the ISA for packages (containing multiple interventions) in each area.
 - A description of overall performance against each Sustainability Objective.

The following categories were used for the assessment:

Key to Effects	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Potential for both positive and negative effects	+/-
Uncertain effects	?
Negligible or no effects	0

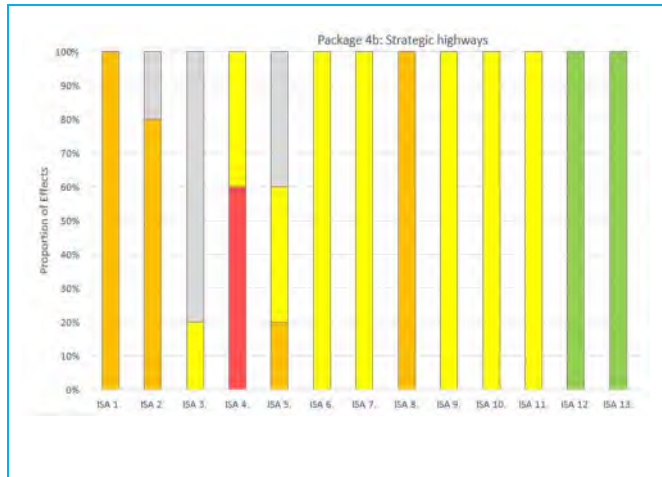
Outer Orbital Packages (without mitigation)



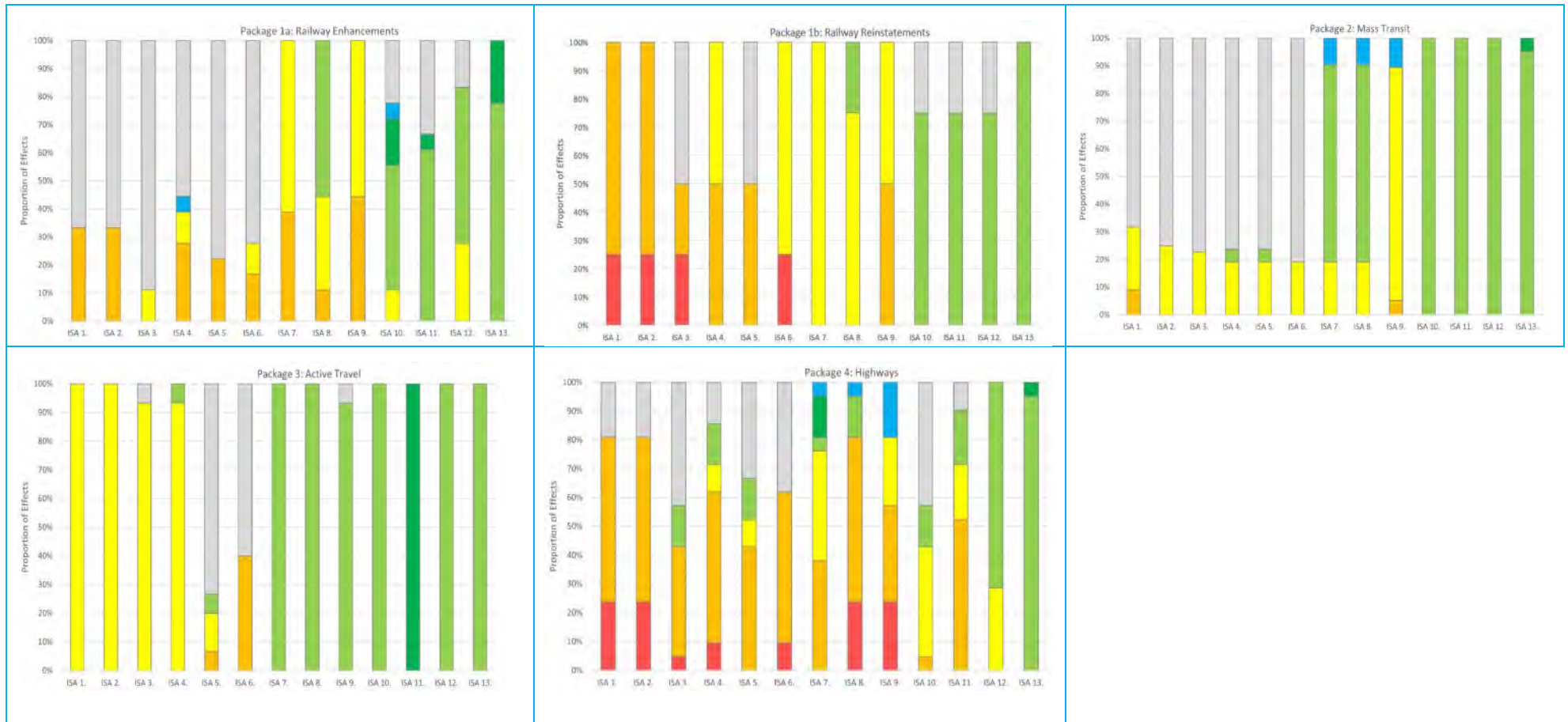


Inner Orbital Packages (without mitigation)

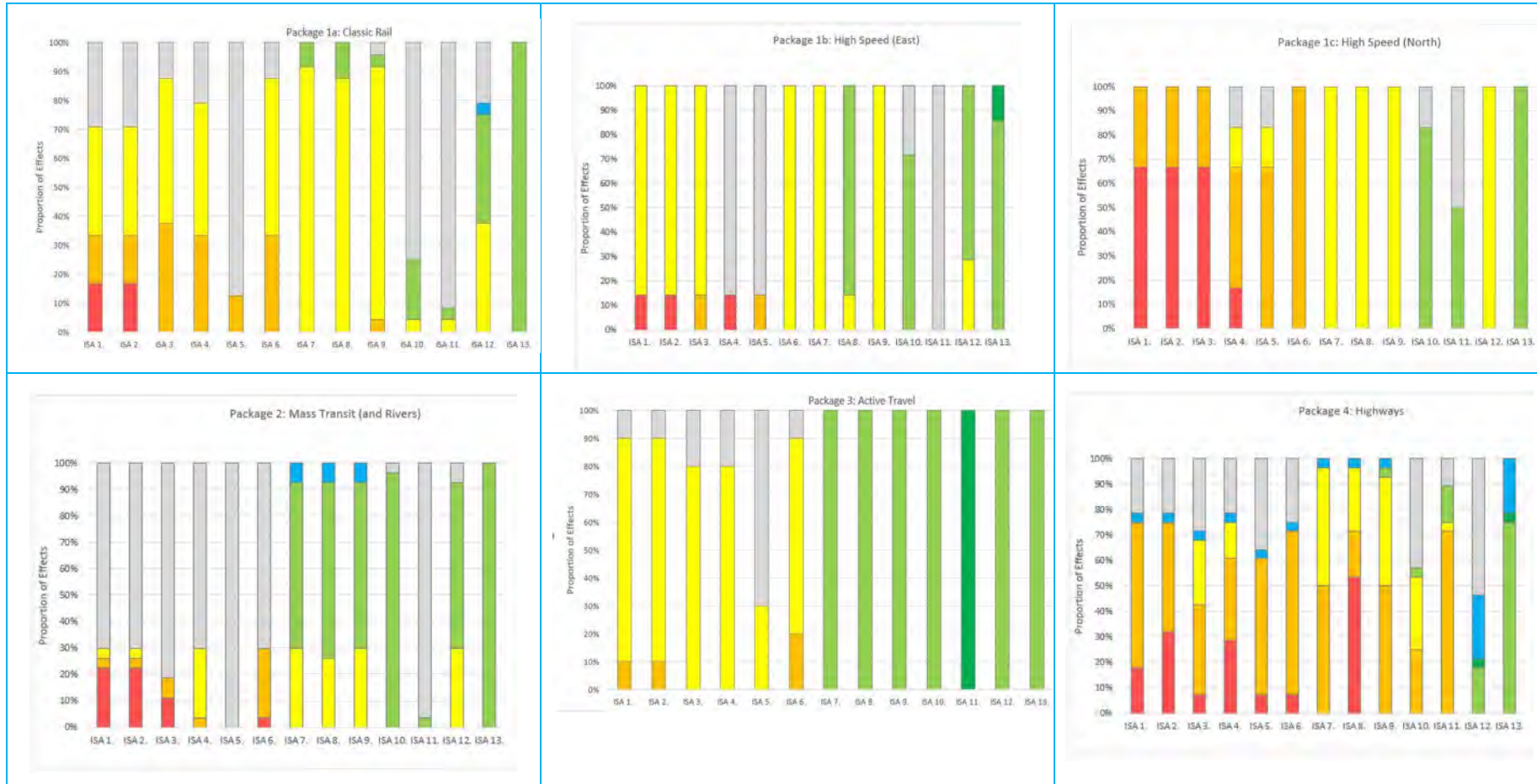




South Central Radial (without mitigation)



South East Radial (with mitigation)



South West Radial (with mitigation)

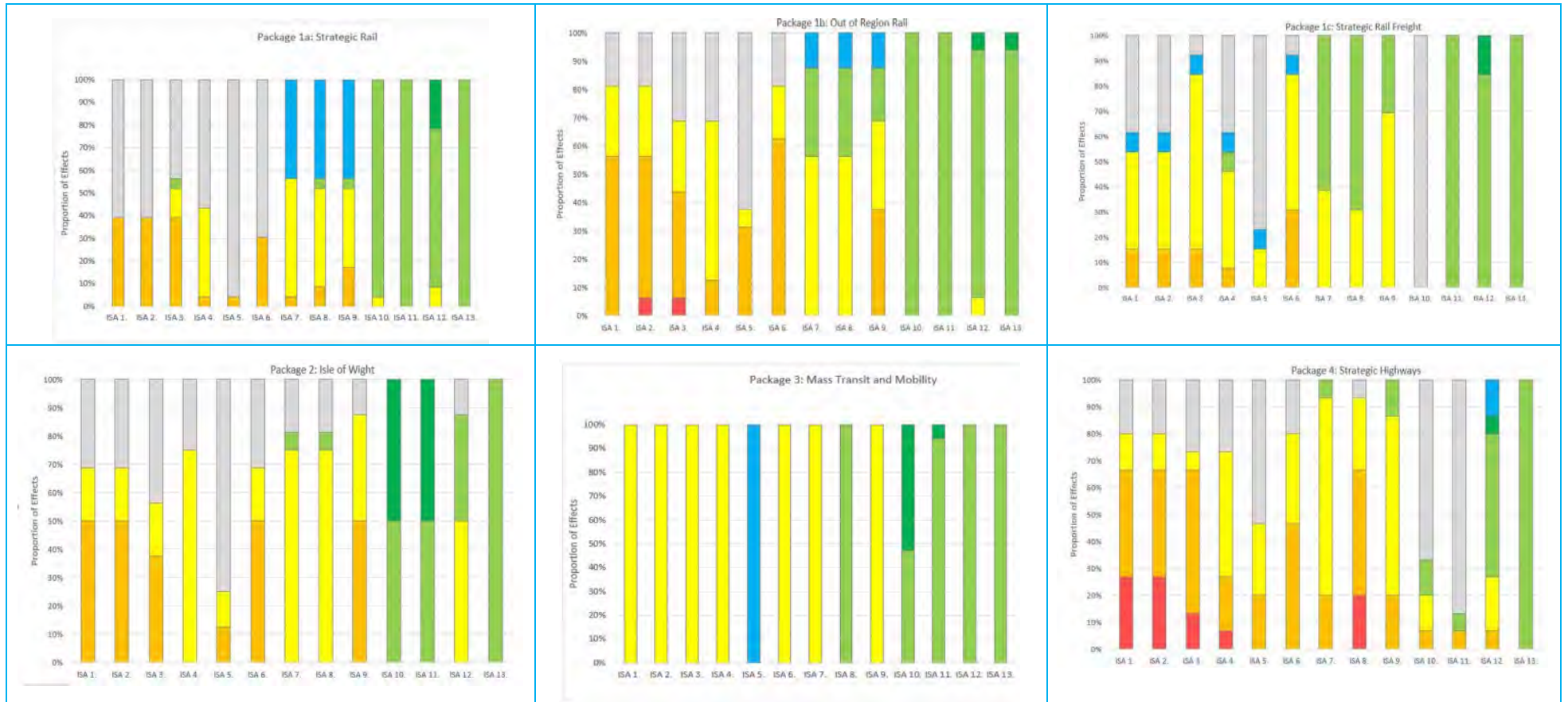


Table 3 ISA Assessment Summary

ISA Topic	Potential Intra-Project Cumulative Effects
<p>Natural Capital, Ecosystem Services and biodiversity</p>	<p>The assessment of packages in all Areas has resulted in mixed effects on biodiversity and natural capital. Larger scale road schemes include A27 Lewes – Polegate, A27 Arundel, A26 Lewes – Newhaven, A264 Horsham – Pease Pottage, SER - Lower Thames Crossing, A28 Canterbury, A34 Resilience and A3 Guildford Upgrades. Large scale rail schemes include the Southampton Central Tunnel Solution, West Coastway CMSP, Southern Rail Links to Heathrow, Eridge – Royal Tunbridge Wells, HS1 Services to Eastbourne and Crossrail extension. Several of these interventions are likely to result in significant negative effects at this stage of assessment. Although many options are online with existing infrastructure, they could still result in the loss of land and lead to damaged and segregated habitats. The construction and operation of the 3rd Thames Crossing at Reading or Lower Thames Crossing has the potential to generate negative impacts on the surrounding River Thames aquatic ecology.</p> <p>At this stage, it was not possible to determine whether the interventions will give rise to definitive likely significant effects on designated European sites either ‘alone’ or ‘in-combination’ with other plans or projects. Consequently, in line with the precautionary principle, further detailed assessment would be necessary to satisfy the requirements of the Habitats Regulations.</p> <p>Active travel schemes (e.g. South Hampshire Placemaking) have potential to result in positive effects. Although new routes could involve small scale loss of habitat (could be larger with strategic mobility hubs), they could also be designed to enhance the biodiversity value, e.g. through creation of linking corridors, though new habitat would take time to establish. Improvements to existing routes create an opportunity to enhance habitats and ecological networks. Natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost or severed through a lack of maintenance or through other development.</p> <p>The improvements to public transport, for example Mass Rapid Transit (MRT), Bus Rapid Transit (BRT) and some Railway Enhancements could reduce the numbers of cars on highways in close proximity to environmental protected areas and generate positive impacts to biodiversity and natural capital by limiting the levels of transport noise, improvements to air quality and minimising disturbance to protected areas.</p>
<p>Historic environment</p>	<p>The assessment of packages has resulted in mixed effects on the historic environment. Larger scale road schemes (e.g. A27 Lewes – Polegate, A27 Arundel, Crawley Western Link Road, A28 Birchington-on-Sea and A21 Pembury – Hastings Bypasses) and larger scale rail schemes (e.g. Southampton Central Crossings – Woolston Tunnel and St Deny’s Tunnel; Western and Southern Rail Links to Heathrow; Ebbsfleet Interchange; Ebbsfleet and North Kent Connectivity; Crossrail 2) are likely to result in some loss of land, which could potentially have particular negative effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance.</p> <p>New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact, particularly in areas of high heritage value (such as Arundel, Lewes and Brighton).</p> <p>However, as air pollution is a key factor in the degradation of surfaces of historical buildings and monuments, diverting HGVs and long-distance traffic away from built up areas could help to lessen the impact on historical assets and their unique settings.</p> <p>Interventions that result in the reduction in single occupancy journeys will help to reduce air pollution, which could help prevent further degradation of some of the Region’s unique historic assets. The reduction in noise pollution and visual intrusion from lower levels of traffic in some areas could result in increased tranquillity, contribute to overall sense of place and the unique setting of heritage assets.</p>

<p>Landscape and townscape</p>	<p>The assessment of packages has resulted in mixed effects on landscape and townscapes. Larger scale road schemes (e.g. A27 Lewes- Polegate, A27 Arundel, A339 road upgrades Newbury and Basingstoke, 3rd Thames Crossing at Reading, A227 road upgrades, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, Lower Thames Crossing, A21 Pembury – Hastings, Herne Bypass, Maidstone Relief Road, A28 Canterbury, A34 Resilience and the A3 Guildford upgrades) and larger scale rail schemes (e.g. East Kent Connectivity HS1 Services to Eastbourne option and North Kent Connectivity) are likely to result in substantial loss of land and loss of visual amenity which could have significant negative effects on landscapes. These include protected landscapes such as the South Down National Park and Chichester Harbour, High Weald, Surrey Hills, Kent Downs and North Wessex AONBs. Conversely, provision of transport alternatives can reduce the number of cars and lessen the negative impact of traffic (M3 Junctions 6 and 7) on landscapes such as the National Park.</p> <p>New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact. However, there are also opportunities through the Railways Enhancement and Strategic Highways packages to provide enhancements where there are existing impacts from these components on the network.</p> <p>There are a number of schemes that provide positive placemaking opportunities (such as Packages for active travel schemes, MRT, BRT, ferry services and Strategic Mobility Hubs) which could result in positive cumulative effects. If mobility hub options make use of existing infrastructure, there is potential for positive effects due to efficient use of land.</p> <p>There is potential for improvement to access to PRowS, Sustrans routes and national trails benefiting landscape and increased tranquillity. Increased access to towns and villages from MRT may have also have beneficial effects on place making, through shaping the public realm in order to maximise shared value by paying particular attention to the physical, cultural, and social identities that define a place, whilst supporting its ongoing evolution. However, townscape, landscape, sense of place could also be negatively affected if new infrastructure is built, for example green belt land throughout Guildford area.</p>
<p>Soils and Resources</p>	<p>The assessment of packages has resulted in mixed effects on soils and resources. There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. The following interventions are located adjacent to or within areas of high agricultural land value and therefore have resulted in negative effects: A29 Realignment, A27 Tangmere, A27 Fontwell, A27 Worthing, A27 Arundel, A33 road upgrades (Basingstoke to Reading), A339 road upgrades (Newbury and Basingstoke), M25 Junction 5 eastbound slip road to Sevenoaks, A227 road upgrades - A227/A25 and A227/A20 junction upgrades, Western Rail Link to Heathrow, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, A26 Lewes – Newhaven, A22 Uckfield Bypass, new station to the north east or Horsham, North Kent Connectivity, Maidstone - Sittingbourne HS1 Link, Isle of Wight (IoW) Restoring Railway Sandown-Newport, M4 Junction 10 upgrades and M3 Junction 8/A303.</p> <p>If infrastructure development makes use of existing road network through reallocation of road space, there's potential for significant positive effects, however, if land take is required along with significant infrastructure and resources, there's potential for negative effects.</p> <p>All schemes are likely to result in the use of resources and production and disposal of waste in construction. The significance of the impact on resources will be dependent upon the schemes selected, therefore a number of uncertain effects have been identified. If large scale construction-intensive schemes are taken forward such as the Southampton Central Tunnel Solution, the A27 Arundel, 3rd Thames Crossing at Reading Western and Southern Rail Links to Heathrow, A2270/A2101 Corridor Movement and Access Package and the Eridge - Royal Tunbridge Wells, there is likely to be negative cumulative effects. The promotion of sustainable resources and waste minimisation could reduce significance.</p>

<p>Water Environment</p>	<p>The assessment of packages has resulted in mixed effects on the water environment. Large scale road schemes have potential to increase surface water runoff and flood risk, impact on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related negative cumulative effects on potable water are likely to be limited. There is also potential for highway improvements to provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination.</p> <p>Potential negative effects on the water environment have been identified for all ferries and river services options within SER Package 2, which are attributed to increased operations and therefore increased pollution and contamination risk from ferries operating.</p> <p>In particular, the 3rd Thames Crossing at Reading has the potential to cause significant negative impacts to the aquatic ecology of the River Thames and surrounding lakes throughout the construction and operation phases.</p> <p>The Southampton Central Tunnel Solution, Fawley passenger ferries and the A3024 Northam Bridge LLM Scheme have the potential to result in negative effects on the Solent and Southampton Water Ramsar and SPA, through disturbance of sediments and deposition of nitrogen which could contribute to water eutrophication. The IO Southern Rail Links to Heathrow have the potential to result in negative effects on the South West London Waterbodies Ramsar and SPA (ecologically designated aquatic environments). The Uckfield – Lewes rail intervention and A2270/A2101 Corridor Movement and Access Package has the potential to result in significant negative effects on the River Ouse and local waterbodies through disturbance of sediments and deposition of nitrogen which could contribute to eutrophication.</p> <p>The SER contains a number of Ramsar sites and other internationally significant sites designated for their aquatic ecology, in close proximity to several interventions, specifically Rochester, the River Thames and Hastings and Marine Conservation Zones such as the Medway Estuary, Beachy Head East and Swanscombe sites. The SWR also contains many Ramsar sites and other ecological sites designated for their aquatic environments, which are located in close proximity to several interventions located in coastal regions, specifically Solent and Southampton Water and Portsmouth Harbour Ramsar sites and marine conservation zones around the Isle of Wight (namely Yarmouth to Cowes and Bembridge), which have the potential to result in negative effects.</p>
<p>Air quality</p>	<p>The assessment of the packages impact on air quality has identified a range of likely effects depending on the typology of interventions. Those interventions that support active travel, smart motorways, BRT, support of public transport and ultra-low emission zones will all contribute to improving air quality. Significant positive effects have also been identified for some interventions, for example, the A272/A283 AQMA demand management. These types of options will help encourage a modal shift, leading to reductions in air pollution from the transport network. This is likely to have additional beneficial effects on health and wellbeing, biodiversity natural capital and ecosystem services.</p> <p>However, interventions such as new highways or highway improvements, for example the A27 Chichester, A27 Arundel, Crawley Western Link Road, A34 resilience, A3 Guildford upgrades could increase uptake of vehicular traffic which could lead to negative cumulative effects.</p>
<p>Climate Change and Greenhouse Gases</p>	<p>As for air quality, the assessment has identified a range of effects depending on the typology of interventions within packages. There may be positive effects from transport schemes such as active travel, smart motorways, support of public transport and ultra-low emission zones, demand management (roadspace reallocation), electrification of railways and specific rail options including Grain Branch Services, New HS1 Services, BRT which will all contribute to improving greenhouse gas emissions.</p>

	<p>Conversely, the construction of road schemes such as such as A27 Chichester, A27 Arundel, 3rd Thames Crossing at Reading, A227 Road Upgrades, Crawley Western Link road, A21 Pembury – Hastings, A28 Birchington-on-Sea, Herne Bypass, Maidstone Relief Road, A228 Medway Valley, A34 Online enhancements, A3 Guildford Online enhancements and A3/A247 Ripley Junction could increase uptake of vehicular traffic which could lead to negative cumulative effects. These options are likely to have high levels of embodied carbon associated with both construction and operation.</p> <p>The vulnerability of the transport options will depend on whether the location and the resilience of the design and materials used to withstand chronic and acute effects of climate change (e.g., future precipitation and temperatures changes). Interventions within areas of flood risk include Western and Southern Rail Links to Heathrow, Reading - South Reading - Basingstoke (A33/B3031), Wokingham - Blackwater Valley MRT (A321 or B327/B3016), Mere oak (South Reading) Strategic Mobility Hub, Farnborough Strategic Mobility Hub, East Sussex Regional Cycleways, Surrey Regional Cycleways, West Sussex regional cycleways, A23 Gatwick – Crawley, A23/A27 Patcham Junction and major rail upgrades of SWML (Southwest Main Line upgrades Woking and London, South of Woking and Portsmouth line upgrades).</p> <p>Climate change generally negatively affects the operation of the rail and road network, for example, flooding, snowfall, high temperatures and wind. Climate change adaptation measures are likely to be specific to each development, but there may be benefits if implemented across multiple interventions.</p>
<p>Noise and Vibration</p>	<p>The assessment of packages has identified a number of uncertain effects on noise and vibration. There are likely to be negative effects arising from noise from increased development, particularly large road and rail schemes (packages for highways and major rail schemes) and some ferry operations such as IoW.</p> <p>There may be positive effects from transport schemes such as the electrification of rail lines, road toll, mobility hubs, ferry services and MRT, BRT, which all support a modal shift and contribute to reducing noise pollution. Active Travel and improvements to regional cycleways are likely to have a positive effect on noise and vibration as they will help to reduce the number of car users.</p>
<p>Health and Equalities</p>	<p>The assessment of packages has identified generally positive effects on health and equalities. Most options will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Greater connectivity will help communities gain greater access to jobs, services and facilities. Access to activities provides the potentiality for people to participate in education, work, social, leisure, cultural, etc. opportunities which in turn contribute to overall health and wellbeing.</p> <p>The association between health effects and exposure to air pollutants is now well established, with distinct health risks associated with exposure to particulates. Older people, infants and those with long term health conditions are the most likely to be vulnerable to the effects of air pollution. There is potential for some negative effects at certain locations associated with new road schemes (such as A27 Chichester, A27 Arundel, the 3rd Thames Crossing at Reading and Crawley Western Link Road) if these were to come forward in areas close to large receptors communities as well as negative effects from rail freight options (such as unlocking more rail freight paths via Salisbury and Trowbridge and introducing regular rail freight to the South West region).</p> <p>Conversely, active travel schemes and mass transit may reduce air pollution in some locations and if multiple interventions were to come forward there’s potential for positive cumulative effects. These interventions provide an increased likelihood of uptake in active travel modes by improving accessibility, as well as being accessible to all social groups, including low-income groups.</p>

<p>Community Safety</p>	<p>The assessment of packages has generally identified positive effects on community safety. It is assumed that all schemes will be built to a high standard of safety. There may be potential for positive effects (depending on scheme design) on fear of crime and transport related accidents due to opportunities to improve safety standards on all forms of transport.</p> <p>Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. The removal of West Worthing Level Crossing, Totton Level Cross along with others, would result in significant positive effects. Several highway interventions have been designed to improve road safety such as A21 Pembury – Hastings and the longer-term Worthing solution, which should improve road safety by diverting long-distance and freight traffic away from densely populated, built-up areas. Other highway interventions, including the Lewes – Polegate scheme, will enable active travel interventions to be brought forward and improve safety in the villages of Wilmington and Berwick. Safety upgrades would also be delivered at the M3 Junction 8/A303, M4 Junction 10 and through the resilience of rail freight (to the Midlands and to address congestion).</p> <p>Active travel schemes (such as Package 3 -South Hampshire Placemaking and Package 6 – Sussex Coast Placemaking) would also result in positive effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. The longer-term Gatwick Diamond Freight Consolidation Centre should improve safety by improving freight handling centres and diverting freight traffic away from densely populated, built-up areas. Strategic Mobility Hubs (such as IO Package 3a) would result in positive community safety effects. An integrated transport system has the potential to result in higher demand for public transport and reduce the number of cars on the IOSA’s highways. A reduction in cars will lead to reduced levels of congestion and subsequently the number of accidents and near misses, enhancing safety across the IOSA. Upgrades to existing Park and Ride schemes and integrating active modes with another aim of reducing highway trips in urban centres not only ensure greater community safety but improvements to public health and equality with greater accessibility to active modes of transport.</p>
<p>Economy</p>	<p>The assessment of packages has identified generally positive effects. The majority of schemes will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Interventions may contribute to and enhance wider and long-term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres throughout the South East would benefit from increases in rail passenger numbers and more reliable rails services achieved through upgrades to stations, electrification and improved interchange. Access to employment centres could be enhanced through improvements to rail services as well, encouraging continued economic growth. Greater connectivity and capacity across the wider SE Region, including major airports, tourism to the South Downs National Park and access to and from London, contributing further to the local and regional economy.</p> <p>Stand out interventions that are likely to improve the economy significantly are the Lower Thames Crossing and Other HS1 Services Extend international services option. An increase in international services and connectivity from south of the river to the north of the River Thames will bring a substantial economic boost to the SERSA and the wider Region.</p>

5 Mitigation and Monitoring

Mitigation

- 5.1 Mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 5.2 The mitigation and enhancement measures proposed in Table 4 are designed to avoid, reduce or enhance the effects identified as potentially significant (positive, negative or uncertain) which were identified through assessments of intervention packages on the ISA Framework Objectives.
- 5.3 Whilst ISAs typically identify mitigations, opportunities can also be identified. Many of the packages of interventions have positive sustainability outcomes and impacts, as during the planning and delivery of intervention, opportunities can be seized to enhance the impacts of interventions (e.g. increasing biodiversity). This is also in line with Section 62 of the Environment Act 2015 whereby (amended form text contained within the Act):
1. A National Park authority [...] shall seek to foster the economic and social well-being of local communities within the National Park, but without incurring significant expenditure in doing so, and shall for that purpose co-operate with local authorities and public bodies whose functions include the promotion of economic or social development within the area of the National Park.
 2. In exercising or performing any functions in relation to, or so as to affect, land in a National Park [...] if it appears that there is a conflict between those purposes, shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park.

Table 4 Mitigation and Enhancement Measures

ISA Topics	Mitigation / Enhancement	Mechanism
All	<p>Consider prioritising types of interventions in relation to meeting the transport mode hierarchy; for example, favouring behavioural changes and the reallocation of existing space before identifying new land take for transport solutions.</p> <p>All proposals should incorporate principles for place-making, biodiversity net gain, natural capital and ecosystem services.</p>	Project level design and assessment

ISA Topics	Mitigation / Enhancement	Mechanism
Air Quality, Climate Change and GHG Emissions, Population and Equalities, Health.	<p>New transport infrastructure or upgrades to existing infrastructure should include provisions for walking and cycling and connectivity to public transport modes.</p> <p>Air Quality Action Plans should be implemented as part of the Transport Strategies. These should include measures to complement interventions, such as promotion and encouragement of public transport.</p> <p>In general, measures to discourage individual car trips over other alternative transport modes (public transport) should be implemented.</p>	Project level Equalities or Diversity Impact Assessment
Biodiversity, Historic Environment, Landscape and Townscape, Soils, Noise.	Design of new transport infrastructure should avoid landscape/ townscape, historic environment and nature conservation designations.	Environmental Assessments (e.g. EIA, HRA, LVIA)
Natural Capital and Ecosystem Services, Biodiversity	<p>New transport infrastructure or upgrade to existing infrastructure should deliver a net gain in biodiversity and aim to contribute towards major new initiatives such as Nature Recovery Networks and large-scale woodland creation ambitions of the 25 Year Environment Plan and the upcoming Environment Bill.</p> <p>Interventions should consider environmental effects on natural capital and biodiversity early in the design stage and design out negative effects with measures such as avoidance and mitigation. In general, areas of previously undeveloped land should be avoided.</p> <p>Large scale road schemes should be considered only if no other alternative is suitable to address issues as they will involve an unavoidable element of natural capital reduction and fragmentation of habitats.</p> <p>Scheme proposals should consider biodiversity issues in their design and include considerations for reinforcing existing wildlife corridors, providing new biodiversity opportunities, restoring and connecting habitats.</p>	<p>Project level design and assessment</p> <p>Biodiversity net gain calculations (using the Defra Metric 3.0)⁴</p>

⁴ Natural England (2021) Biodiversity Net Gain Metric [Available at: <http://publications.naturalengland.org.uk/publication/6049804846366720>]

ISA Topics	Mitigation / Enhancement	Mechanism
<p>Natural Capital and Ecosystem Services, Biodiversity</p>	<p>Where possible, development should not be located within any National Site Network (NSN) site (the replacement of the Natura 2000 network with a new network of SPA and SACs) site so that no direct habitat loss will occur, as well as avoiding works where there is a direct transmission pathway to NSN sites.</p> <p>Buffer zones should be implemented between construction works and NSN sites, with size and extent depending on the nature of effect and sensitivity of receptors. Improved access to NSN sites will be monitored and managed closely to ensure the integrity of the sites are not compromised. There would be a general presumption against the permitting of construction works generating particular adverse effects in close proximity to NSN sites.</p>	<p>Project design and assessment</p>
<p>Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health</p>	<p>Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure.</p>	<p>Project level design and assessment</p> <p>Environmental Assessments, e.g. Landscape design and assessment, and Ecosystem Services Assessment</p>
<p>Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health</p>	<p>Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. (Environmental net gain should be underpinned by biodiversity net gain).</p>	<p>Project level design and assessment</p> <p>Environmental net gain calculation (e.g. using the Ecometric)</p>

ISA Topics	Mitigation / Enhancement	Mechanism
Natural Capital and Ecosystem Services, Biodiversity	Any design likely to have a significant effect on an NSN site (alone or in combination with other interventions), will be subject to assessment under part 6 of the Habitats Regulations. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66.	Environmental assessment
Landscape and townscape, historic environment	Design and optioneering should consider direct and indirect effects such as setting in relation to landscape quality and the historic environment. The design and implementation of larger interventions should go through the EIA process and/or other environmental assessment to quantify effects on receptors and seek to improve landscape conditions as part of design and mitigation measures. Interventions within AONB or National Parks e.g. New Forest should be carried out with cooperation from the relevant authority to ensure that they do not adversely affect the landscape character or status of the AONB. These authorities should be engaged as part of the implementation of the transport strategies.	Environmental assessment Design
Population and equalities, health, Community Safety	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level CSA, EqIA, HIA

ISA Topics	Mitigation / Enhancement	Mechanism
Population and equalities and Health	<p>Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low-income households.</p> <p>This could include measures such as:</p> <p>Fair pricing for public transport and road user charging;</p> <p>Consideration of grants and exemptions for electric vehicles, clean air zones and other vehicle restriction and charging schemes;</p> <p>Engagement with protected characteristic groups specifically to ensure the needs of these groups are identified;</p> <p>Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low-income groups); and</p> <p>Ensure that active travel routes enable access for all users, including those with reduced mobility or disabilities.</p>	<p>Project specific EqIA and HIA for digital solutions and projects seeking behavioural change</p> <p>Disability Discrimination Act (DDA) compliance</p>
Climate change and greenhouse gases, Waste and resources	<p>Design should seek to achieve zero GHG emissions through reducing the need to travel by non-sustainable means, and efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging), and the maintenance of interventions to ensure they can withstand chronic and acute effects of climate change.</p>	<p>Carbon Footprinting; Lifecycle assessment; Design</p> <p>Future Mobility Strategy</p>
Climate change, Soils and resources, Natural capital and ecosystem services	<p>Design should seek to adapt to climate change, in terms of: location (avoiding areas of flood and erosion risk); working with natural processes (adopting natural flood risk management measures and Sustainable Urban Drainage Schemes alongside transport routes); use of materials (e.g., to with-stand extreme weather events); and provision of transport information.</p>	<p>Flood Risk Assessment; Geotechnical Assessment; Ecosystem Services Assessment; Design</p>
Natural capital and ecosystem services, Water Environment, Biodiversity, Soils	<p>Design should seek to ensure environmental protection, including avoiding damage to soils, water resources.</p>	<p>Drainage strategy and design;</p> <p>Project level design</p>

ISA Topics	Mitigation / Enhancement	Mechanism
Historic environment	<p>Preservation in situ (of unknown assets as well as known ones) should be considered earlier in the design stages, before route options are selected. The local distinctiveness of landscapes and heritage assets should also be considered in design.</p> <p>The design of interventions regardless of scale should be sensitive to adjacent heritage assets. In an urban setting, many assets will likely be directly adjacent to roads and subsequent intervention focuses. In a rural setting, the potential for buried heritage assets will be more prevalent.</p> <p>There is an opportunity to enhance the setting of heritage assets in urban environments with the provision of mobility hubs, improved public transport services and highway improvements. Opportunities for aesthetic and setting enhancements should be considered where practicable.</p>	Environmental assessment; Design
Biodiversity, Natural Capital, Population and equalities and health	The incorporation of natural features such as tree planting, hedgerows and floral arrangements along walk/cycleways to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits.	Project level CSA, EqIA, HIA, BNG
Climate Change Soils and Resources and Water Resources and Flooding	<p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, the Civil Engineering Environmental Quality Assessment (CEEQUAL) and the Building Research Establishment Environmental Assessment Method (BREEAM).</p> <p>As flood risk is a key risk in relation to climate change, any intervention that introduces physical infrastructure (either new infrastructure or upgraded) should provide flood defence opportunities or flood risk benefit where practicable.</p> <p>Sustainable design and construction techniques should be promoted such as low energy lighting and low noise road surfaces.</p> <p>Where land take is required, preference should be given to brownfield land/ previously developed land.</p>	Project level design and assessment

ISA Topics	Mitigation / Enhancement	Mechanism
Noise	<p>Noise Action Plans and management plans should be implemented. These should include measures to complement interventions, such as promotion and encouragement of public transport, and provision of noise barriers or low road noise surfaces.</p> <p>New highway schemes have the potential to lead to significant negative noise effects to nearby receptors and introduce new receptors to negative noise effects. If alternative interventions are not feasible, then avoidance of receptors should be pursued alongside measures such as accompanying provision of shared and active transport facilities, and the prioritisation and promotion of these transport modes. Suitable mitigation measures to reduce noise for sensitive receptors including noise barriers and low road noise surfaces should also be incorporated into the scheme design.</p>	<p>Noise Action Plan</p> <p>Project level design and assessment</p>
Water Environment	<p>Ferries should consider design and fuel type and encourage responsible vessel practices and understanding of the distribution of marine mammals, to ensure that services will have the minimal impact on the environment.</p> <p>The incorporation of Sustainable Drainage Systems (SuDS) into all interventions where practicable.</p> <p>Avoidance of alteration and crossing of watercourses should be considered of any physical intervention. If avoidance is not possible a system to identify vulnerable watercourses with the potential to be affected by multiple interventions should be developed.</p> <p>Enhancement and restoration potential should be considered for interventions near watercourses.</p>	<p>Project level design and assessment</p>

Monitoring

- 5.4 Monitoring should be undertaken on a plan to provide an important measure of the environmental outcome of the final plan, and to measure the performance of the plan against environmental objectives and targets. It will also identify any significant effects of implementation and where remedial action should be imposed. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.
- 5.5 At the previous Transport Strategy stage, TfSE proposed a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Strategic Priorities. TfSE will continue to track the progress made towards the outcome orientated key performance indicators, which are described Table 5 below. No new monitoring measures are proposed in this ISA though additional measures may be required at the local/project scale of interventions when these are further developed.

Table 5 Monitoring via key performance indicators

Strategic Priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	<ul style="list-style-type: none"> • The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).
More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.	<ul style="list-style-type: none"> • Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	<ul style="list-style-type: none"> • Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably.	<ul style="list-style-type: none"> • The percentage of allocated sites in Local Plans developed in line with Local Transport Plans.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	<ul style="list-style-type: none"> • Increase in the number of bus services offering Smart Ticketing payment systems. • Number of passengers using smart ticketing. • Number of passengers using shared transport.

Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	<ul style="list-style-type: none"> • Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Number of bikeshare schemes in operation in the area • Mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	<ul style="list-style-type: none"> • Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	<ul style="list-style-type: none"> • A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the SE area.
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier.	<ul style="list-style-type: none"> • Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	<ul style="list-style-type: none"> • Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	<ul style="list-style-type: none"> • Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	<ul style="list-style-type: none"> • A net reduction in the number of trip kilometres undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	<ul style="list-style-type: none"> • No transport schemes or interventions result in net degradation in the natural capital of the South East.
Use of the principle of 'biodiversity net gain' in all transport initiatives.	<ul style="list-style-type: none"> • Transport schemes or interventions to demonstrate environmental net gain.
Minimisation of transport's consumption of resources and energy.	<ul style="list-style-type: none"> • Reduction in non-renewable energy consumed by transport.

Control Information

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Date

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6 June 2022
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20 October 2022

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.**
-

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

Contact Officer: Hollie Farley
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Email: hollie.farley@eastsussex.gov.uk

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
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.*

"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."

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.*

"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."

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).

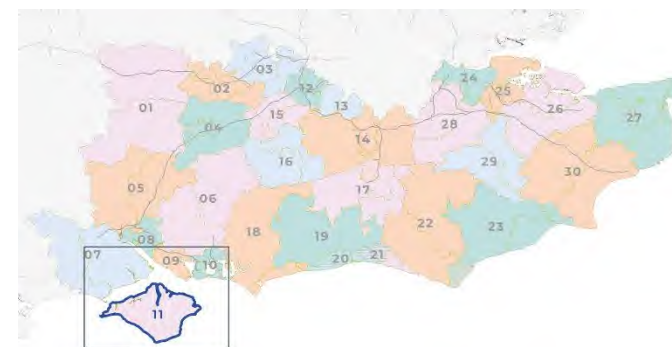


Figure 3: Map of factsheet locations and numbers

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: **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) 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 Sub0national 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.**
-

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, and for the 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 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 is underway to produce a Delivery Action Plan for the SIP. With a focus on the next 3 years, this will build upon the Area Studies Delivery Plan, and will set out the current position with each of the proposed schemes, detail what the next steps are, confirm the roles of TfSE and delivery partners in undertaking those next steps and identify what resources and analytical tools are available and required. This work is being undertaken as a natural extension to the Area Studies work, supported by Steer, and funded from the area studies budget.

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 is being collated into a draft report which will then be reviewed and agreed by our delivery partners before being finalised.

3.4 By virtue of their inclusion within the SIP, all the schemes have been identified as priorities for the region. It needs to be recognised 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, the plan will also propose 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. If the methodology is agreed, then initial lists will be prepared and brought to the Partnership Board for approval.

3.5 Since the Partnership Board meeting in January 2023, work has continued to develop the Delivery Action Plan, including a further series of workshops with key delivery partners to confirm the current position with the SIP schemes and at which potential methods for prioritising schemes were discussed.

3.6 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 the process for prioritising schemes within the SIP meets that overall aspiration. However, we also need to recognise 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.

3.7 The minutes of the Partnership Board meeting held on 23 January 2023, recorded that the Delivery Action Plan and prioritisation process would be brought to this meeting. However it is becoming 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 take the time to be rigorous in doing so.

3.8 It is therefore proposed that more detailed work to develop the prioritisation process is undertaken with officers from our constituent authorities and delivery partners, via our Transport Strategy Working Group and Senior Officer Group governance structure before it is brought to the Partnership Board.

3.9 The Delivery Action Plan will also form 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.

3.10 Rail interventions are a significant component of the SIP and support our eight investment priorities. Many of our rail interventions are over and above those included in the current Rail Networks Enhancements Pipeline (RNEP) and will most likely be delivered from 2029 onwards, i.e. CP8 and CP9 time horizons. Wider rail reform is underway and noting the Williams Shapps review which highlighted the importance of a strategic partnership with London to support growth ambitions, we propose working with England's Economic Heartland (EEH) and Transport East (TE) STBs to consider how with, the DfT and Great British Railways (GBR), the wider South East is clearly represented in the reform process as well as the delivery of rail services and infrastructure. We will bring forward proposals for the board to consider at the July meeting.

4. Monitoring and Evaluation Framework

4.1 A clear robust approach to monitoring and evaluation is needed to ensure the successful delivery of the interventions included in the SIP. It will be 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 will also be 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.

4.2 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.

4.3 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.

4.4 Since that meeting, work has been progressing to develop the monitoring and evaluation framework, and a report setting out options has been completed. This is included at Appendix 1.

4.5 It has become apparent 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 is needed in determining which data sets are to be monitored, and further consideration is needed to determine for what metrics it both is, and isn't, appropriate to set specific targets. Any targets that are set will need to be supported by our constituent authorities and so it is proposed to hold a further workshop with officers to explore these issues and to ensure that there is alignment with their own individual targets where appropriate.

4.6 Subject to outcomes from this work, the first "State of the Region" report will be brought to the Board for approval in July 2023.

5. Analytical Framework

5.1 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.

5.2 At the meeting on 23 January 2023, the Partnership Board agreed a three year route map for the analytical framework development, alongside a list of short term accelerated activities that should be submitted to DfT to request the release of the remainder of the funding allocated for this financial year.

5.3 DfT have confirmed that they will release the remaining £280,000 of funding by the end of March 2023 and work is being undertaken to start to deliver those short term accelerated activities. A further funding request is included within the TfSE Business Plan for 2023/24 to deliver the remainder of work planned for the next financial year.

5.4 In their funding allocation from DfT, Transport for the North (TfN) STB have been awarded funding to work together with the other 6 STB's, 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.

5.5 A further progress update will be provided to the Partnership Board at the July meeting.

6. Conclusions

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

6.2 Board Members are also recommended to agree that the Lead Officer develops proposals in conjunction with EEH and TE 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.

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TfSE Monitoring and Evaluation Options and Recommendations



TfSE Monitoring and Evaluation Options and Recommendations

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1 Introduction

Background

- 1.1 Transport for the South East (TfSE) published their draft Strategic Investment Plan in June 2022. In it, TfSE identify their investment priorities which, collectively, will best help them deliver on the vision and objectives set for that strategy. Their objectives fit under three broad headings: Economy, Environment and Society.
- 1.2 The work done to appraise the list of interventions for the final strategy demonstrated that these were the best performing packages to push the dial in the desired direction for the stated objectives.
- 1.3 Both the Strategy and the Strategic Investment Plan (SIP) discuss how the progress of delivery and the outturn of benefits will need to be monitored and evaluated.

Purpose of this report

- 1.4 This report sets out some of the issues for consideration when thinking about how the TfSE Strategy and SIP can be monitored and evaluated. This includes presenting options for metrics, data, the potential for target setting and puts forward some recommendations for the way forward for TfSE and its partnership.

Structure of this report

- 1.5 The report is structured as follows:
 - Section 2 sets out what the TfSE Strategy and SIP say about how they ought to be monitored and evaluated.
 - Section 3 outlines some high-level considerations for TfSE and partners on a way forward.
 - Section 4 presents an overview and outcomes from a workshop session with TfSE officer partners to discuss the way forward.
 - Section 5 presents some ideas and recommendations for specific metrics, data and potential targets for future monitoring.
 - Section 6 presents some ideas for how a future evaluation programme could be developed for local authority led schemes in the SIP.
 - Section 7 wraps up the conclusions and recommendations for a way forward for TfSE.

2 What the Strategy and Strategic Investment Plan say about Monitoring and Evaluation

Background

- 2.1 TfSE's Strategy promotes investment and policy choices which impact on travel and transport. The hope is that by creating change from today that other, wider outcomes will be seen. This is discussed in the Strategic Investment Plan (SIP) which demonstrates the 'theory of change' links between the investment or policy input at one end of a logic map through to the expected outputs and impacts/outcomes at the other end. As discussed later in this report, it could be difficult to attribute any change seen to either specific interventions or more broadly the TfSE strategy.
- 2.2 The theory of change work provides a guide as to the categories of metrics which could indicate a move towards the objectives in the TfSE strategy; albeit there will also be a number of other external impactors on those metrics.

What the Transport Strategy says about monitoring and evaluation

- 2.3 The strategy does not go into huge detail on how the objectives set should be monitored, but it does begin to allude to the kinds of metrics which could be examined in the future.
- 2.4 The section on monitoring and evaluation in the Strategy says:
- "Transport for the South East will use a set of key performance indicators to monitor how well the strategy is progressing. These key performance indicators will consist of a range of measures that will be used to assess the extent to which the strategic priorities, outlined in Chapter 3 (paragraph 3.15), are being achieved. The key performance indicators that are going to be used to monitor the performance are listed in Table 5.1 below."*
- 2.5 And then the referenced table is presented as Table 2.1 overleaf.

Table 2.1: Indicators from the TfSE Transport Strategy

Strategic Priorities		Indicators
 Economic	Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.	The delivery of improved road and railway links on corridors in need of investment. Improved public transport access to Heathrow and Gatwick Airports. Improved long-distance rail services (measured by journey time and service frequency).
	More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.	Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).
	A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	Reduced delays on the highways network due to poor weather. Reduced number of days of severe disruption on the railway network due to poor weather. Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.
	A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.	The percentage of allocated sites in Local Plans that are developed in line with Local Plans.
	A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	Increase in the number of bus services offering 'Smart Ticketing' payment systems. Number of passengers using 'Smart Ticketing'. Number of passengers using shared transport.
 Social	A network that promotes active travel and active lifestyles to improve our health and wellbeing.	Increase in the length of the National Cycle Network in the South East. Increase in the length of segregated cycleways in the South East. Increase mode share of trips undertaken by foot and cycle. Number of bikeshare schemes in operation in the area. Mode share of walking and cycling.
	Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	Reduction in NOx, SOx and particulate pollution levels in urban areas.
	An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East area.
	A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to interchange between different forms of transport.	Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
 Environmental	A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	Reduction in the number of people killed and seriously injured by road and rail transport.
	A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	Reduction in carbon emissions by transport.
	A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	A net reduction in the number of trip kilometres undertaken per person each weekday. A reduction in the mode share of the private car (measured by passenger kilometres).
	A transport network that protects and enhances our natural, built and historic environments.	No transport schemes or interventions result in net degradation in the natural capital of the South East, instead aiming for environmental net gain for priority ecosystem services (such as natural flood risk management). No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years, in line with the requirements of the Environment Bill.
	Use of the principle of 'biodiversity net gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives.	Use of the principle of 'biodiversity net gain' in all transport initiatives. No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years, in line with the requirements of the Environment Bill.
Minimisation of transport's consumption of resources and energy.	Reduction in non-renewable energy consumed by transport.	

2.6 The Strategy therefore is committing TfSE to monitoring a series of indicators which are intended to demonstrate whether the priorities set for the region under the 'Economy, Social and Environmental' headings are moving in the right direction. What the Strategy doesn't do is identify more detailed metrics or data sources to be able to monitor against those indicators.

What the Strategic Investment Plan says about monitoring and evaluation

2.7 The SIP goes into more detail than the Strategy on how the performance of the investment plan can be monitored and evaluated. Specifically it says:

“A selection of potentially suitable KPIs for monitoring and evaluation the Packages of Interventions in this Plan are presented in Table 5 on the following pages.

2.8 During the consultation period on the Strategic Investment Plan, a set of KPIs and targets will be identified.”

2.9 In these tables (shown below in Figure 2.1) the SIP introduces the idea of using ‘Theory of Change’ models. In simplistic terms the Theory of Change enables you to consider the inputs, outputs, outcomes and impacts of a scheme, policy or programme through a logic map approach. The intention being that by monitoring what’s going into and coming out of an investment plan it ought to be possible to see the intended impacts when evaluating what’s changed.

Figure 2.1: Example transport investment ‘theory of change’



2.10 The tables presented in the SIP provide theory of change models/maps for four different categories of intervention from the programme:

- Rail
- Bus, ferry, mass transit and shared mobility
- Active travel, micromobility and demand management
- Highways

2.11 These referenced tables are shown Tables 2.2 to 2.5 overleaf and demonstrate that the SIP goes further than the Strategy and is recommending that TfSE monitor and evaluate the programme against metrics which would cover the four stages of the Theory of Change model.

Table 2.2: Theory of change model for rail

Table 5: Theory of Change Monitoring and Evaluation Framework: Key Performance Indicators – rail			
Inputs	Outputs	Outcomes	Impacts
<ul style="list-style-type: none"> • Integrated planning for transport, land use and wider policy • Policy and guidance shaping the nature of the interventions developed • Funding invested in rail • Staff resource to create, design and deliver schemes 	<ul style="list-style-type: none"> • Delivery of Global Policy Interventions: reduction in public transport fares • Delivery of rail Interventions: capacity (seats, services per hour), and connectivity (better journey times, frequencies, direct/indirect services, 'turn up and go' service, internet connectivity) 	<ul style="list-style-type: none"> • Journey Time/Reliability: improvements for specific groups, perturbation recovery • Demand: increased public transport usage • Modal shift: public transport mode share increased, move to non-caron emitting transport modes • Resilience and performance: Operating performance indicators (e.g. minutes delay/early, cancelations, etc.) • Quality: Customer Satisfaction Surveys, Service Quality Regimes, Mystery Shopper Regimes, other "trust" related/reliable indicators, enhanced interchange • Accessibility: improvement for all passengers, especially people with protected characteristics. number of fully accessible stops and stations, portion of buses, ferries, trams and other vehicles that are fully accessible • Affordability: Affordable fares for all, new products to make attractive • Revenue: Revenue raised per annum 	<ul style="list-style-type: none"> • Reduced carbon emissions to net-zero: reduced trip rates, higher sustainable transport mode share, fewer private vehicle kilometres, lower or zero emission per vehicle kilometre • Productivity: Boosted through better skills matching, knowledge sharing and agglomeration • Reduce poverty: for all residents and enable the "levelling up" of socioeconomic outcomes. • More financially sustainable public transport: Portion of operating costs recovered through revenue • Realisation of TfSE's Vision and Objectives presented in Part 4 of this Plan • Resolution of the Problem Statements identified in Part 4 of this Plan

Table 2.3: Theory of change model for bus, ferry, mass transit and shared mobility

Table 5: Theory of Change Monitoring and Evaluation Framework: Key Performance Indicators – bus, ferry, mass transit and shared mobility			
Inputs	Outputs	Outcomes	Impacts
<ul style="list-style-type: none"> • Integrated planning for transport, land use and wider policy • Policy and guidance shaping the nature of the interventions developed • Funding invested in bus, ferry, mass transit and shared mobility • Staff resource to create, design and deliver schemes 	<ul style="list-style-type: none"> • Delivery of Global Policy Interventions: reduction in public transport fares • Delivery of bus, ferry, mass transit and shared mobility Interventions: capacity (seats, services per hour), and connectivity (better journey times, frequencies, direct/indirect services, 'turn up and go' service, internet connectivity) 	<ul style="list-style-type: none"> • Journey Time/Reliability: improvements for specific groups, perturbation recovery • Demand: increased public transport usage • Modal shift: public transport mode share increased, move to non-caron emitting transport modes • Resilience and performance: Operating performance indicators (e.g. minutes delay/early, cancelations, etc.) • Quality: Customer Satisfaction Surveys, Service Quality Regimes, Mystery Shopper Regimes, other "trust" related/reliable indicators, enhanced interchange • Accessibility and reduced community severance: improvement for all passengers and communities, especially for people with protected characteristics -number of fully accessible stops and stations, portion of buses, ferries, trams and other vehicles that are fully accessible • Affordability: Affordable fares for all, new products to make attractive • Revenue: Revenue raised per annum 	<ul style="list-style-type: none"> • Reduced carbon emissions to net-zero: reduced trip rates, higher sustainable transport mode share, fewer private vehicle kilometres, lower or zero emission per vehicle kilometre • Productivity: Boosted through better skills matching, knowledge sharing and agglomeration • Reduced poverty: for all residents and enable the "levelling up" of socioeconomic outcomes. • More financially sustainable public transport: Portion of operating costs recovered through revenue • Realisation of TfSE's Vision and Objectives presented in Part 4 of this Plan • Resolution of the Problem Statements identified in Part 4 of this Plan

Table 2.4: Theory of change model for active travel, micromobility and demand management

Table 5: Theory of Change Monitoring and Evaluation Framework Key Performance Indicators –active travel, micromobility and demand management			
Inputs	Outputs	Outcomes	Impacts
<ul style="list-style-type: none"> • Integrated planning for transport, land use and wider policy • Policy and guidance shaping the nature of the interventions developed • Funding invested in Active Travel and Micromobility • Staff resource to create, design and deliver schemes 	<ul style="list-style-type: none"> • Delivery of Global interventions: including national and local road user charging, increased digital connectivity, and accelerated roll-out and take-up of active travel, shared mobility, and micro-transit solutions • Delivery of Active Travel, Public Realm and Micromobility Interventions: kilometres of safe and convenient routes; number of cycle hubs and parking; number of public transport hubs well served by active travel routes; number of behavioural change initiatives delivered. 	<ul style="list-style-type: none"> • Trip rates: reduced demand for travel • Increases in Active Travel and Micromobility: More people are walking, cycling or using micromobility due to new infrastructure • Motor traffic volumes reduced: Due to fewer people are driving shorter trips (or driving less often) • Improved connectivity: Increased ability for people to access local services by walking, cycling or micromobility • Increased accessibility to public transport: Greater access to public transport as part of multi-modal journeys 	<ul style="list-style-type: none"> • Reduced carbon emissions to net-zero: reduced trip rates, higher sustainable transport mode share, fewer private vehicle kilometres, lower or zero emission per vehicle kilometre • Improved air quality: Due to fewer people driving and reduction in congestion • Reduced congestion: Due to fewer people driving local journeys • Road safety improved: Due to high quality routes protecting people cycling from motor traffic • Public health improved: Due to more people getting exercise while using Active Travel or Micromobility modes • Realisation of TfSE's Vision and Objectives presented in Part 3 of this Plan • Resolution of the Problem Statements identified in Part 4 of this Plan

Table 2.5: Theory of change model for highways

Table 5: Theory of Change Monitoring and Evaluation Framework Key Performance Indicators - highways			
Inputs	Outputs	Outcomes	Impacts
<ul style="list-style-type: none"> • Funding invested in highways packages • Delivery of interventions 	<ul style="list-style-type: none"> • Connectivity: Faster average journey times (e.g. between Eastbourne and Chichester) • Capacity: Appropriate capacity is provided for normal demand • Reduced conflicts: Fewer flat junctions, right hand turns, and roundabouts 	<ul style="list-style-type: none"> • Reliability: Journey Time Reliability • Safety: Reduced collisions and injuries (KSI) • Air quality: Reduced particulate, SOx and NOx emissions. • Other transport interventions are easier to deliver – especially those requiring road space reallocation such as bus and active travel. 	<ul style="list-style-type: none"> • Improved place: Highways in built up areas are better suited to the needs of residents, especially vulnerable users • Agglomeration: More efficient allocation and sharing of resources within and across the region • Realisation of TfSE's Vision and Objectives presented in Part 3 of this Plan • Resolution of the Problem Statements identified in Part 3 of this Plan

3 High level considerations for monitoring and evaluation

Why TfSE's Transport Strategy and Strategic Investment Plan are not like a Local Transport Plan

- 3.1 A traditional Local Transport Plan (LTP) would include a monitoring and evaluation plan which would set indicators/targets associated with the package of interventions set out in the LTP to demonstrate that what was promised is being delivered and that those schemes/policies are meeting the stated objectives.
- 3.2 There are two principal difficulties in thinking about monitoring the performance of TfSE's strategy in a similar way to an LTP, in terms of setting formal KPIs and targets/trajectories.
- 3.3 Firstly, funding and delivery of the plan is not in the direct control of TfSE. They are dependent on national, local and private sector bodies to fund and deliver infrastructure and operate services. The SIP is dependent on other bodies making decisions out of the direct control of TfSE and therefore it does not directly control delivery of the interventions and realisation of the priorities. In addition, many of the interventions in TfSE's Transport Strategy will take several years to deliver, even those with funding commitments. Hence it could be some considerable time before projects are delivered and outputs/outcomes/impacts can be demonstrated which can be specifically attributed to the Transport Strategy.
- 3.4 Secondly, many of the objectives set are, by necessity, quite high level (e.g. the desire for carbon emissions to reduce or to see productivity improve in the region). These are very 'big-picture' outcomes which are impacted by many facets and not necessarily easily attributable to TfSE's strategy; albeit the 'theory of change' element of the Strategic Investment Plan demonstrates how the ideas promoted will, if implemented, have an impact on the desired objectives. For example: the current cost of living crisis is likely to have a direct impact on how much people travel (as always happens in times of economic shock) and hence some of the outcomes desired by TfSE may move in the 'right' direction – carbon is likely to reduce due to fewer vehicle trips, which in turn may positively impact congestion and network reliability. When the current crisis abates, and the country returns to more of a steady-state we're likely to see the opposite effect. Neither the short nor medium term changes can be attributed TfSE and delivery of its Strategic Investment Plan, because of these externalities.
- 3.5 These issues could cause challenges for TfSE down the line. If a monitoring and evaluation plan and report is promoted as the 'TfSE Strategy Monitoring & Evaluation Plan' and metrics are shown to be going in the wrong direction (e.g. car mode share or rail reliability) then TfSE's strategy could be held up as being ineffective. This would be unfair to TfSE for both of the above reasons. TfSE's strategy may well be nudging certain metrics in the right direction but its effect is unlikely to be able to be identified and attributed.

Opportunities to demonstrate the ‘health’ of the South East

- 3.6 Despite these challenges there is a clear gap in monitoring the health/performance of the South East region which TfSE can fill. TfSE could add considerable value to its regional partnership by providing an annual report which collates and presents a number of big-picture metrics (such as around the economy, environment and social inclusion) as well as more specific transport-led outputs which are directly linked to the stated objectives of the Strategy. This annual report could set trajectories for those metrics and demonstrate each year whether the region as a whole is on or off trajectory.
- 3.7 This annual report, and its associated data, will be valuable to the region to help guide future iterations of the Transport Strategy, LTPs and Local Plans etc. If the partners of the region can easily identify where they collectively are against a desired direction of travel then they have the opportunity to change their plans and policies, if need be, to help get back on track; and/or understand how externalities (such as national economic performance) may be the drivers of change.
- 3.8 If this report is presented as a whole-of-region annual monitoring report, as opposed to specifically a TfSE Strategy monitoring report, then there should be no confusion around the role of TfSE’s Strategy itself in the region’s performance.
- 3.9 A further advantage of this approach is that the ‘report’ could be supported by a dashboard of transport metrics which link back to broad aspirations of the Transport Strategy.
- 3.10 Ideas for metrics, data and the potential target setting which could be included are discussed later in this report.

4 Outcomes of TfSE Transport Strategy Working Group Workshop

Background to workshop

- 4.1 TfSE wanted to test the appetite and ideas of their partnership on the topic of how the Strategy and SIP ought to be monitored and evaluated.
- 4.2 The workshop was held virtually on the 1st December 2022 and was well attended by officers from TfSE partner authorities.
- 4.3 The workshop took attendees through the information described in Sections 2 and 3 of this report and then asked them their views on a series of topics. The format of the workshop was that attendees were asked to agree or disagree with statements, which were then used to stimulate a more general discussion on the views of the group.

Statements and views

- 4.4 In the workshop a series of statements were read out and attendees were asked to raise something green if they agreed, or something red if they disagreed. The intention was to firstly get the temperature of the room on specific issues, but more it was used as a mechanism to draw out specific views.

Roles and responsibilities

- 4.5 The first area of discussion was around the extent to which TfSE should be held to account for both delivering the SIP and delivering the outcomes the SIP and Strategy were seeking.

TfSE should be held responsible for delivery of the Strategic Investment Plan

- 4.6 This statement garnered a range of views and a very interesting discussion. Broadly, views in the room were quite split. The discussion focused on the role and responsibilities of TfSE and some introspection about whether TfSE is a single entity or if it should be considered the sum of its parts.
- 4.7 The discussion culminated to a point where the partners in the room were saying that the SIP was something which was not the responsibility of TfSE as an entity to deliver, but it should be used to hold the individual partner authorities to account. They needed to demonstrate that they were delivering the schemes they have identified as being strategically important for the whole region. Most attendees were therefore comfortable that TfSE as a partnership should be held responsible for delivering the SIP.

TfSE should be held responsible for meeting the KPIs in the Transport Strategy and the SIP & meeting the overall 2050 vision

- 4.8 This statement generated a similar response and conversation to the last. There was recognition that some of the KPIs or impacts were either less directly affected by the TfSE Strategy or any measured change would be almost impossible to attribute to the Strategy. Nonetheless, the general feeling in the room was that it would be important to demonstrate the progress against the indicators shown in the Strategy and the SIP so that future updates to those documents could see whether certain policy choices needed to be pushed harder.

Targets and trajectories

- 4.9 The discussion then moved on to whether TfSE ought to be setting targets and trajectories under certain topics. For the purposes of stimulating discussion four areas were suggested, although the general principle was to test the appetite in the room for targets and trajectories to be set.

TfSE should set a target and trajectory for transport carbon emissions

- 4.10 This statement was almost universally supported in the room. Partners felt very strongly that the region should be setting a target and trajectory for carbon emissions, and this should be monitored annually.

TfSE should set a target for regional economic growth and/or productivity

- 4.11 This statement created the complete opposite response to the previous. There were strong views that TfSE was not the right place to set a target for economic indicators.

TfSE should set a target for regional non-car mode share

- 4.12 There was a split in the room on this issue. Several attendees felt that there ought to be regional targets set on indicators like this, but there was also a recognition in the room that due to the different nature of each authority it could be difficult to set a regional target unless each LA sets their own local target. It was acknowledged that large urban areas would need to set targets which were much higher than more rural areas in order for an overall target to be set.

TfSE should set a target for the accessibility of new housebuilding

- 4.13 Again, a split in the room with this one. It was acknowledged that perhaps 'target' was not the right terminology for this issue and perhaps there ought to be guidance set at the regional level. However, given that TfSE was not yet a statutory body any guidance set could only be advisory anyway. There were other views in the room that this was perhaps not a space for TfSE to be in and that it ought to continue to be dealt with between the relevant planning and transport authorities.
- 4.14 Overall, the discussion on targets and trajectories concluded that TfSE should set some targets but consideration should be given as to which indicators firstly lend themselves to target setting and secondly whether it was appropriate for TfSE to set a target. All attendees acknowledged that any target set would need to be done through the appropriate TfSE governance structure.

Format of annual monitoring reporting

- 4.15 The next area of discussion at the workshop was around how TfSE could go about collecting data and presenting performance against indicators. Attendees were taken through some slides which offered some examples of where data might come from against indicators under the three themes of ‘Economy, Society and Environment’ and floated the idea of an annual region-wide monitoring report, similar to that discussed in Section 3.2 above. They were then presented with the following statements:

TfSE should publish an annual ‘State of the Region’ monitoring report

- 4.16 This was universally accepted as the right approach. There was some discussion as to whether it ought to be annual or bi-annual, given that often the indicators discussed can move quite slowly and the nature of infrastructure investment and delivery it was likely that not much change could be shown on an annual basis.

The report should be badged as a ‘TfSE Strategy Monitoring and Evaluation Report’

- 4.17 The discussion here was very interesting, there were some strong views either way. The discussion was similar to those earlier on around the roles and responsibilities of TfSE. Some in the room acknowledged that it could be very difficult to attribute change in many indicators/metrics to TfSE’s Strategy and hence the report might be best as not directly linked to the Strategy. However, others felt that the impacts of the Strategy do need to be monitored and the partnership as a whole should be held to account.

Monitoring scheme delivery and evaluating performance

- 4.18 The next and final part of the workshop sought views on whether TfSE’s annual or bi-annual reporting ought to include progress updates on specific schemes. Essentially monitoring the delivery progress of the SIP. There was also a discussion around how the region could improve on evaluating the performance of delivered schemes.

TfSE should monitor the progress of schemes (from all promoters) and publish updates against expectations

- 4.19 Most attendees in the room felt that TfSE should be collating progress updates on schemes identified in the SIP. This would include individual LAs submitting their progress on names schemes and TfSE collating this information into an annual or bi-annual report. To do this a more detailed programme will need to be developed for the schemes in the ‘short-term’ category in the SIP, to understand when their main gateway stages are likely (including Feasibility Studies, SOBC submission, OBC, Funding Decisions, Powers/Consents, FBC, etc). This would then form the basis of monitoring whether schemes are progressing to programme or not.

All schemes in the SIP should routinely undergo post-opening project evaluation (POPE), which TfSE should collate and publish

- 4.20 This statement generated a discussion around the relative merits of properly evaluating the performance of schemes but also the revenue commitment / burden this puts on authorities. The general feeling in the room was that in principle it would be good if TfSE could support Local Transport Authorities to evaluate the outputs and impacts of their schemes and that it could be a useful evidence base if TfSE could also collate information in a similar way to how National Highways do for their (POPE) programme.
- 4.21 TfSE officers agreed to take this idea away and consider how the future ‘Centre of Excellence’ programme could support project evaluations and lessons learned.

Outcomes of the workshop

4.22 The important outcomes/actions from the workshop were:

- TfSE and its Partnership Board should take responsibility for the delivery and performance of the Transport Strategy and SIP as they are the appropriate mechanism to hold delivery partners to account.
- Setting targets and trajectories should be on a ‘horses for courses’ basis – there could be a number of indicators or metrics where target setting may seem appropriate.
- Any targets set for TfSE would need to be endorsed through the TfSE governance structure.
- TfSE should generate a monitoring report (either annual or bi-annual) which shows the general progress of the region against indicators and metrics identified in the Transport Strategy and SIP.
- Partners agreed that TfSE should collate and publish SIP delivery monitoring, which will require partners to present a programme for their schemes and TfSE to monitor progress against key milestones.
- There could be a role for TfSE in the future to help Local Transport Authorities monitor and evaluate the outputs, outcomes and impacts of their schemes through guidance, training, data collection, and/or grant funding.

5 Recommendations for data, metrics and targets

Data

- 5.1 The following table presents some recommendations on how the TfSE partnership might approach the development of a 'state of the region' annual monitoring report. Here we present the recommended metrics which could be collated each year to demonstrate where the region is and where it is headed; where the data would be sourced from each year and whether it is appropriate and possible for TfSE to set 2050 targets and trajectories for each of those metrics.
- 5.2 Some of this data could be presented in the annual report stand alone, compared with national averages and the performance of other UK regions.
- 5.3 We have put forward ideas of metrics which match TfSE's high-level objectives, although some don't lend themselves neatly to target and trajectory setting.
- 5.4 We have indicated as a simple 'RAG' rating for each metric whether we believe they may be more or less appropriate for TfSE to set targets and trajectories, or whether they're best left as simply monitored annually, with some commentary on performance compared to previous years. Green indicates where we believe there is sufficient data and a good cause for TfSE establishing a target, Amber is where a target may be possible but it could be difficult to establish, and Red is where we believe that a target may not be appropriate. However, in all cases the TfSE partnership will need to agree on the targets and trajectories set.

Table 5.1: Theory of change model for active travel, micromobility and demand management

Theme	State of the Region Metric	Annual Data Source	Historic data available?	Commentary on a possible 2050 target and a trajectory
<p>Economy</p> <p>Seeking to demonstrate that the TfSE region is moving forward in terms of economic growth and productivity.</p> <p>Metrics are linked to those for which connectivity is highly important.</p>	Productivity	ONS - GVA Per worker	Yes – ONS and the Cambridge Econometrics data	<p>A 2050 target could be set by the region based on some simple criteria:</p> <ul style="list-style-type: none"> • Historical trend-based target • An aspirational target set by the region, seeking to show how the region may want to become more productive over time, over and above a trend. • The trajectory to this target could be based on some assumptions of any ‘big moves’, in either committed or planned infrastructure (e.g. Lower Thames Crossing opening), or based on an assumption of a gradual shift in the economy to more productive jobs. • Analysis of SEELUM runs could be used to create this trajectory. <p>However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.</p>
	Jobs (by targeted industry sector)	NOMIS – industry sector workers	Yes – NOMIS and the Cambridge Econometrics data	<p>A 2050 target could be set using the Cambridge Econometrics forecasts commissioned as part of TfSE connectivity review. This data provides a comprehensive forecast of different industry sectors against a number of scenarios. It would be relatively simple to use these and monitor each year where the region lies against the forecast.</p> <p>The data may need refreshing, having originally been done in 2017, in order to use as a reliable forecast.</p> <p>However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.</p>
	Exports	ONS - <u>Exporters and importers by regional breakdown (Annual Business Survey) - Office for National Statistics (ons.gov.uk)</u>	Yes – data goes back to 2017	<p>This could be a difficult one to set a target for. It would need a broad consensus from the TfSE partnership on what kind of economic conditions they want to create and how that might translate into a region which exports more/less.</p> <p>A simple trend-based trajectory might be possible, but with data only going back to 2017 it may not be particularly useful</p> <p>However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.</p>

Theme	State of the Region Metric	Annual Data Source	Historic data available?	Commentary on a possible 2050 target and a trajectory
	Start ups – this is a useful measure of how attractive a region is to new businesses	ONS – Business demography data Business demography, quarterly experimental statistics, UK - Office for National Statistics (ons.gov.uk)	Yes – data goes back to 2017	As above, this would be a useful regional measure of economic activity but potentially a difficult one for TfSE to set a target and trajectory for. A simple trend-based trajectory might be possible, but with data only going back to 2017 it may not be particularly useful. However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.
Society Seeking to demonstrate that the TfSE region is becoming a more equitable society: That jobs growth is benefiting those most in need and that health inequalities are being improved through a more active population.	Unemployment	ONS – Modelled unemployment	Yes - ONS	This may not be something that TfSE can or want to set a target for, but it is a useful measure of regional economic performance; particularly when set against other regions or the UK average. Potentially an annual metric, rather than a target and trajectory. However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.
	Access to Further Education	Number of people from left behind places who can access Further Education establishments within 30/45 mins by public transport https://www.gov.uk/government/statistical-data-sets/journey-time-statistics-data-tables-jts#journey-times-to-key-services-by-local-authority-jts04	Yes – data goes back to 2014, Data doesn't seem to be published annually.	This is something that TfSE partners could set a 2050, plus interim, targets for. Likely it would need to be built from the bottom-up as different local authorities may have different local targets from LTPs. It could be measured annually by a refreshed analysis of accessibility to further education using the most up to date population, education and public transport data sets.


Theme	State of the Region Metric	Annual Data Source	Historic data available?	Commentary on a possible 2050 target and a trajectory
	Average Income	ONS – Gross disposable household income by authority	Yes – data back to 1998	<p>For this metric it could be relatively straightforward to create both a ‘business as usual’ (BAU) trajectory based on either forecast inflation or GDP, and an aspirational trajectory could be established which tracks ahead of inflation as sign that the region is seeking to raise income levels faster. This would need to be agreed and endorsed by the partnership.</p> <p>However – given the views at the workshop it was felt strongly that TfSE should not be setting economic targets for the region.</p>
	Health	Adult inactivity levels – possibly available at: https://ukdataservice.ac.uk/find-data/browse/health/ https://digital.nhs.uk/data-and-information/publications/statistical/statistics-on-obesity-physical-activity-and-diet/england-2020	Yes – data goes back to 2015	<p>For this metric TfSE could utilise the Public Health Outcomes Framework from DoH to establish trajectories for indicators which are linked to improving the level of activity (as an indicator of people walking/cycling more) e.g. obesity etc. This could be done at a whole of partnership level, or could be done from the bottom-up as individual local authorities set targets from LTPs and other health policies.</p>



Theme	State of the Region Metric	Annual Data Source	Historic data available?	Commentary on a possible 2050 target and a trajectory
Environment Seeking to demonstrate how the TfSE region is both reducing its impact on climate change, air pollution and having a positive impact on important natural capital.	Carbon Generally and Specifically from Transport	BEIS Published Carbon Emissions	Yes – from BEIS datasets	There are a number of targets or trajectories that TfSE could use to monitor the region on; the partnership would need to agree and adopt one. Earlier work by Steer on emissions trajectories have presented some options for this trajectory. The partnership could choose whether to follow either the CCC’s 6 th Carbon Budget, the DfT’s Transport Decarbonisation Plan or a bespoke trajectory established and agreed by the TfSE partnership.
	Air Quality	No. of people living in areas of exceedance – data collected and presented here: ENV02 - Air quality statistics - GOV.UK (www.gov.uk) use GIS to measure population in each area	Yes	EU standards set limits for exceedance, which is still the law in the UK; despite BREXIT. EU air quality standards (europa.eu) This therefore sets the minimum targets for any area to meet. TfSE may wish to set higher targets for later years in order to set a trajectory. The Government statistics provide the data which can be used to do GIS analysis on the number of people living within areas of exceedance. This would be a simple GIS analysis exercise each year.
	Habitat	DEFRA publish national statistics, so it could be possible to get regional data from them. Needs further investigation. https://www.gov.uk/government/statistics/eng-land-biodiversity-indicators	It does appear from DEFRA reports that historical data is available. But it’s not known at what granular scale.	Until there’s a conversation with DEFRA about the detail of what data they hold it’s not possible to know what can be measured or whether it can be used to set targets and trajectories. If it were possible to get local data from DEFRA then TfSE may want to set a target based either on historical trends, and/or a partner-led aspiration. However, whilst improvement to habitats is a stated objective of the TfSE strategy it’s unlikely that there will be much causal link between the kinds of habitats monitored by DEFRA and the types of investment sought by the TfSE strategy. It may be best therefore to simply monitor and present this information, and not set a target for it.

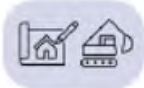

Transport specific metrics – potential for target and trajectory setting



5.5 The following table discusses transport-specific metrics which could be monitored annually by TfSE. These have been linked to the specific Challenge Priorities outlined in the Transport Strategy. The intention is to provide a snap-shot of how the region is performing; whilst not necessarily linking directly to the success or failure of TfSE’s strategy. As with the more high-level metrics discussed above, some of these lend themselves more readily to target setting than others, but we believe all could be monitored and reported annually. We have applied the same RAG rating to each, as can be seen it is our view that several of these do not easily lend themselves to TfSE setting a target but this is for discussion with the TfSE partnership.

Table 5.2: Outcome and impact indicator ideas for Annual Report transport dashboard

TfSE Challenge Priority	Indicator from Transport Strategy	Dashboard Data	Source	Commentary on target setting
Decarbonisation and Environment 	Carbon emissions from transport	BEIS Carbon Data Take up of EVs in the region Delivery of EV charging infrastructure	https://www.gov.uk/government/col-lections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-july-2022	Discussed above – targets and trajectories are relatively easy to set for this metric. The discussion will be with the TfSE partnership as to whether they want to set a target which is faster than the Government’s. TfSE could set targets for a shift away from single occupancy car use – much like many local authorities do in Local Transport Plans. Easily monitored through the national travel survey (every two years).
	Greater use of lower emission transport	A number of metrics combined to give a picture of a move away from single occupancy car use: Walk/cycle Increased vehicle occupancy Public transport use	Govt Office for Health Improvement and Disparities: Physical Activity - Data - OHID (phe.org.uk) National Travel Survey data – South East Region Specific	

TfSE Challenge Priority	Indicator from Transport Strategy	Dashboard Data	Source	Commentary on target setting
	Adaptation to climate change	Events linked to climate – e.g. closure of roads/rail due to flooding or excess heat etc	Needs a discussion with National Highways, Network Rail and ORR to ascertain what data they collect but don't currently publish.	TfSE could set a target for these disruptions to reduce over time. However, it could be a difficult one to measure performance if the data is not collected.
	Bio-diversity net-gain	No. of transport projects delivered with a net-gain	Collation of local authority and national govt. project delivery data	TfSE may wish to set a target which states something along the lines of: <i>by 2030 (as an example) all transport infrastructure delivered in-region will have a 10% net-gain of biodiversity.</i> This is already law for nationally significant infrastructure projects, but not yet for smaller or local schemes.
Adapting to a New Normal 	Viability of public transport services	PT usage statistics	NTS data – but only updated bi-annually. ORR Station Usage statistics, Annual Bus statistics	TfSE may wish to set targets for local public transport use. Perhaps from the bottom-up from individual aspirations in new LTPs? This would be on a background of historically declining bus use and whilst rail use was at an all-time high before the pandemic it has not recovered to those levels yet.
	New relationship with EU	Congestion / delays at key ports – number of major incidents	Needs a discussion with National Highways and DfT to ascertain what data they collect but don't currently publish.	It's unlikely that this metric would lend itself to a target but if any data were available then it would be useful to present annually and compare to previous years.
Levelling Up Left Behind Communities 	Affordability of public transport	Average daily bus fare as proportion of household income Number of people using smart ticketing products	ORR and Annual bus statistics	TfSE could discuss and set a target for this metric. Although fare setting is currently not in the control of any of the TfSE partners. It could be an indicator to demonstrate where the partnership would like to see the industry go. Seeing the outcomes of the planned three month trial of fixed £2 bus fares by the DfT would be useful to inform this metric.

TfSE Challenge Priority	Indicator from Transport Strategy	Dashboard Data	Source	Commentary on target setting
	Accessibility of left-behind places	Proportion of people living in the most deprived areas who can access key services within 30 mins by PT – definition of key services TBC	Would require annual TRACC analysis with most up to date PT services. Would only show a difference if there has been a material change in PT provision. Changes likely to be quite small if looked at annually.	Targets for this metric would more likely sit at a local level, rather than at the region. However, a regional target could be built up from local ones set in LTPs.
	Road Safety	High level road safety statistics used as a measure of quality of life	DfT Road Safety Statistics	Could follow the likes of Kent who have adopted a ‘vision zero’ target by 2050 with a 50% reduction in KSIs by 2030.
Regeneration and Growth 	Accessible housing delivered	Proportion of new dwellings delivered in ‘high accessibility’ areas	The definition of ‘highly accessible’ area linked to the services and job opportunities accessible within a certain time by public transport. Locally collected data would be required on where new housing is delivered and how many.	This could be measured at a 2022 baseline and then repeated annually using TRACC and up to date PT provision/timetables. It would be relatively simple for TfSE to set a target and measure this. But it would need to be agreed across the partnership.
East-West Connectivity 	Journey times by rail travelling east-west between major conurbations	Journey times by rail travelling east-west between major conurbations	Timetable data and ORR reliability data https://dataportal.orr.gov.uk/statistics/performance/passenger-rail-performance/	TfSE could set a target based on conditional outputs of journey times and frequency of service. However, this would not change annually unless there had been specific investment in infrastructure.
	Journey times and reliability by highway travelling east-west between major conurbations	Journey times by highway travelling east-west between major conurbations	DfT Congestion Data (Trafficmaster)	TfSE could set a target based on conditional outputs of journey times and reliability. Caution should be applied that this target is not simply used to create an ask for investment as other measures (e.g. demand management) could be used to achieve targets.

TfSE Challenge Priority	Indicator from Transport Strategy	Dashboard Data	Source	Commentary on target setting
Resilient Radial Corridors 	Journey time reliability on radial rail corridors	Journey time reliability on radial rail corridors	https://dataportal.orr.gov.uk/statistics/performance/passenger-rail-performance/	TfSE could set a target based on conditional outputs of journey times and frequency of service. However, this would not change annually unless there had been specific investment in infrastructure.
	Journey time reliability on radial road corridors	Journey time reliability on radial road corridors	DfT Congestion Data (Trafficmaster)	TfSE could set a target based on conditional outputs of journey times and reliability. Caution should be applied that this target is not simply used to create an ask for investment as other measures (e.g. demand management) could be used to achieve targets.
Freight and Global Gateways 	PT Accessibility to Heathrow, Gatwick and Southampton	Number of people living within one hour's travel time by PT (including access) of each airport	Annual analysis of accessibility using TRACC and up to date PT service data	A simple metric to collate and present each year, but possibly not one conducive to target setting.
	Highway journey times to key freight ports	Maximum distance travelable within 4 hours of the port	DfT Congestion Data (Trafficmaster)	TfSE could set a target based on conditional outputs of journey times and reliability. Caution should be applied that this target is not simply used to create an ask for investment as other measures (e.g. demand management) could be used to achieve targets.
	Freight impacts on road network	Proportion of freight on the SRN and MRN to indicate where it is having the biggest impact.	DfT Road Freight Statistics	N/A

Monitoring high-level delivery metrics

- 5.6 In addition to performance metrics, as described above, the TfSE annual monitoring report could also provide a snapshot of what has been delivered across the partnership each year. This would be both an indicator of the progress of the specific schemes named in the SIP (discussed more in Section 6), but also more generally how much the provision of transport is changing for the residents and businesses of the region. Presenting this information would require an annual collation of what all delivery partners (local authorities, national highways, network rail, developers etc) have completed. Some simplistic metrics could be developed which aim to get across the scale of what has been delivered in the region in any one year. Some initial ideas for this are presented below in Table 5.3 below, but this can be refined in discussions with delivery partners.

Table 5.3: Output indicator ideas for Annual Report transport dashboard

Transport Mode	Infrastructure delivered
Cycle	Length of joined up LTN 1/20 compliant cycleways delivered
Bus	Length of bus priority Diesel buses replaced with zero emission vehicles
Mass transit	Length of mass transit
Rail	Named schemes and outcomes delivered Length of electrification New stations
Highway	Named schemes and multi-modal outcomes delivered
Ticketing	New products available, particularly supporting multi-modal or 'MaaS'
Electric Vehicle Infrastructure	Publicly available charge points

6 Monitoring and evaluating schemes in the SIP

Recommendations from the workshop

- 6.1 As discussed in Section 4, the issue of whether TfSE should monitor the progress of schemes in the SIP was discussed in the officer workshop. The general consensus was that TfSE ought to be collating progress updates on all of the schemes in the SIP, focusing on those designated as 'short term'. This would mean them publishing progress against programme for all schemes, for all delivery partners.
- 6.2 The workshop also came out with a recommendation that TfSE should explore how they can support more detailed scheme evaluation to enable the region as a whole to learn lessons of what has worked and what has not.

Setting a programme to monitor against

- 6.3 If TfSE are to monitor deliver of schemes in the SIP then it will need to establish a programme which can be monitored. There currently isn't sufficient detail in the SIP to be able to monitor progress. It is recommended that all schemes designated as 'short term' should identify some simple milestones to create a high-level programme. Some milestones could include:
- Feasibility study
 - Strategic outline business case (SOBC) completion
 - Approval to move to outline business case (OBC)
 - OBC completion (including surveys, modelling, design work and engagement)
 - Funding decision
 - Powers / Consents (if appropriate)
 - Full business case (FBC) completion (post procurement)
 - Works commence
 - Scheme opening
- 6.4 This information would need to be collated for all schemes and then the annual or bi-annual regional monitoring report would present progress against the milestones.

Supporting scheme evaluation

- 6.5 At the workshop attendees acknowledged that detailed scheme evaluation (i.e. properly understanding the outturn outcomes and impacts of a scheme) is extremely valuable but unfortunately rarely happens. It is a quite revenue intensive exercise and authorities often struggle to fund it, or sometimes when funds have been set aside to do a post-opening study of some sort then it can be difficult to hold on to those funds when there are so many competing demands.

- 6.6 An aspiration for TfSE could be to establish something akin to National Highway's 'Post Opening Project Evaluation' (POPE) programme; where they routinely evaluate major schemes one-year and five-years after opening and publish a 'meta' report which collates all outturn data to present a programme evaluation. Attendees of the workshop agreed that this is a good idea in principle but would need to know what it means in practice (i.e. what revenue commitments they may need to make).
- 6.7 TfSE agreed to take the idea away and explore how their emerging 'Centre of Excellence' programme may be able to support evaluation of schemes in the SIP.

7 Overall recommendations and next steps

Establish a monitoring regime and report – outcomes and impacts

- 7.1 A clear recommendation from this work is that TfSE should monitor how the region as a whole is performing against the kinds of metrics and indicators shown in the SIP and the Strategy. The idea put forward is that TfSE should publish a ‘State of the Region’ report which pulls together publicly available data, with a minimum amount of complex/bespoke analysis (i.e. that is doesn’t become a significant revenue burden to produce).
- 7.2 There is still a decision to be made as to whether this report should be produced annually or bi-annually. However, given that many of the metrics or indicators are unlikely to change significantly from one year to the next (unless there has been some significant intervention or external shock) then our recommendation would be to produce this report bi-annually.

Agree and set targets and trajectories

- 7.3 There was much discussion at the officer workshop on the issue of whether TfSE ought to be setting targets and trajectories for certain key metrics and indicators. The consensus was that they should, but not for everything. A next step therefore is that TfSE should develop some draft targets and trajectories for specific metrics and get these agreed and endorsed by the partnership governance structure.

Develop a SIP delivery programme – inputs and outputs

- 7.4 If TfSE are to monitor and publish progress against a SIP delivery programme then there is some work to do to establish milestones for each scheme in the ‘short term’ category of the SIP and pull this into a programme.

Explore options for TfSE to support project evaluation

- 7.5 A key role for TfSE in the future could be to support a comprehensive programme of detailed scheme evaluation. This could be vital in future years to really understand to what extent the schemes in the SIP are delivering on the objectives of the TfSE Strategy. TfSE therefore should explore how they could fulfil this role through their emerging Centre of Excellence programme.

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Date

14 December 2022
20 December 2022

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: **Financial Update**

Purpose of report: **To update on the budget position for Transport for the South East and approve the Business Plan for 2023/24**

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.**

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 an update on the financial position for 2022/23 to the end of February 2023, including forecasts for the projected spend at the end of the financial year.

1.3 The paper also provides an update on the discussions with the Department for Transport on grant funding for 2023/24 and proposes an outline budget for the next financial year.

1.4 The Business Plan 2023/24 and Annual Report 2022/23 are presented to the Board for approval and publication on the TfSE website.

2. 2022/23 finance update – end of February 2022

2.1 Following receipt of the DfT grant funding totalling £1.175m for 2021/22, with a further £550k to be drawn down by the end of March 2023, 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 spend position to the end of February 2023 against the agreed budget and a forecast for end of year spend.

2.3 Year to date expenditure on the technical programme amounts to just under £1.3m, including the Strategic Investment Plan, completion of the area studies and ongoing thematic work, mainly focused on freight and future mobility. A number of workstreams have commenced in 2022/23 and will conclude in the next financial year, such as the work on future mobility, bus back better and freight. The residual budget will be carried forward and ringfenced for their completion.

2.4 In March 2022, TfSE received an additional £700,000 of funding to support activity against four areas, which were decarbonisation, buses, EV charging infrastructure strategy and local capability. These workstreams are reaching a conclusion and the majority of the additional funding has been spent. There will be a small amount of carry forward into April 2023 for the final sign off and completion of these activities.

2.5 We are currently forecasting 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 Partnership Board at their next meeting. Our accountable body will provide s151 sign off to the end of year accounts. A progress report will be presented to the Audit and Governance Committee at their first meeting on 25 April 2023.

2.6 Staffing costs remain slightly lower than the initial budget, which reflects the staff changes that have occurred over the last 12 months.

2.7 The forecast sets out that TfSE is likely to carry forward over £1.3m of funding. A large proportion of this funding is either committed or ringfenced for specific technical work streams, including the final costs of the SIP and additional thematic work. This is presented in the 2023/24 budget set out below.

2.8 TfSE has maintained a small reserve for a number of years. This recognises that TfSE's liabilities have increased with the recruitment of additional staff. In the event of a closure of TfSE, it is important to retain a reserve to protect the constituent authorities. It is intended that the reserve will be increased slightly each year to ensure that we have a sufficient reserve to cover potential closure costs. It is forecast that the reserve will be £361,252 at the end of March 2023.

3 Grant funding for 2023/24

3.1 The DfT issued a grant letter on 14 March 2022 setting out that TfSE had an indicative funding allocation for 2023/24 (£2.065m) and 2024/25 (£2.240m). In effect this is an indicative multi year funding allocation for business planning purposes and it was noted that the funding is not yet confirmed.

3.2 The DfT have asked TfSE to use the £2.065m figure for the basis of business planning purposes for 2023/24. The intention is that TfSE will receive a grant funding letter confirming the level of funding prior to the start of the new financial year, but due to the timing of this meeting the quantum of funding is not yet confirmed. A verbal update will be provided at the meeting on further developments.

4. Outline budget 2023/24

4.1 Alongside the DfT grant set out above, constituent authorities have made an important financial contribution to TfSE. A combination of the funding streams, along with the carry forward will enable us to continue to move at pace with the development and delivery of the technical programme, whilst ensuring we have sufficient resource in place to facilitate this.

4.2 Appendix 2 sets out an outline budget for 2023/24, including the key areas of the technical programme that we would like to progress, including starting a refresh of the transport strategy, development of the regional centre of excellence and the analytical framework. It also includes provision for the ongoing development of thematic work streams, such as EV charging infrastructure, future mobility and freight, as well as starting new areas of work, including active travel.

4.3 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 included to cover travel and room hire costs. There has been an allocation of £45k against the governance work stream. This recognises that there may be some legal costs associated with the work emerging from the Audit and Governance Committee.

4.4 Core staffing costs have risen slightly to reflect that the full complement of the team will be in place for the full 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.

4.5 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.

4.6 As the grant letter is not yet confirmed and the final carry forward figure will not be available until the end of the financial year, it is proposed that the final budget proposal is presented to the Audit and Governance Committee in April 2023, with final sign off by the Partnership Board in July 2023.

5 Annual Report 2022/23 and Business Plan 2023/24

5.1 In line with previous years, we intend to publish both a retrospective annual report and a forward-looking business plan at the start of the new financial year. The documents are being designed in 'digital first' format; they will be hosted on the TfSE website and shared proactively with stakeholders as part of our communications and engagement activity.

5.2 The **Annual Report 2022/23** provides clarity around Transport for the South East's structure, role, vision and purpose alongside a summary of our achievements in 2022-23, as well as information on our governance, finances and the team. We will measure our success against the objectives set out in last year's Business Plan. Appendix 3 presents the draft Annual Report for approval. The financial section of the Annual Report will be updated following the sign off on the end of year accounts by the Partnership Board in July 2023.

5.3 The **Business Plan 2023/24** has been developed in conjunction with the annual budget to reflect the work priorities for the team. It also sets out the additional areas of focus that the TfSE team will work on over the next 12 months.

5.4 The draft Business Plan 2023/24 will be formally submitted to Government and published on the TfSE website following agreement by the Partnership Board.

5.5 The draft Business Plan 2023/24 is attached as Appendix 4. The Business Plan has been designed as a digital document to be viewed online. It will be published on the TfSE website and shared proactively with stakeholders as part of our communications and engagement activity.

5.6 The Business Plan 2023/24 presents a forward look at our work plan for the next 12 months. It identifies four priorities:

- Develop our **Delivery Action Plan and Analytical Framework** that will support the implementation of the schemes and interventions within our **Strategic Investment Plan**.
- Develop and publish our **Monitoring and Evaluation Framework** that will allow us to track progress against the baseline in the State of the Region report and the **Delivery Action Plan**.
- Continue to deliver four workstreams to support the DfT's priorities including; **electric vehicle charging infrastructure, local capability, Bus Back Better support** and **transport decarbonisation**.
- Develop and implement a **Regional Centre of Excellence** for the south east.

5.7 The Business Plan is supported by a more detailed work programme that is used by the TfSE team to ensure that we remain on track to deliver our priorities and milestones.

6 Conclusions and Recommendations

6.1 The Partnership Board are recommended note the financial position to the end of February 2023 and the end of year projections.

6.2 Members are asked to note the current position on grant funding for 2023/24 and agree the outline draft budget for 2023/24.

6.3 The Partnership Board are asked to agree the draft annual report for publication on the TfSE website and the Business Plan 2023/24 for submission to Government.

RUPERT CLUBB

Lead Officer

Transport for the South East

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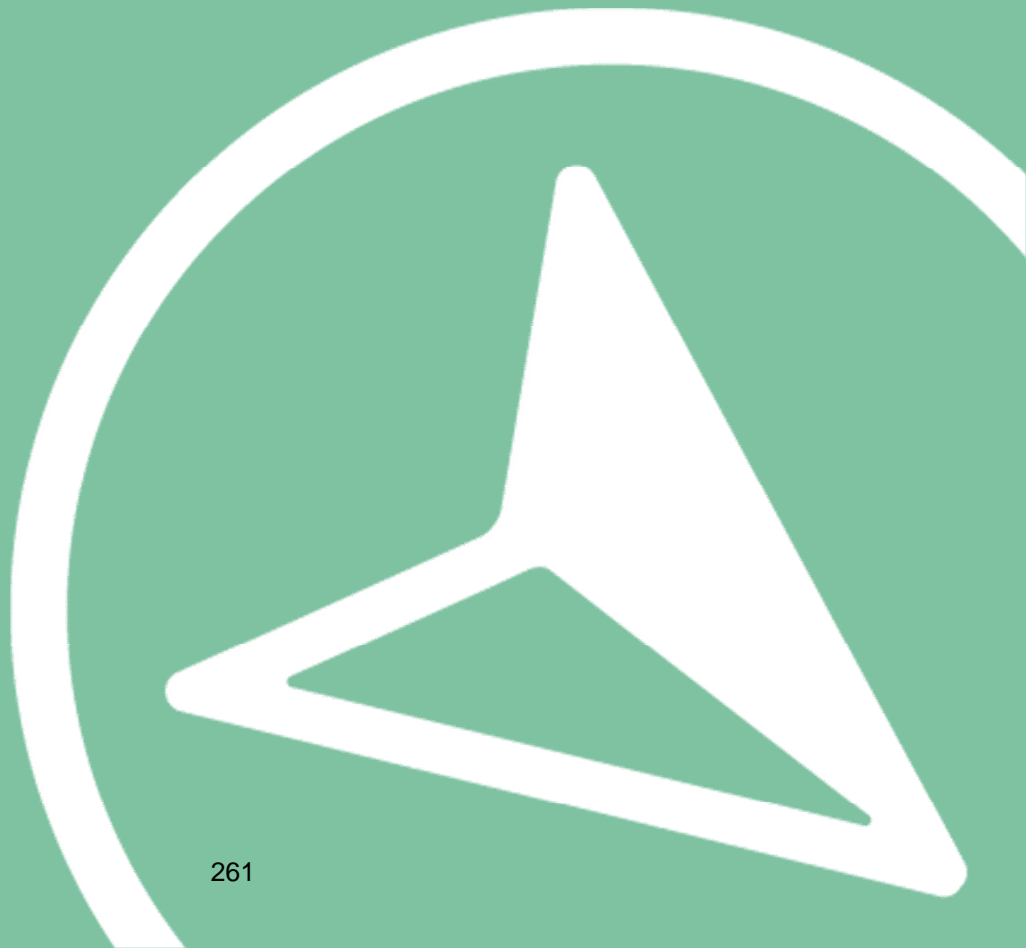
Appendix 1: End of February Budget update

	Budget	Actual YTD	Forecast
EXPENDITURE			
Salaries (including on-costs)	850,000	668,155	732,709
STAFFING	850,000	668,155	732,709
Transport Strategy	80,000	19,902	19,902
Area Studies	563,407	485,198	563,407
Strategic Investment Plan	147,293	107,827	128,485
SIP consultation	40,000	24,000	24,000
SIP publication	30,000	0	22,000
Thematic studies	200,000	30,929	66,144
Decarbonisation Pathways	41,400	30,450	30,450
BBB - analytics	12,590	12,590	12,590
Project View	20,000	0	20,000
Future Mobility	24,000	20,129	20,129
Freight and Logistics	55,350	49,597	55,350
Analytical Framework	300,000	8,000	20,000
EV Charging Strategy	100,000	37,500	50,000
Bus Back Better	300,000	131,492	300,000
Local Capacity and Capability	300,000	289,663	300,000
Supporting DfT priorities	530,000	16,640	137,015
Other costs	30,000	27,310	30,000
Centre of Excellence Development	250,000	0	40,000
TECHNICAL PROGRAMME	3,024,040	1,291,227	1,839,472
Events	30,000	10,946	15,000
Communications	40,000	7,000	30,000
Website	10,000	542	6,000
Stakeholder Database	6,000	17	7,000
Media Subscriptions	2,500	2,005	2,500
COMMUNICATIONS/ENGAGEMENT	88,500	20,510	60,500
TfSE Governance	45,000	0	0
Operational expenses	25,000	27,370	30,000
OTHER	70,000	27,370	30,000
TOTAL EXPENDITURE	4,032,540	2,007,262	2,662,681
FUNDING			
22/23 Contributions	498,000	497,999	497,999
DfT Grant	1,725,000	1,175,000	1,725,000
Brought Forward From 21/22	2,170,792	2,170,792	2,170,792
TOTAL FUNDING	4,393,792	3,843,791	4,393,791
CARRY FORWARD			
TfSE Reserve	361,252		361,252
Funding Carried Forward			1,369,858

Appendix 2 – TfSE proposed budget 2023/24

EXPENDITURE	2023/24
STAFFING	1,269,000
Transport Strategy	250,000
SIP implementation	355,000
Analytical framework	320,000
Future mobility	150,000
Active travel	75,000
Decarbonisation	100,000
Freight	150,000
Bus Back Better	50,000
Electric Vehicle Infrastructure	150,000
Project View and PV2	45,000
C/F for committed workstreams	177,000
Centre of Excellence	460,000
Other costs/technical support	110,000
TECHNICAL PROGRAMME	2,392,000
Events	35,000
Communications	50,000
Publications	40,000
Website	10,000
Stakeholder Database	7,000
Media Subscriptions	2,500
COMMUNICATIONS/ENGAGEMENT	144,500
TfSE Governance	45,000
Operational Expenses	40,000
OTHER	85,000
TOTAL EXPENDITURE	3,890,500
FUNDING	
Local Contributions	498,000
DfT Grant	2,065,000
Carry forward (est)	1,369,858
TOTAL INCOME	3,932,858
TfSE Reserve	
c/f	361,252
Add to Reserve	42,358
	403,610

Annual report 2022-2023





Chairman's welcome

Over the last 12 months the UK has faced considerable challenges, politically, economically, and socially. The UK is facing a cost of living crisis, with inflation reaching levels not seen for decades and many households struggling with higher food, electricity, and fuel costs. Many businesses are still grappling with the change in consumer spending habits, as lasting impact from the pandemic. Globally, we are more aware of the need to address the climate crisis and of the need to do so at pace.

In the last year Transport for the South East (TfSE) have spent a vast amount of time engaging with our partners at all levels of government, both local and central as we have finalised and consulted on our Strategic Investment Plan (SIP). A plan that reflects the priorities of our region and that strives to achieve the best outcomes – helping us move towards our vision for 2050, creating a high-quality, reliable, safe and accessible transport network, with 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.

Our SIP is an ambitious but achievable multi-modal investment plan that will be the blueprint for future investment in strategic transport infrastructure to 2050. We submitted the final draft of this plan to the Department for Transport (DfT) in March 2023 and we urge government to consider this document as they make future investment and policy decisions.

Over the last year, we have made changes within TfSE to ensure we have the right team and the right governance structures in place to begin delivering this ambitious plan. We are confident we have access to the skills and expertise required to make this plan a success.

Through the delivery of our SIP we're committed to improving transport and hitting net zero carbon emissions in the south east by 2050, at the latest. We continue to recognise that transport is the single biggest contributor to UK carbon emissions. Our regional Decarbonisation Forum remains a vibrant meeting place, bringing together local authority officers, sharing best practice and identifying areas for joint working as we work towards this common goal.

Over the last year we have continued to build upon our already strong relationships with local authorities, national transport bodies and other partners as we have finalised the SIP and set out the interventions we believe are needed.

We have worked with industry experts and local stakeholders to deliver our Decarbonisation Pathway Report which quantifies the scale of the decarbonisation challenge in the region,

our Electric Vehicle Charging Infrastructure Strategy, recognising the level of change required to meet future demand and support the transition to electric vehicles.

I wish to once again thank all our partners and stakeholders who continue to work with us. I would like to thank DfT ministers, new and old, for their ongoing time and support, as well as the continued funding for our work programme. I want to thank them for their continued funding support to develop a Regional Centre of Excellence for the south east, allowing the good work that is happening in the region to be utilised by others, sharing these valuable resources.

Finally, I would like to thank my fellow board members for their continued support – we must continue to work closely as we make this plan a reality and deliver our collective vision. As always it is a pleasure to work with you all, rising above political differences to get behind a positive vision for the future.

I look forward to working with you all over the next 12 months as we begin to secure our region's economic future and improve prosperity, opportunity, and quality of life for everyone who lives and works here.

Cllr Keith Glazier
Chair, Transport for the South East



Lead Officer's Foreword

As we prepare to deliver our strategic investment plan, I have been reflecting on the huge amount of work that has got us to this point.

In the six years since Transport for the South East (TfSE) was established we have built key relationships at a national, regional and local level, allowing us to speak with one voice for the south east region, able to have our say on key issues and to influence policy development. These relationships will continue to support the work that we do and strengthen the **golden thread** from national policies, through our Transport Strategy and strategic investment plan to local transport plans. These will be particularly important as we begin to develop and deliver the schemes set out in our investment plan.

Extensive work has gone into our technical programme. Through five area studies and six thematic plans we have developed our Strategic Investment Plan (SIP) – a plan that looks to transform and build resilience into transport systems in the south east region over the next 27 years.

Through a comprehensive programme of communications and engagement activity we have built on our relationships with stakeholders across the region, bringing our partners on this journey with us and harnessing the fantastic experience and knowledge from across the TfSE partnership. We now have forums on electric vehicle charging, decarbonisation, freight and future mobility, all bringing together partners from across the region to share their knowledge and expertise.

The Department for Transport (DfT) continue to offer us their full support. In the last year they have invested more in our work programmes and in the development of a Regional Centre of Excellence (RCoE) that will allow us to share more widely the tools and resources we have developed, supporting local authorities in the accelerated delivery of their local transport plans. This additional funding and support allows us to bolster the work of the department and demonstrates the Government's confidence in TfSE and our work programme.

There is a long way to go to achieve the vision set out in our Transport Strategy and indeed to reach our goal of a decarbonised transport system by 2050. But as a partnership and with the investment plan we have set out, I believe we can get there.

We will continue to work closely with partners, in particular Network Rail, National Highways and the Great British Railway Transition Team, all of whom we have good working relationships with – these partnerships are key to the long term delivery of our SIP.

In the last year we went out to public consultation on our SIP, we had some fantastic feedback from stakeholders across the region and we are proud to say, our SIP truly is **a plan developed by the south east, for the south east**. Now it is time to work together as we deliver the schemes and interventions it sets out.

I am immensely proud of the TfSE team and wider partnership – we have achieved a lot since 2017, and we continue to make our mark as a strong and trusted partner at a regional and national level. We can and will make a real difference as we deliver on this ambitious investment plan.

We wouldn't be where we are without the support and hard work of so many of our partners. So, thank you once again to all who have played a part – I and the rest of the TfSE team look forward to working with you on delivering our investment plan for the south east.

Rupert Clubb
Lead officer, Transport for the South East

Year in focus – 2021/22



About Transport for the South East

Transport for the South East (TfSE) is a unique partnership for our region, bringing together local authorities, local enterprise partnerships and transport providers to speak with one voice on the south east's strategic transport priorities.

Our region – covering the six Berkshire authorities, Kent, Medway, Hampshire, Southampton, Portsmouth, Isle of Wight, Surrey, East Sussex, West Sussex and Brighton & Hove – is the most productive region in the country outside of London. It is home to 8.3 million residents and more than 350,000 businesses and is our nation's key international gateway for people and goods. It boasts world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business.

Our focus is on developing a Strategic Investment Plan (SIP) for the south east that will support the region to facilitate growth whilst working to achieve our shared vision of a better, more prosperous, net-zero carbon south east with a sustainable transport network at its heart.

What we do

By operating strategically across the south east on transport issues – a role that no other organisation has undertaken before – we're able to directly influence how, where and when money is invested in our region's transport networks. We don't replicate the work of local transport authorities (LTAs); we work with them to ensure that the plans we put forward reflect the needs and priorities of the communities they represent.

As an organisation we are committed to working with our partners to deliver the vision as set out in our Transport Strategy and support the Department for Transport's (DfT's) priorities. Working together to secure a higher level of investment in the south east's strategic transport network, enabling the delivery of the interventions set out in our SIP.

Through the delivery of these interventions, we strive to improve connectivity across the region and between modes. Creating a stronger, more resilient transport network that can support more efficient business operations.

Together, our Transport Strategy and SIP set out how, with the right investment, we can grow the south east's economy, boost jobs and opportunity, improve quality of life and hit net-zero carbon emissions by 2050 at the latest. We know that delivering this plan and solving the big challenges we face – like decarbonisation, modal shift, improving air quality and increasing access to jobs, training, and education – will require more than just partnership working.

How we are structured

We have a robust governance structure which provides leadership, accountability, expertise, and oversight of the TfSE programme. It also gives our partners and stakeholders the ability to guide and influence our work at all levels.

The Partnership Board is our principal decision-making forum. It brings together elected members from our constituent authorities alongside representatives of local enterprise

partnerships (LEPs), district and borough authorities, protected landscapes, and the independent chair of the Transport Forum.

Network Rail, National Highways and Transport for London also attend the board as non-voting members, providing valuable additional insight and expertise. Find out more about our board on page 23.

The TfSE team act as advisors to the board, calling upon input and advice from two key forums: the Senior Officer Group, comprising local authority transport officers and other partner representatives; and the Transport Forum, which brings together a wider group of stakeholders including passenger groups, environmental groups, active travel campaigners, transport operators, universities, ports, and airports.

Transport for the South East's technical work programme, stakeholder engagement and communications activities are carried out by the Programme Management Office. Find out more about our team on page 26.

Member and officer sub-groups provide additional advice, focus and insight on key issues. These include working groups on our Transport Strategy, area studies, decarbonisation forum, freight forum, governance reform and communications and stakeholder engagement.

How we are funded

Transport for the South East (TfSE) operates a mixed funding model. Our staffing complement is part funded by contributions from local transport authorities (LTAs), while our technical programme and other staffing costs relies on grant funding from the Department for Transport (DfT).

This approach reflects our commitment to delivering best value for our partners and taxpayers. Find out more about our funding and finances on page 20.

Our partners



Developing our Strategic Investment Plan

Over the last 12 months we have worked in partnership with our stakeholders to develop our Strategic Investment Plan (SIP) and to ensure it is truly an investment plan developed for the south east, by the south east. Following a 12 week consultation in late summer 2022 the investment plan was further developed to accommodate feedback. It then went back to our Partnership Board and where required through some of our constituent authorities' own governance processes before it was finally approved in March 2023 and submitted to government.

The SIP is a blueprint for investment that we want to deliver with government and national bodies like Network Rail and National Highways.

It sets out, for the first time, a comprehensive picture of the investment needed in our region to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment. It not only identifies the interventions needed to achieve our vision – but also where, when and how the investment will be delivered, and the funding levels needed to make it happen.

Led by our team of transport strategy managers, we have worked with stakeholders from across the region through a series of area and thematic studies to develop a series of investment packages, focusing on distinct parts of our region. Each investment package comprises a variety of complementary interventions which, when delivered as a whole, deliver benefits that are more than the sum of their parts.

Within the investment plan we have also set out the roles we think TfSE and our partners will play in delivering this investment and the powers and responsibilities we will need to make it happen. These will be subject to change as business cases are developed and schemes progressed.

Furthermore, it sets out a range of funding and financing options, including new and innovative ways to harness third party investment, so we won't be relying solely on the taxpayer to deliver our plan.

Area studies

Each of our five area study geographies are based around the most important economic corridors in our region. These corridors connect our biggest towns and cities and international gateways and are where the greatest opportunities for sustainable economic growth exist.

Partnership working has been central to our geographical area studies. Each one represents a diverse range of views and voices from local government, transport operators, environmental groups, active travel campaigners and more.

Each study investigated the issues, challenges and opportunities identified in our Transport Strategy in more detail. Identifying a shortlist of transport interventions to make life better for people, for businesses and for the planet and that delivers on the strategies vision.

These area studies have then been brought together to form four strategic programme outline cases (SPOCs) which feed into our strategic narrative and delivery plan that will inform our SIP. You can find the entire evidence base for the SIP on the TfSE website.



An investment plan developed by the south east, for the south east

On 20 June 2022 we went out to public consultation on the first draft of the SIP and associated Integrated Sustainability Appraisal (ISA). This digital first consultation ran for 12 weeks and was aimed at anyone who lives, works or travels in the region.

Recognising the complex nature of the SIP we prioritised stakeholder engagement throughout the twelve-week consultation period. We met with multiple stakeholders through a variety of channels including our consultation event, ‘Connecting the South East’, two virtual webinars and a parliamentary reception held at Portcullis House. We also hosted ‘fireside chats’ where Councillor Glazier and the technical team were able to brief board members and answer questions on the interventions within the SIP and the impact.

In addition, the consultation was widely publicised via media releases and newsletters (our own and in collaboration with constituent authorities) and organic and paid social media.

At the close of the consultation, we had received a total of 639 responses from a wide range of stakeholders, including constituent authorities, local enterprise partnerships (LEPs), district and borough councils, MPs, national agencies, neighbouring authorities, user groups, operators and members of the public.

The key themes emerging from the consultation included concern over the environmental impact of schemes within the SIP and their impact on the ability to reach net zero carbon emissions by 2050, a request for greater focus on active travel interventions and improvement to public transport across the region including greater integration between modes.

All responses received via the consultation were analysed, considered, and fed into the SIP as appropriate. The revised SIP was shared with the Partnership Board for final approval after a period of reflection allowing constituent authorities time to take the investment plan through their own governance processes as required.

The final version of the investment plan was approved by the Partnership Board in March 2023 and subsequently submitted to government, asking them to have regard to it as they make future funding decisions.

Delivering the Strategic Investment Plan

The SIP contains nearly 300 proposed multi-modal interventions that are required to be delivered across the south east over the next 27 years to realise the vision for 2050 set out in the TfSE Transport Strategy. Delivering the programme of interventions requires close working with all our partners, including local transport authorities (LTAs), National Highways, Network Rail and Department for Transport (DfT). To support this, we have been developing a Delivery Action Plan. This plan builds upon the Area Studies Delivery Plan and will set out the current position of each of the proposed multi-modal schemes within the investment plan. It will detail what the next steps are for each scheme, with a particular focus on the first three years, 2023-2026. It confirms the roles of TfSE and delivery partners in undertaking those next steps and identifies what resources and analytical tools are available and required to develop and deliver the schemes and policy interventions set out in the plan. The Delivery Action Plan will be finalised in the first quarter of 2023/24.

Collaborating to build a better future

2022/3 has seen collaboration across many workstreams, whether working closely with other Sub-national Transport Bodies (STBs) and the Department for Transport (DfT) or with wider organisations and key players through our forums and working groups.

Freight, Logistics Gateways Strategy

Following sign off of the Freight, Logistics and Gateways Strategy in January 2022 we attended ITT Hub in May 2022 for the formal launch. In celebration of the launch, we hosted a roundtable session to discuss some of the issues raised in the strategy, namely; lorry parking and driver welfare facilities, decarbonisation and access to international gateways. The session was well attended by people active in the sector and who have since become members our Freight Forum.

Alternative fuels for freight

Our freight strategy identifies the importance of decarbonising the sector and an important part of this is considering the alternative ways to fuel vehicles. This year, collaborating with England's Economic Heartland and Transport East, we carried out an exercise to identify where in the three STB regions it would be best to locate refuelling stations (hydrogen or electric) for freight. We will publish the findings of this study in the first quarter of 2023/24. As the host region for some of the UK's main international gateways for goods we welcome collaboration across all STB areas, ensuring considerations for this work stream aren't confined by STB area boundaries and are able to truly benefit the whole freight sector.

Lorry parking and driver welfare facilities

Our freight strategy identified key issues with lorry parking and driver welfare facilities. Over the last year we have begun to explore opportunities for addressing this. We have carried out a lorry parking and driver welfare facilities study looking at the current position of driver welfare and parking facilities in the south east region and identifying specific areas or opportunities for improvement. We are currently finalising this work and will publish our findings in the first quarter of 2023/24 and work with local transport authorities and the freight sector to explore what further work is needed.

Electric Vehicle Charging Infrastructure Strategy

In August 2022 we commissioned the support of the consultancy firm, Arcadis to develop our Electric Vehicle Charging Infrastructure Strategy. Since then, they have worked with local transport authorities (LTAs), district and borough authorities, distribution network operators, fleet operators and charge point operators to establish a baseline for current provision and forecast future demand in the region from now to 2050.

The final strategy considers current levels of electric vehicle uptake, charge point provision and electricity supply in the south east. It then goes on to highlight what work still needs to be done to facilitate the transition to electric vehicles and accommodate the forecast future demand, by ensuring there is a comprehensive charging network in place across the region. The final version of the strategy was approved for publication at our Partnership Board meeting in March 2023.

Electric Vehicle Charging Forum

Launched in September 2022 the **Electric Vehicle Charging Forum** now boasts over 100 members from across the region including LTAs, districts and boroughs, distribution network operators, fleet operators and their representative bodies, and charging point operators. The forum will be responsible for carrying forward and overseeing the actions within the strategy action plan.

Fleet electrification

As part of the electric vehicle charging workstream we have also been working with fleet bodies and operators across the TfSE region to understand their electric vehicle charging infrastructure needs and to forecast the impact on the number of public charge points that will be required.

Bus back better

In July 2022 we commissioned consultants Mott MacDonald and Arup, to work on behalf of ourselves, England's Economic Heartland and Transport East to develop and provide support for local transport authorities that would enable them to deliver on commitments in the Government's Bus Back Better strategy through the delivery of their Bus Service Improvement Plans (BSIPs).

This project was a result of £300,000 of additional funding awarded to the three STBs by the DfT. Just seven of the 16 local transport authorities in the south east region received funding in response to their BSIP submissions in April. This additional funding has offered support to all authorities in the region, irrespective of whether they were successful in their BSIP submissions.

Working with local authorities across the three STB regions 11 support packages were identified and delivered, covering topics such as; demand responsive transport, alternative/low-emission fuels, low cost and quick wins, fares and ticketing and more.

The delivery of these support packages will continue until the end of April. Thereafter the webinar recordings and guidance documents produced as part of this project will remain available. We will continue to work with LTAs to support the delivery of their BSIPs, and Enhanced Partnerships through the Bus Forums established in each of the STB geographies as part of this work.

The forum for the south east region had their first meeting in January 2023 and will continue as a mechanism for LTAs, operators and other interested parties to meet, share guidance and best practice, continuing to support the delivery of better bus services for passengers across the south east and the rest of England.

Decarbonisation

Transport decarbonisation is a huge challenge and TfSE and its constituent authorities are signed up to achieving net zero by 2050 (at the latest), in line with central government.

Working with consultants Steer we have completed a technical study, quantifying the scale of the decarbonisation challenge in the region. The study and subsequent report looks at potential trajectories to net zero and identifies and models options and scenarios that would enable them to be followed.

These findings were published in our Decarbonisation Pathways Report, published in September 2022.

Decarbonisation assessment tool

Working jointly with Transport East and England's Economic Heartland, TfSE appointed WSP, City Science and Steer to work collaboratively to develop a decarbonisation assessment tool.

This work is funded by DfT grant funding following an offer from DfT to bid for additional in year funding to support some key priority work areas. The value awarded was £100,000 per STB, with a total project value of £300,000.

The development of this tool will support LTAs to assess the carbon reduction potential of programmes of interventions as they develop their local transport plans. This work will be finalised in the first quarter of 2023/24.

Decarbonisation forum

Established in June 2021 the decarbonisation forum is still going strong, bringing together local transport authority officers and external bodies from across the south east. It remains active as a platform for discussion, information gathering and sharing of best practice.

As we progress our work in this area it will be in the perfect position to support LTAs with the implementation of the decarbonisation tool we are developing.

Local capability

In January 2022 TfSE was awarded £300,000 funding by the DfT to support LTAs accelerate the delivery of their local transport plans (LTPs) and related programmes. Through this workstream we have successfully awarded £250,000 of tranche one funding against five proposals set to benefit seven local transport authorities who submitted successful bids for support to develop their local transport plans. The support will help LTAs to enhance their capability in key areas, such as the development of business cases, modelling and appraisal scenario and undertaking carbon impact assessments. Over the next 12 months this work will feed into the Regional Centre of Excellence (RCoE) and has the potential to help more LTAs across the region.

Future mobility

Our Future Mobility Strategy, published in July 2021 sets out a people and place-based approach to future mobility – ensuring that the benefits of innovation and investment are maximised in each part of our region. Alongside this, our action plan sets out the steps to get us there, so we can track our progress and deliver tangible results.

In the last year we have begun to implement the Future Mobility Strategy and action plan through the reinvigoration of the future mobility forum. Alongside this we have been developing and scoping the progression of other elements within the action plan such as the development of a future propulsion strategy and mode propensity tool. Both workstreams will be progressed in 2023/24.

ProjectView

ProjectView launched in April 2021 to support our work and help make sure that investment decisions across the south east are based on common and consistent information. It allows local government officers to create and develop bespoke maps of their area using their chosen data layers and presenting easy-to-view supporting evidence for schemes, projects, and other initiatives.

This tool continues to be used by partners from across the regions and over the next year we will add more data sets that have emerged from our area studies, future mobility and freight, logistics and gateways strategies, the local planning data refresh and our SIP.

Investing in our region's transport

As we work towards our vision for 2050 it isn't solely through the work of TfSE that investment will be sought for our region's transport. In addition to our collective efforts our partners are also bidding for more investment through various avenues including the Housing Infrastructure Fund, Active Travel Funding, Bus Service Improvement Plans and Levelling-Up funds.

One of our aspirations is to strengthen the **golden thread** from national policies such as Bus Back Better, Transport Decarbonisation Plan the Road Investment Strategy and so on, through our Transport Strategy and strategic investment plan to local transport plans (LTPs), Bus Service Improvement Plans (BSIPs) and Local Cycling and Walking Improvement Plans (LCWIPs).

The last year has seen significant investment in areas across the south east region including, but not limited to;

Bus Service Improvement Plan funding

In October 2021, LTAs across the region submitted BSIPs to government seeking additional funding for schemes that aim to make buses a more attractive by making them an affordable more practical alternative to using private cars and helping existing bus users to travel more frequently. As a result, seven LTAs in the south east region benefited from £196.4m of funding.

Reintroducing passenger services on the Fawley Waterside Line

In February 2020, funding was granted for further development of plans to reinstate the Fawley branch line in Hampshire as part of the DfT's 'Restoring Your Railway' initiative. Since then, further funding has been granted to progress these proposals and Network Rail have held a public consultation ahead of submitting a Full Business Case to the DfT in early 2023. The Fawley branch line is currently only used for transporting freight and hasn't been used as a passenger service since the 'Beeching cuts' in 1966. Re-opening this line to passengers will strengthen and improve transport links to and from Waterside communities, support their growth and provide a more sustainable mode of transport and support government and industry objectives. A final decision is expected in Spring 2023.

Thanet Parkway Station

In November 2022 the Thanet Parkway project was awarded an additional £875,000 from the Get Building Fund to cover increased costs of the delivery of the scheme. Once complete this scheme will deliver a new train station approximately two miles east of Ramsgate on the Ashford International to Ramsgate line. Parking will be provided for 297 cars plus 20 short stay bays for passenger drop off and taxis (including 16 disabled bays and 60 spaces with provision for electric vehicle charging), motorcycles spaces, 40 pedal cycle parking spaces. To provide access to the station, a new direct access road will be provided from the A299 Hengist Way. Pedestrian and cycle access are provided from Cliffsend village via Clive Road, ensuring sustainable access to the station.

Levelling Up Fund

East Sussex County Council were granted £8 million to replace Exceat Bridge, improving the bridge for all road users by increasing safety and making it more accessible. £20 million was granted to regenerate North Portsmouth including investing in the extension of Portsmouth

International Port allowing it to accommodate an estimated 250,000 extra passengers a year.

Live Labs 2: Decarbonising Local Roads competition

In January 2023, seven projects spread across the UK, from Lanarkshire to Devon, were awarded funding through the Live Labs 2: Decarbonising Local Roads competition. The programme supports projects led by local highways authorities focused on tackling the long-term decarbonisation of highways infrastructure, such as streetlights, and transforming local authorities' approach to decarbonising roads. In the south east region, the Wessex Partnership were granted funding to pioneer net zero roads that are built without creating more carbon emissions overall. As part of this project, 'net zero corridors' are planned for Somerset, Cornwall and Hampshire.

Investing in our railways

Following the memorandum of understanding adopted by TfSE and Network Rail in 2020, we have continued to work closely as we have developed our Strategic Investment Plan (SIP) and as we look towards delivery. Formalising this MoU has enabled Network Rail to use our Transport Strategy data to inform cost/benefit analysis of potential network improvements, enabling the wider economic benefits to be captured as part of its planning process.

We continue to meet regularly with Network Rail's southern and western regions' strategic planning teams. Network Rail has been actively involved in the development of the SIP and the area studies and thematic plans that sit behind it. We have and will continue to take part in work led by Network Rail on specific strategic reviews, including London Paddington-Reading, Reading Area and Freight between Southampton and the Midlands and any others that arise.

In this year's George [Bradshaw address, delivered by Transport Secretary Mark Harper](#) he called for meaningful change in the way our rail network is operated, to put customers first, realise the benefits of Great British Railway and help to enhance the role of the private sector.

We will continue to work with the Great British Railways Transition Team to ensure Sub-national Transport Bodies (STBs) are represented within their strategic planning work and into the future. We feel strongly that STBs have a role to play in meeting this challenge and believe the rail schemes within our SIP go some way to supporting this change.

Investing in our highways

We have continued to make the case for investment in priority highways schemes to cut congestion, boost active travel, support new housing, and drive economic growth.

In 2019-20, on behalf of our partner authorities, we submitted the south east's priority schemes from the Major Road Network for consideration as part of a £3.5bn investment programme during 2020-25. This included several larger schemes (c.£50m+) known as Large Local Majors (LLM).

To date TfSE area has received £28.045m funding towards priority highways schemes.

In the last 12 months two of the major road network (MRN) schemes have proceeded to construction and a further two MRN and one large local majors (LLM) schemes that we submitted for funding in 2019-20 have now received the green light and funding to proceed to the next stage of development.

These include:

A284 Lyminster bypass (construction) - This scheme received a final funding boost of £11.8 million from government towards the construction of a new 1.1mile single carriageway between Lyminster and Wick. The A284 is the primary route between Littlehampton and the A27 and is an important route for residents and businesses. Journeys in the area are often very slow along the narrow route into the town centre, with numerous delays caused by the Wick railway level crossing. The bypass would provide **shorter and less congested routes** and help **improve air quality for local residents**.

Redbridge Causeway in Hampshire (construction) – This scheme was granted £13.4 million to deliver essential maintenance to the A35 Redbridge Causeway. The A35 dual carriage way which crossed the River Test at Redbridge Causeway **carries more than 60,000 vehicles a day and is an important route for pedestrians and cyclists**, providing safe passage over the river, the Southampton to Romsey railway line, and Redbridge Road. It is also a key route which connects important economic hubs such as the City and Port of Southampton, and the Waterside area. **Delivery of this scheme is expected to lead to a direct economic benefit of £340m.**

Development has also continued for the other 11 schemes within the programme.

National Highways and the Strategic Road Network

Following the adoption of the Joint Engagement and Action Plan with National Highways we have continued to work closely with them throughout the development of our SIP and as we look towards delivery. We continue to be actively involved in the development of their route strategies and the wider RIS3 programme, as well as specific strategic studies including, Kent Strategic Corridor, SRN in Urban Areas and M4 to the South Coast.

Both organisations are committed to working collaboratively to support respective work programmes and to seek to achieve mutually beneficial outcomes for transport users, regional economies, and the environment. Throughout all our work we take due consideration of each other's current and emerging strategies and underpinning technical analysis.

Strengthening our relationships

Partnership working is at the heart of what we do. Though most of the engagement activity is still happening online we have managed to meet face to face with many of our stakeholders on several occasions, we have spoken at events both physical and virtual and hosted a number of in person events ourselves. We are also developing our hybrid meeting arrangements so that where appropriate we can accommodate attendees both physical and virtual. We have continued to meet regularly with stakeholders from across the region, building new relationships and strengthening existing ones as our stakeholder group widens further.

Joint working with other Sub-national Transport Bodies (STBs)

Transport for the South East is one of seven sub-national transport bodies (STBs) in England. Individually, we work across our own geographies to speak with one voice on behalf of the region we represent. Together we meet regularly to collaborate on issues which transcend administrative and regional boundaries, including freight, decarbonisation, Bus Back Better, electric vehicle charging and rural mobility, sharing best practice and delivering efficiencies in our collective work.

Last year we hosted the first ever joint STB conference at the Vox in Birmingham on 26 May 2022. The conference offered an opportunity to demonstrate our collective strategic leadership on transport infrastructure and allowed TfSE to promote and share the contribution we are making to joined up thinking on themes such as decarbonisation, inclusive economic growth, and freight.

Following the allocation of £600,000 additional grant funding from the DfT, we have also worked with our STB colleagues on a number of workstreams including; Decarbonisation, Bus Back Better, Local Capability and Electric Vehicle (EV) Charging Infrastructure. We have provided updates on each of these workstreams in the 'Collaborating to build a better future' section of this report. The allocation of this funding and the collaborative working demonstrates how well-placed STBs are as a collective to support the DfT in the delivery of its priorities, helping to shape and deliver national policy.

Stakeholder engagement

Our Communications & Stakeholder Engagement team are responsible for this workstream. Collectively they ensure partners and wider stakeholders have many opportunities to play a meaningful part in the development of our technical work as we work towards the development of our Strategic Investment Plan (SIP). They provide them with regular news, updates and events and build mutually beneficial relationships with people and organisations including environment groups and special interest groups who have a stake in shaping our shared vision for the future.

Over the last 12 months we have continued to enhance our relationship with the Department for Transport (DfT), local transport authorities (LTA's), and district and borough authorities. This has been crucial for the delivery of **our strategic investment plan, designed by the south east, for the south east. It supports our ambition** to keep a **golden thread** running from policies set by government, through our Transport Strategy and SIP, into local transport plans (LTPs).

As we prepared for the consultation on our SIP, we held a series of events including a parliamentary reception at Portcullis House, two webinars and the Connecting the South East event held at G-Live in Guildford. All were led by our chair and invited MPs, local politicians, local transport authority partners and other stakeholders from across the region to hear about the SIP and the vast evidence base behind it. As we move into delivery of our SIP we will continue to identify further opportunities for engaging with all of our stakeholders.

In addition to this we offered individual meetings to all constituent authorities to discuss emerging thoughts and clarify any outstanding queries. These meetings ran from June to September 2022.

Several board members also took up our invitation to present to cabinet and committee colleagues following the SIP consultation close, during the period mid Oct – end Dec '22. The aim of these sessions was to inform those political colleagues (who potentially hadn't been so actively involved with the process to date) of the SIP process and content, aiming to enable a smoother sign off procedure as the final plan was taken through Councils' democratic processes.

Through our Universities' Group meetings we have continued to work closely with university leaders from across the region who have specialisms in areas relevant to our Transport Strategy and who have shown a strong appetite for collaboration. Together, we have started to develop opportunities for innovative research which could help us further to deliver our strategy.

We have also continued to work with the private sector to better understand the role it could play in delivering our strategic investment plan, helping to limit the costs of future investment to the taxpayer and improve the deliverability of our proposals.

Our Transport Forum continues to meet four times a year, bringing together representatives of a wide group of stakeholders including user groups, transport owners and operators, business groups, environmental groups, transport owners and operators, business groups, environmental groups and delivery partners. Keeping them informed and offering an opportunity for contributions and constructive challenge in all areas of our work.

Consultation responses

Using our collective voice to respond to consultations is one of the many ways we make sure the south east has its say on key issues and influences policy development - adding value to our partners and the people and businesses they represent.

Here are a few key consultations we have responded to in the last year.

Williams-Shapps Plan for Rail: legislative changes to implement rail reform

This consultation launched by the Department for Transport sought views on proposed changes to primary legislation required to bring about reform, including: core functions of Great British Railways, a new governance framework and reform of wider industry structures and processes. It also sought evidence of the risks and potential implications of the policies proposed to inform our impact assessments. This includes any potential costs, benefits, disadvantages or risks.

Strategic road network and the delivery of sustainable development updates

This consultation sought views on proposed changes to a circular that explains how National Highways will engage with the planning system. It also gave details on how National Highways will fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network. The proposed changes: strengthen environmental policies in response to the transport decarbonisation plan and the drive towards zero emission transport, implement policy to reflect a recent written ministerial statement about lorry parking and a new section on freight facilities, clarify policy in order to address legal issues and remove or amend out of date material.

Ending the sale of new, non-zero emission buses, coaches and minibuses

This consultation set out proposals to end the sale of new, non-zero emission buses and seeks evidence about ending the sale of new, non-zero emission coaches and minibuses. It called for views on: the challenges of transitioning to zero emission coaches and minibuses, what would need to be true or in place to withdraw the sale of these vehicles, what government could do to accelerate the transition to zero emission coaches and minibuses, setting a realistic date to end the sale of these vehicles.

We also comment on our constituent authorities' consultations as they arise. This year we have responded to local transport plan consultations from Hampshire and East Sussex County Council.

Our consultation responses cover a range of issues, schemes, and policy proposals. You can view the full list of our consultation responses on our website: [Consultation responses - Transport for the South East](#)

Finance

Transport for the South East (TfSE) is funded by contributions from our constituent authorities and grant funding from the Department for Transport (DfT). This mixed approach to funding reflects our commitment to delivering best value for our partners and taxpayers.

Multi-year funding proposal

The DfT provided a multi-year indicative funding allocation in March 2022.

Securing a multi-year funding commitment from government enables us to implement and deliver our strategic investment plan, supporting the department to meet its priorities in a timely, efficient, and effective way.

Where our income comes from

Funding from our 16 local transport authorities, which for 2022-23 amounted to just under £500,000, is used to support our operational and staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. The formula has remained unchanged for the last four years.

The DfT awarded £1.725m in grant funding to support the delivery of our technical programme. This level of funding enabled us to accelerate elements of our work, continuing the development of the SIP and the evidence base behind it.

Our total income for 2022-23 was **£4.393m**. This included committed funding and carry forward from 2021-22 and reserves.

Income	£
Local contributions	498,000
DfT grant	1,725,000
c/f Tech Programme	1,673,621
c/f Non tech	155,992
c/f TfSE reserve	341,179
Total Income	4,393,792

How we spent our money

This section will be updated with the 2022/23 figures once they are confirmed at the end of the financial year.

Accountable body

As part of Transport for the South East's establishment in 2017 it was agreed that East Sussex County Council would act as the organisation's accountable body. During the last five years, Transport for the South East's processes and procedures have followed those of the accountable body. In addition, the Section 151 Officer at East Sussex County Council has financial oversight of Transport for the South East's budget, ensuring effective review of governance over financial decisions.

Our Board

The Partnership Board is our principal decision-making forum. It comprises a mix of representatives from the public and private sectors including local authorities, business groups, protected landscapes, and national delivery partners. This year we have reviewed and updated our constitution to reflect the current position of TfSE and the emerging strategic investment plan, it was agreed by the Partnership Board in September 2022 and is now published on our website.

The board meets four times a year. Over the last year these meetings have been virtual with one hybrid meeting held in October. Whether online or in person our meetings are open to the public and the agenda, papers and minutes of each meeting are published on our website.



CHAIR – Cllr Keith Glazier

Keith has been leader of East Sussex County Council since 2013 and a councillor since 1997. Employment, business, regeneration, and infrastructure have always been among his political priorities, and he previously ran his own heating and plumbing business. He also represents East Sussex on the South East Local Enterprise Partnership.



DEPUTY CHAIR – Cllr Tony Page

Tony is deputy leader of Reading Borough Council, where he has been a councillor since 1973, and represents the Berkshire Local Transport Body on our board. He chaired Reading Buses for almost 20 years and has worked on several government and Local Government Association transport policy bodies. He is vice chairman of South East England Councils.

Cllr Elaine Hills

Brighton & Hove City Council

Co-Chair of the Environment, Transport and Sustainability Committee

Cllr Rob Humby

Hampshire County Council [Leader and Executive Member for Hampshire 2050 and Corporate Services](#)

Cllr Phil Jordan

Isle of Wight Council

Cabinet Member for Infrastructure and Transport

Cllr Dan Watkins
Kent County Council
Deputy Cabinet Member for Highways and Transport

Cllr Alan Jarrett
Medway Council
Leader

Cllr Lynne Stagg
Portsmouth City Council
Cabinet Member for Traffic and Transportation

Cllr Eamon Keogh
Southampton City Council
Cabinet Member for Transport and District Regeneration

Cllr Matt Furniss
Surrey County Council
Cabinet Member for Transport and Infrastructure

Cllr Joy Dennis
West Sussex County Council
Cabinet Member for Highways and Transport

Geoff French
Transport Forum
Independent Chair

Daniel Ruiz
LEP representative
Enterprise M3 LEP

Vince Lucas
LEP representative
South East LEP

Cllr David Monk
District & borough authorities' representative
Leader, Folkestone & Hythe District Council

Cllr Colin Kemp
District & borough authorities' representative
Portfolio Holder for Infrastructure, Woking Borough Council

Ian Philips
Protected landscapes representative
Deputy Chair, South Downs National Park Authority

Ellie Burrows
Network Rail (non-voting member)

Annual Report 2022-23

Managing Director, Southern Region

Richard Leonard
National Highways (non-voting member)
Head of Network Development

Heather Preen
Transport for London (non-voting member)
Head of Local Communities and Partnerships

Our Team

Transport for the South East has a small secretariat of 14.8 full-time equivalent employees. Over the course of this year, we have recruited to the following new positions, Head of Analysis and Appraisal, Lead Transport Planner, Scheme Development Manager, Data and Analytics Officer, Public Relations and Communications Apprentice and Business Administration Apprentice. This support enables us to deliver the core functions of a sub-national transport body set out by government and provides the structure necessary to deliver our technical work programme and associated communications and stakeholder engagement activity and move into the delivery of our SIP.

TfSE Apprenticeships

It is becoming increasingly difficult to recruit skilled staff in many areas of the transport industry. This is impacting the development of business cases and transport modelling and the ability to recruit the right talent to fill vacancies or skills gaps. Over the last 12 months we have recruited two apprentices into the TfSE team. Adding apprentices to our team is helping us to build a diverse talent pipeline, growing and developing a motivated, skilled, and qualified workforce. As they develop the skills required to support the needs of TfSE, we are helping them to gain the sectoral knowledge that could offer them a long-term career in transport industry.

The team works closely with and draws additional support from officers from our constituent authorities and LEPs via officer working groups. This approach to partnership working ensures Transport for the South East provides best value to our partners and taxpayers.

Diversity and inclusion We have underlined our commitment to diversity and inclusion by signing up to the Chartered Institute for Highways and Transportation (CIHT) Diversity & Inclusion Charter. The charter has been signed by more than 60 organisations across the public and private sectors and commits us achieving best practice in our approaches to recruitment, retention, and career progression.

“A clear and unequivocal commitment to diversity and inclusion will help us to better reflect the communities we serve. It will help us to attract and retain the best talent, work better with our partners and add real value to people and businesses across the south east.” Rupert Clubb, lead officer for Transport for the South East

Looking ahead

Our work in 2023-24 is focused around four key priorities. Together, we will:

- Develop our **Delivery Action Plan and Analytical Framework** that will support the implementation of the schemes and interventions within our **Strategic Investment Plan**
- Develop and publish our **monitoring and evaluation framework** that will allow us to track progress against the baseline in the State of the Region report and the **Delivery Action Plan**.
- Continue to deliver four workstreams to support the DfT's priorities including; **Electric Vehicle Charging Infrastructure Strategy, Local Capability, Bus Back Better Support** and **Transport Decarbonisation**.
- Develop and implement a Regional **Centre of Excellence** for the south east.

Read more about our plans for 2023/24 in our business plan.

BUSINESS PLAN



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ABOUT US

Transport for the South East (TfSE) is a unique partnership for our region, bringing together local authorities, local enterprise partnerships (LEPs), transport providers and other stakeholders to speak with one voice on the South East's strategic transport needs.

Our area – covering the six Berkshire authorities, Kent, Medway, Hampshire, Southampton, Portsmouth, the Isle of Wight, Surrey, East Sussex, West Sussex and Brighton and Hove – is the most economically productive region in the country, outside of London.

It is home to 8.3 million residents and more than 350,000 businesses and is our nation's key international gateway for people and goods. It boasts world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business.

Our focus is on achieving our shared vision of a better, more prosperous, net-zero carbon South East with a sustainable transport network at its heart.

We don't replicate the work of local transport authorities (LTAs) – we work with them to ensure that the plans we put forward reflect the needs and priorities of the communities they represent.

At the heart of TfSE's work programme is our landmark thirty-year Transport Strategy, published in 2020. It sets out how, with the right investment, we can grow the south east's economy, boost jobs and opportunity, improve quality of life and hit net-zero carbon emissions by 2050 at the latest.

From the Transport Strategy we embarked on five years of technical work culminating in our draft Strategic Investment Plan (SIP) – the blueprint for future investment in strategic transport infrastructure in the south east over the next thirty years. Having just submitted this ambitious, multi-modal investment plan to government we now turn our attention to its delivery.

Over the course of the next twelve months, we will be reviewing and where required updating our Transport Strategy to ensure it remains aligned with national and local policy and reflects the current situation. We will develop a monitoring and evaluation framework that tracks the delivery of our SIP and ensures we can report on the benefits arising from both place-based and global interventions. We will begin the development of a Regional Centre of Excellence that will help to expand the capabilities of LTAs in the region by providing expert advice and solutions to challenges they may face. The work we have already done around local capability will feed into this. We will continue to collaborate with other STBs and LTAs to further our work around electric vehicle charging infrastructure, decarbonisation, bus back better and freight.

We are committed to supporting the priorities of the Department for Transport (DfT). Through the interventions within our SIP we strive to improve connectivity across the region and between modes. To create a stronger, more resilient transport network that can support more efficient business operations and create a prosperous, confident south east where people want to live, work, study, visit and do business.

We will continue to identify and support the implementation of solutions that will reduce transport related carbon emissions and support LTAs to do the same. The interventions within our SIP support modal shift and aim to provide the infrastructure required so that residents can make more sustainable choices in the way they travel. Improving quality of life and creating greater opportunities for all.

Furthermore, we look forward to working with the DfT to develop the global policy interventions outlined in our SIP.

We will continue to have regard to DfT and government policies, including: the Transport Decarbonisation Plan, Levelling Up white paper, and more. TfSE is well placed to support the delivery of these priorities as reflected in our Transport Strategy and SIP.

We look forward to working with government over the next 12 months.



OUR PRIORITIES

2023-24

Our work in 2023-24 is prioritised around four key priorities. Together we will:



Develop our Delivery Action Plan and Analytical Framework that will support the implementation of the schemes and interventions within our Strategic Investment Plan.



Develop and publish our Monitoring and Evaluation Framework that will allow us to track progress against the baseline in the State of the Region report and the Delivery Action Plan.



Continue to deliver four workstreams to support the DfT's priorities including; electric vehicle charging infrastructure, local capability, Bus Back Better support and transport decarbonisation.



Develop and implement a Regional Centre of Excellence for the south east.



WHAT WE WILL DO

<p>0-3 months</p>	<ul style="list-style-type: none"> • Finalise and publish our Delivery Action Plan • Conclude delivery of our Bus Back Better support packages • Publish our lorry parking and driver welfare study • Commence the formalisation of our Analytical Framework bringing together existing and new analytical tools and resources • Establish our Monitoring and Evaluation Framework as we begin to implement the Delivery Action Plan • Complete work on our decarbonisation assessment toolkit • Publish our alternative fuels study • Commence work on a regional active travel strategy
<p>3-6 months</p>	<ul style="list-style-type: none"> • Launch Regional Centre of Excellence platform • Relaunch the Freight Forum • Begin work to assess the impact of fleet electrification on public charge point provision • Commence work on a property market review of warehousing provision in the TfSE area
<p>6-9 months</p>	<ul style="list-style-type: none"> • Start work on the development of a Mode Propensity Tool • Commence work on a study to investigate the potential role of coastal shipping and inland waterways for freight transport • Work on a programme of activity to increase freight awareness for local authority bodies. • Begin a refresh of our Transport Strategy • Host 'Connecting the South East: Delivering our bold and ambitious plan'
<p>By the end of March 2024</p>	<ul style="list-style-type: none"> • Publish the findings of our regional active travel study • Complete the work on our Mode Propensity Tool • Complete our property market review on future warehousing provision • Publish our work on future propulsion

DELIVERING OUR STRATEGIC INVESTMENT PLAN

Following submission of our Strategic Investment Plan (SIP) to government in March 2023 we will this year we will work with our partners to progress delivery of the schemes within the SIP. To support this, we have been developing a Delivery Action Plan. This delivery plan builds upon the Area Studies Delivery Plan and sets out the current position of each of the nearly 300 proposed multi-modal schemes. With a particular focus on the first three years, 2023-2026, it details what the next steps are, confirms the roles of Transport for the South East and delivery partners in undertaking those next steps and identifies what resources and analytical tools are available and required. We will present the Delivery Action Plan to our Partnership Board for approval in the first quarter of 2023/24.

Following the memorandum of understanding adopted by TfSE and Network Rail in 2020 and the adoption of the Joint Engagement and Action Plan (JEAP) with National Highways in 2021, we have continued to work closely as we have developed our SIP and as we look towards delivery. We are committed to working collaboratively to support respective work programmes and to seek to achieve mutually beneficial outcomes for transport users, regional economies, and the environment. Throughout all our work we take due consideration of each other's current and emerging strategies and underpinning technical analysis.

Delivering the SIP requires close working with all our partners, including local transport authorities (LTAs), National Highways, Network Rail and Department for Transport (DfT) to develop and deliver the schemes and policy interventions set out in the plan. We will continue to meet with each of these partners on a regular basis.



Monitoring and Evaluation Framework

As we begin delivery it is essential that we can report on the benefits arising from both place-based and global interventions within the SIP. To monitor the success of interventions within the SIP we needed to establish a baseline and a clear and robust approach to monitoring and evaluation.

We have developed a monitoring and evaluation framework that provides a clear line of sight from the Transport Strategy's vision through to intervention level objectives, via the Strategic Investment Plan. It will allow us 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.

This year we will establish how we are going to report progress against the baseline established in the State of the Region report, how frequently we will track progress and over what timescales. This will include setting targets and trajectories, where they are appropriate. As we establish these measures and agree the metrics against which we will report we will have regard for the measures that have external influences, beyond the control of TfSE.

As well as performance against our objectives this framework will monitor the delivery of each of the multi-modal interventions, tracking what stage each one is at and what are the next steps.

State of the Region Report

Published in spring 2023 the south east's first State of the Region report will provide us with baseline data against which we track economic, social and environmental indicators to monitor the "health" of the region. Using the monitoring and evaluation framework we will measure against key metrics that align with the objectives and impacts as set out in our Transport Strategy and SIP. The state of the region report will allow us to track progress throughout the delivery of the SIP. It should be recognised that early on in the SIP implementation process we may not see high levels of change as many of the interventions present longer term benefits and some of the indicators will be subject to impacts beyond the control of TfSE.



Analytical Framework

TfSE supports evidence based decision making and as we progress through delivery of schemes within the SIP many will require the development of business cases. These will be required to assess and demonstrate the impacts, benefits, and costs of the schemes, providing assurance to DfT and other funding/delivery partners that the schemes are worthy. We will do this using a suite of analytical tools (an analytical framework).

We will continue with the development of an analytical framework that allows us to develop the SIP at pace, supports the wider TfSE technical work programme, the Transport Strategy refresh and our LTAs as they develop their own scheme businesses cases and implement their own transport plans.

Specifically, developing our own analytical framework will contribute to delivery of a number of core objectives including the development of a Common Analytical Framework (CAF), the development of short and medium term rail, highway and mass transit projects to their next stage of development as well as supporting local partners in progression of their LTPs and other programmes, the development of consistent and cost-effective ways of forecasting demand for active travel projects, and scheme development tools across all modes and policy areas.

The data we acquire through this work has the potential to feed into ProjectView, further enhancing its capabilities. ProjectView is an interactive data viewing tool launched in 2021

Developing the Common Analytical Framework

This framework recognises that there are some commonalities with the data we require in the south east and the data other Sub-national Transport Bodies (STBs) and LTAs across the UK would also find useful particularly where projects are being delivered in collaboration.

As we develop our own analytical framework, we will also continue to work with the other STBs, led by Transport for the North (TfN) to develop and contribute to a CAF. This will remove duplication and provide common data, modelling and analytical standards, ensuring there is a consistent approach across the STBs. Ministers have signed off this approach and committed funding to TfN to begin developing their parts of a CAF this year.

Taking this approach will support the development of transport scheme business cases across the whole of the UK. It allows for collaboration of procurement and sharing of resources, tools and approaches that other STBs have already developed and successfully implemented elsewhere. Thus, lowering the costs to the taxpayer.

MOVING FASTER AND FURTHER:

DRIVING FORWARD OUR WORK IN KEY THEMATIC AREAS

Decarbonisation

This year we will introduce our decarbonisation toolkit to local transport authorities (LTAs) across the region. Enabling them to assess the potential impact of transport interventions on carbon emissions through the implementation of their local transport plans (LTPs). We will provide support and training to LTAs helping them to utilise the tools available as well as stakeholder engagement with elected members across the region to discuss the scale of the decarbonisation challenge faced in the south east.

Decarbonisation Toolkit



Our decarbonisation toolkit has been developed in collaboration with Transport East and England's Economic Heartland. It produces regional data sets that identify the baseline carbon emissions and trajectories to net zero in each of the LTAs in the Sub-national Transport Body (STB) areas. These trajectories consider demand forecasts based on population growth and changes to traffic patterns and behaviours. The toolkit also encompasses a carbon assessment tool that will support LTAs to quantify the carbon reduction potential of proposals to be included in their own LTPs. There will also be guidance accompanying this on how best to make these assessments.

Transport decarbonisation forum

Our transport decarbonisation forum (est. June 2021) remains active, meeting on a bi-monthly basis. It brings together local transport authority officers and external bodies from across the south east, and serves as a platform for discussion, information gathering, developing common approaches and sharing of best practice and resources. It will play a crucial role in the rollout of the decarbonisation toolkit.



Electric Vehicle Charging Infrastructure Strategy

In March 2022 the DfT published Taking charge: the electric vehicle infrastructure Strategy. Within this, they set an expectation on STBs in England to utilise additional funding to assess charging demand at a regional level, and to develop tools that would assist local authorities in developing their own charge point plans. To produce forecasts for potential demand, identify clusters of demand (including sites such as depots), establish the varying levels of engagement progress within local authorities and highlight examples of best practice. Providing this valuable data and insight into expected demand across regions will help electricity network operators to plan their networks to accommodate this demand.

Most of the south east's local authorities have declared climate emergencies and a number of our local authority partners have identified target dates by which they aim to achieve net zero carbon emissions, some with target dates before 2050. The delivery of a robust electric vehicle charging infrastructure strategy for the south east will be vital if the Government's aim and TfSE's vision for net-zero carbon emissions by 2050 are to be met.

At the start of this financial year, we will publish the Electric Vehicle Charging Infrastructure Strategy for the south east region. Using additional funding granted by the DfT in January 2022, we have developed a strategy that identifies current and future electric vehicle charging infrastructure needs across the region and, supports local authorities that have already developed theirs by integrating plans and existing forecasts into the regional picture, or by supporting them to develop their own charge point plans. It comes with several actions that we will begin to allocate and implement this year working collaboratively with stakeholders across the region.

Electric Vehicle Charging Forum

Launched in September 2022 the Electric Vehicle Charging Forum now boasts over 100 members from across the region including LTAs, districts and boroughs, distribution network operators, fleet bodies and operators and charging point operators. The forum will be responsible for carrying forward and overseeing the actions within the strategy action plan.

Fleet electrification

As part of this workstream we have worked with fleet bodies and operators across the TfSE region to understand their electric vehicle charging infrastructure needs and to forecast the impact on the number of public charge points that will be required.

Freight

Since the launch of our Freight Logistics and Gateways strategy at ITT Hub in 2022 we have been working to implement the strategy. This has focused largely around alternative fuels and lorry parking and driver welfare facilities. Over the coming 12 months we will be driving forward specific areas of work such as reviewing warehousing provision in the region, developing a programme of work to address public sector “freight blindness”, identify the future role of coastal shipping and inland waterways for freight transport.

Alternative fuels for freight Study

Our freight strategy identifies the importance of decarbonising the sector and an important part of this is considering the alternative ways to fuel vehicles. Last year, collaborating with England’s Economic Heartland and Transport East, we carried out an exercise to identify where in the three STB regions it would be best to locate refuelling stations (hydrogen or electric) for freight. In the first quarter of this year, we will publish the findings of this study. Following publication of this work we will continue working closely with the other STBs and the freight sector to progress any actions arising and to support the freight sector in an effective transition to alternative fuels in the future with minimum disruption to journeys. As the host region for some of the UKs main international gateways for goods we welcome collaboration across all STB areas, ensuring considerations for this work stream aren’t confined by STB area boundaries and are able to truly benefit the whole freight sector.

Lorry parking and driver welfare facilities

Our freight strategy identified key issues with lorry parking and driver welfare facilities and over the last year we have carried out a lorry parking and driver welfare facilities study looking at the current position of driver welfare and parking facilities in the south east region and identifying specific areas or opportunities for improvement. We will publish our findings in the first quarter and work with LTAs and the freight sector to explore what further work is needed.

Relaunching the freight forum

Whilst developing our Freight, Logistics and Gateways Strategy we created a freight forum, bringing together partners from across the freight and logistics sector, local authorities, national agencies and transport bodies. Together, they provided the energy, enthusiasm and investment needed to accelerate our journey towards a better connected, more productive and more sustainable future for the freight sector in our area. Over the next 12 months we plan to relaunch this forum with dedicated, expert support to manage it. We aim to turn the forum into a regional resource for sharing information and best practice. The forum will include thematic sub-groups/working groups that would take the lead on taking forward the interventions set out in our strategy and associated action plan.

Future mobility



Our Future Mobility Strategy, published in July 2021 sets out a people- and place-based approach to future mobility – ensuring that the benefits of innovation and investment are maximised in each part of our region. Alongside this, our action plan sets out the steps to get us there, so we can track our progress and deliver tangible results.

Over the next twelve months we will commence work on a future propulsion strategy. This work follows on from the Alternative Fuels for Freight Study and looking more widely at electrified propulsion (both electric and hydrogen), including other vehicle types and with the focus on customers. The aim of this work would be to help deliver a common approach to charging and fuelling infrastructure across the south east.

We will also develop a Mode Propensity Tool for the region, taking a people and place-centric approach to understanding the relationship between consumer needs and the ability of different modes of transport to support those needs. Our vision is for this to feed into the Regional Centre of Excellence and become a tool used by LTAs when developing their local transport plans.

Our work on future mobility will be supported by the Future Mobility Forum consisting of key stakeholders from across the region who are involved in this sector. The forum will meet quarterly and help guide our work on future mobility or work as well as being a platform for sharing best practice and identifying opportunities for joint working. Working groups will also be set up to take forward specific work areas.



REGIONAL CENTRE OF EXCELLENCE

The Levelling Up paper, published in February 2022, set out proposals for Regional Centres of Excellence.

Subsequently, the DfT have set out expectations for STBs to develop and operate centres of excellence in their region, maximising LTAs' capability in four core work areas supporting LTAs to; accelerate the delivery of their LTPs in line with regional transport strategies, quantify carbon reductions delivered through their LTPs, develop effective business cases to secure investment and ensuring each LTA maintains a pipeline of future schemes.

We have already commenced various pieces of work that will feed into the development of a Regional Centre of Excellence for the south east, such as our work on local capability, the development of our Analytical Framework and the support to develop bus service improvement plans through the Bus Back Better support programme. This year we will work with local authorities providing guidance and support to develop business cases to implement and monitor the delivery of the Strategic Investment Plan, and realise the vision set out in the Transport Strategy. We will share and develop tools and guidance that will enhance and bring value to authorities' capacity and capability. The Regional Centre of Excellence for the south east will be the bringing together of good practice and resources, knowledge and skillsets, levelling up the region as a whole.

As we develop our own Regional Centre of Excellence, we will meet with other STBs on a quarterly basis via the STB sub-group. This group, led by TfSE provides an opportunity to check progress and share outputs, resources and lessons learned with other STBs.

Earlier this year we held a workshop with LTAs to co-design the Regional Centre of Excellence, ensuring it meets their needs to accelerate delivery of their LTPs. Working with the consultancy firm, Arup, we are also reviewing existing centres of excellence to share examples of best practice and taking on board their lessons learnt. As we move into 2023/24 we will progress this work further, commissioning a consultant to implement and deliver on the outputs of the co-design with LTAs.



In addition, we have held an internal workshop to explore what resource already exists within TfSE that could be offered through the Regional Centre of Excellence to uplift LTA's capacity and capability. For example, through the development of our own data and analytical team we are better equipped to support local transport authorities in their monitoring and evaluation of schemes delivered via the SIP. Tools developed by this team could in the future be made available via the Regional Centre of Excellence.

Supporting local capability

In January 2022 TfSE was awarded £300,000 funding by the DfT to support LTAs accelerate the delivery of their LTPs and related programmes. Through this workstream we have successfully awarded £250,000 of funding against five proposals set to benefit seven local transport authorities who submitted successful bids for support to develop their LTPs. The support will help LTAs to enhance their capability in key areas, such as the development of business cases, modelling and appraisal scenario and undertaking carbon impact assessments. Over the next 12 months this work will feed into the Regional Centre of Excellence and has the potential to help more LTAs across the region.



Throughout this document this symbol has been used to identify where existing work programmes could feed into the Regional Centre of Excellence.

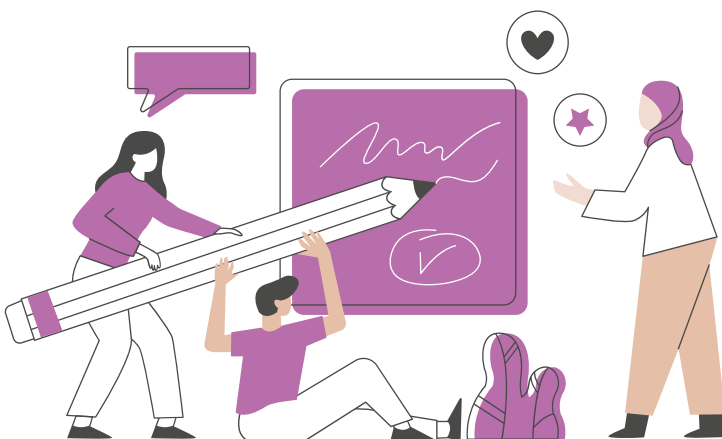
COMMUNICATIONS AND STAKEHOLDER ENGAGEMENT

Partnership working is at the heart of what we do and this is demonstrated throughout the work we have done to date in developing our Transport Strategy and Strategic Investment Plan (SIP) and will be of paramount importance as we begin implementation of the interventions within the SIP.

This year, we will continue to communicate regularly with all stakeholders through physical or virtual meetings, via our social media channels, website and newsletter. We will also continue to arrange bespoke engagement sessions, ensuring stakeholders are always fully briefed on our work programme as it develops.

As always, we want to keep a golden thread running from policies set by government, through our Transport Strategy and SIP, into locally generated plans for transport improvement for our communities. As required by government's emerging local transport planning guidance we will continue to regularly engage with and contribute to the work of our local transport authority (LTA) colleagues, ensuring their plans are in-line with government policies.

This year we will commission a stakeholder survey to establish a baseline of awareness and perception of TfSE. This is a process we intend to repeat annually to provide insight into our stakeholder views.



Engagement events

Over the next 12 months we will participate in various events as well as hosting our own, raising the profile of TfSE and sharing details and outcomes of our work with our stakeholders and others. Here are some of the events scheduled for 2023/24:

Joint STB conference & exhibition – 5 June 2023

For the second year all seven Sub-national Transport Bodies (STBs) will come together for a joint event at The Vox in Birmingham. This will be a multimodal conference focusing on long-term and strategic issues with high-level speakers and delegates. The event has the support of the Department for Transport (DfT) and provides an opportunity for STBs to come together and demonstrate their collective plans about long term investment in transport infrastructure from the North West to the South East of England.

Connecting the South East: Delivering our bold and ambitious plan - tbc September 2023

The location for this event is yet to be confirmed but wherever it is held it will 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 the almost 300 interventions that make up this bold and ambitious investment plan.

Joint working with other STBs

We will continue to work closely with the other STBs in England. Meeting regularly to collaborate on issues which transcend administrative and regional boundaries, sharing best practice and delivering efficiencies in our collective work.

This will be particularly important as we support the DfT through our collective work on, decarbonisation, delivering Bus Back Better support and the development of a common analytical framework and Regional Centre of Excellence. We are already working closely with Transport East and England's Economic Heartland on our Bus Back Better support programme, developing a decarbonisation toolkit and our alternative fuels for freight study.



DRIVING SUSTAINABLE INVESTMENT IN OUR REGION'S TRANSPORT NETWORK

As we begin to implement our Strategic Investment Plan (SIP) and work towards our vision for 2050, it isn't solely through the work of TfSE that investment will be sought for our region's transport.

We will continue to work closely with the Department for Transport (DfT) and our other partners to strengthen the golden thread from national policies such as Bus Back Better, Transport Decarbonisation Plan, the Road Investment Strategy (RIS) and so on, through our Transport Strategy and SIP to local transport plans (LTPs), Bus Service Improvement Plans (BSIPs) and Local Cycling and Walking Improvement Plans (LCWIPs).

Supporting investment in active travel

As a partnership we recognise the important role all forms of active travel must have in both local and regional connectivity and the need to create a network that promotes active travel and active lifestyles to improve our health and wellbeing. Promoting active travel over other modes was a strong theme in the responses we received to our SIP consultation.

Our SIP identifies several enhancements to the National Cycle Network while also supporting local infrastructure improvement schemes such as those contained in local authority Local Cycling and Walking Infrastructure Plans (LCWIPs).

As we begin to deliver the interventions within the SIP we will continue to work closely with LTAs, as well as groups such as Sustrans and Active Travel England as it further establishes its operations and capacity to add value to projects in our region.

We will use our Regional Active Travel Strategy and Action Plan to guide our work and support the work of our LTAs.



Investing in our buses and railways

Public transport has a vital role to play in reaching net zero by 2050. Service levels, service quality and connectivity all need to improve significantly with better integration between modes. We will continue to work with rail and bus operators, the LTAs across our geography and other partners to set out and deliver our long-term goals for improving public transport across the south east.

We will continue to develop our partnerships with Network Rail and support the transition to Great British Railways who are developing a new Long Term Strategy for Rail (LTSfR) which we have already fed into, communicating our long-term vision. We are keen to see rail priorities identified in our SIP progressed through the Rail Network Enhancement Pipeline (RNEP).

Through the bus forum we established in 2022/23 we will continue to support our LTAs with the delivery of their BSIPs, working towards better bus services for passengers across the south east.

Investing in our roads

Over the next 12 months as we begin to deliver our SIP we will continue to make the case for investment in priority road schemes to cut congestion, boost active travel, support new housing, and drive economic growth.

Working with DfT and National Highways we will seek to influence and shape the development of the Roads Investment Strategy, ensuring that schemes included within our SIP are prioritised.

We will continue to work with DfT and support our partner authorities as they develop and deliver highways schemes under the large local major (LLM) and major road network (MRN) programmes, all of which are included within our SIP.

To date two of the MRN schemes have proceeded to construction and a further two MRN and one LLM schemes that we submitted for funding in 2019-20 have now received the green light and funding to proceed to the next stage of development.



RESOURCES

TfSE operates a mixed funding model. Operational and staff costs are in part funded by contributions from local transport authorities (LTAs), while our technical programme relies on grant funding from the Department for Transport (DfT). This approach reflects our commitment to delivering best value for our partners and taxpayers.

Funding from our 16 LTAs, which for 2023-24 amounts to just under £500,000, is used to support our staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities.

In addition, we have secured grant funding from the DfT for 2023-24 totalling £2.065m to support the delivery of our technical programme. This will enable us to begin the delivery of the schemes and interventions and schemes within our Strategic Investment Plan (SIP), as well as undertaking work to support DfT priorities and to establish our Regional Centre of Excellence, while continuing to deliver our programme of communications and stakeholder engagement activities.

The grant funding and indicative allocation from the department is welcome, and we wish to work with officials to make the case for further funding to allow us to fully deliver our Transport Strategy and SIP. We have made a proposal to the department setting out the additional activity we could undertake with extra funding. This is attached as an addendum to this Business Plan.



To fulfil our extensive technical programme and the delivery of the SIP we are likely to require additional resource and expertise. Early this financial year we will go out to tender for consultancy support, welcoming consortium bids from multiple suppliers. Procuring support in this way will enable access to the wide range of skills and expertise required to inform future strategies and tools. In addition, it will streamline the procurement process allowing us to progress the technical work programme at pace.

Our total income for 2023-24 is £tbc*. This includes committed funding and carry-forward from 2022/23 as well as reserves.

Income	£
Local contributions	498,000
DfT grant	2,065,000
c/f Technical programme	tbc
c/f Non technical	tbc
c/f TfSE reserves	tbc
Total income	tbc

Expenditure*	£
Staffing	1,261,000
Technical programme	1,092,000
Operational expenses	75,000
Comms & engagement	94,500
TfSE reserves	395,844
Total expenditure	tbc

*Based on DfT grant and local contributions only. More detail is provided as an appendix to this business plan.

Our team

Over the past 12 months TfSE has expanded its team in preparation for the delivery of the SIP. It now has 14.8 full-time equivalent employees including two apprentices. This dedicated officer support enables us to deliver the core functions of an STB set out by government – principally the delivery of our technical work programme, Regional Centre of Excellence and associated communications and stakeholder engagement activity. The team works closely with and draws additional support from officers from our constituent authorities and LEPs via officer working groups. This approach to partnership working ensures TfSE provides best value to our partners and taxpayers. We are keen to work with the DfT to establish reciprocal secondment arrangements with TfSE and our LTAs.

TfSE Apprenticeships

It is becoming increasingly difficult to recruit skilled staff in many areas of the transport industry. This is impacting the development of business cases and transport modelling and the ability to recruit the right talent to fill vacancies or skills gaps. Over the last 12 months we have recruited two apprentices into the TfSE team. Adding apprentices to our team is helping us to build a diverse talent pipeline, growing and developing a motivated, skilled, and qualified workforce. As they develop the skills required to support the needs of TfSE, we are helping them to gain the sectoral knowledge that could offer them a long-term career in transport industry.

Diversity and inclusion

We have underlined our commitment to diversity and inclusion by signing up to the Chartered Institute for Highways and Transportation (CIHT) Diversity & Inclusion Charter. The charter has been signed by more than 60 organisations across the public and private sectors and commits us achieving best practice in our approaches to recruitment, retention, and career progression.

“A clear and unequivocal commitment to diversity and inclusion will help us to better reflect the communities we serve. It will help us to attract and retain the best talent, work better with our partners and add real value to people and businesses across the South East.”



RUPERT CLUBB
LEAD OFFICER,
TRANSPORT FOR
THE SOUTH EAST

LOOKING TO THE FUTURE

The next twelve months are going to be very exciting for TfSE - now is the time to take our Transport Strategy and Strategic Investment Plan from vision to reality as we embark on the next phase of the journey.

This year we will continue to take forward actions that have emerged from our thematic studies in freight, future mobility, electric vehicle charging and decarbonisation. We will develop our Delivery Action Plan that will support the implementation of schemes and interventions within the SIP.

Over the last year we have established a skilled and professional team, ready to support the delivery of our SIP. We will continue to build on our existing relationships and form new ones to further strengthen the TfSE partnership. We will continue to collaborate with the DfT, local transport authorities, National Highways, Network Rail and soon Great British Railways as we support government's priorities on levelling-up, decarbonisation. We will work together with our partners to share resources, tools and best practice and continue to support LTAs in the region by providing expert advice and solutions to challenges they may face. It is time to realise our vision for a better connected, more productive, more sustainable, healthier and happier future for our region.

The ongoing global climate crisis presents a growing challenge for the transport industry. We are faced with the stark reality of a sector requiring significant change if we are to meet net zero commitments by 2050 at the latest. This, and our vision for the region will only be achieved if we work together. We are committed to delivering a first-class transport system for the region's 8.3 million people, for its 350,000 businesses, for our local partners and for government. We will continue to build on our status as a strong and empowered champion for investment in our region, working in partnership locally, regionally and nationally to deliver our shared vision for a better future.



**CLLR KEITH
GLAZIER**

CHAIR, TRANSPORT
FOR THE SOUTH
EAST



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ADDENDUM

This note accompanies the TfSE Business Plan 2023/24 and sets out how TfSE would utilise additional funding from the Department for Transport to enhance and accelerate its work programme.

The grant funding and indicative allocations we have received from the Department are welcome. We wish to work with officials to make a case for further funding to allow us to fully deliver our Transport Strategy and our Strategic Investment Plan. Our additional ask totals £800k:

Work stream	Business Plan allocation	Additional ask	Total 2023/24
Analytical Framework: Supporting the strategic case for schemes in the SIP	£355,000	£400,000	£755,000
Regional Centre of Excellence: LTA scheme development; Acceleration of RCOE route map	£460,000	£400,000	£860,000

Whilst this request is for additional funding for 2023/24, we know that we are likely to have additional costs on an ongoing basis as delivery of the SIP ramps up. We would welcome the opportunity to explore the possibility of obtaining additional core grant funding for 2024/25 as early confirmation of funding levels will enable us to allocate the appropriate level of resource in advance.

Background

Transport for the South East has recently published their Strategic Investment Plan, setting out the investment required to deliver on the vision set out in their Transport Strategy (2020). The SIP is a 30-year blueprint for strategic transport investment in the South East, it has been developed in partnership with stakeholders from across the region and truly is a plan developed by the south east, for the south east.

TfSE will now turn its attention to the delivery of the nearly 300 schemes within the plan. The SIP is accompanied by a delivery action plan which focuses on the next three years, 2023-2026, detailing what the next steps are and the roles and responsibilities of Transport for the South East and its delivery partners in making this plan a reality.

It is clear that TfSE has a role to play in the development of schemes that are across boundary and that do not have clear ownership. Now is time for Department for Transport to invest in TfSE so that we can progress with the feasibility testing of these schemes to identify whether or not they are viable.

Analytical Framework: Supporting the strategic case for schemes in the SIP

With an additional £400k of funding TfSE would be able to fully fund the Analytical Framework route map proposal for 2023/24. Our plans for scheme development have been shaped in a way that is scalable. In our Business Plan we allocated £305k to progress delivery of the schemes within the SIP but this does not allow us to progress everything.

Our work on scheme development will primarily focus on taking forward those schemes (multi modal as well as road, rail and mass transit) that do not currently have clear ownership or a scheme promoter and schemes that are cross-boundary. This will be an important element of bolstering national programmes, such as RIS, control periods and Rail Networks Enhancements Pipelines, ensuring we have a pipeline of schemes to feed through into these processes.

It will progress schemes, such as the long term solution at Worthing or southern rail link to Heathrow, through the necessary feasibility studies, develop the supporting evidence and information to help them progress to Strategic Outline Business Case stage and, where appropriate, move into business case development.

The additional £400k requested in this addendum would allow us to accelerate delivery of this, with the extent of the projects delivered being determined by the level of additional funding.

We are confident we are able to resource this as we would commission consultants through our large scale call off contract to undertake the feasibility studies, allowing us to undertake the necessary project management through our dedicated staffing resource.

Regional Centre of Excellence: Supporting Local Transport Authorities scheme development

The Business Plan allocates £460k to development of the Regional Centre of Excellence. Work is underway to scope out what this will deliver, but it is likely to include the development of the 'platform' for the RCOE, collate existing content, work to secure buy-in from the intended audience and set up an approach to measuring success.

A further £200k of funding would be allocated through the Regional Centre of Excellence to support our Local Transport Authorities with scheme development. In the short term, this would provide consultancy support for LTAs in the region to boost scheme development, including MRN and LLM. The process for allocating this funding would be determined following confirmation of the funding allocation, but we have started discussions with other STBs to understand how they manage this process. We have also been working with our LTAs through the development of the road map for the RCOE to understand their requirements. In the longer term, we would like to use funding to develop a regional resource to bolster capacity and capability in the region.

An additional £200k would be used to accelerate the delivery of the road map for the RCOE, such as speeding up the creation of new content and delivery of training sessions to support local transport authorities.

This would again be delivered through our large scale call off contract, utilising consultancy to accelerate the delivery of the TfSE programmes and help us to deliver against the DfT priorities for STBs.

Expenditure	£	DfT grant 2023/24
STAFFING	1,261,000	535,000
Transport Strategy	200,000	200,000
SIP implementation	305,000	305,000
Analytical framework	370,000	90,000
Future mobility	150,000	100,000
Active travel	75,000	75,000
Decarbonisation	100,000	50,000
Freight	150,000	150,000
Bus Back Better	50,000	50,000
Electric Vehicle Infrastructure	150,000	100,000
ProjectView and PV2	45,000	0
C/F for committed workstreams	177,000	0
Centre of Excellence	460,000	250,000
Other costs/technical support	100,000	30,000
TECHNICAL PROGRAMME	2,332,000	1,400,000
Events	35,000	15,000
Communications	50,000	30,000
Publications	40,000	40,000
Website	10,000	0
Stakeholder database	7,000	0
Media subscriptions	2,500	0
COMMUNICATIONS/ENGAGEMENT	144,500	85,000
TfSE Governance	45,000	0
Operational expenses	40,000	25,000
Other	85,000	25,000
TOTAL EXPENDITURE	3,822,500	2,065,000
FUNDING		
Local contributions	498,000	
DfT grant	2,065,000	
Carry forward (est)	1,303,443	
c/f TfSE reserve	355,344	
TOTAL INCOME	4,221,787	
CARRY FORWARD		
TfSE reserve	399,287	20,000

N.B. The budget is subject to change once the carry forward is confirmed at end of financial year.



Regional Centre of Excellence



Regional
Centre of Excellence
for the South East



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: **Electric Vehicle Charging Infrastructure Strategy Development**
Purpose of report: **To agree the TfSE electric vehicle charging infrastructure strategy.**

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.**
-

1. Introduction

1.1 The purpose of this report is to ask the members of the Partnership Board to agree the draft TfSE electric vehicle charging infrastructure strategy (EVCI).

2. Background

2.1 In October 2021, Sub-national Transport Bodies (STBs) were invited by the Department for Transport to bid for additional grant funding covering four workstreams. TfSE successfully bid for funding to develop an electric vehicle infrastructure charging strategy for the TfSE area.

2.2 In March 2022, the Government published a national electric vehicle infrastructure strategy¹. This sets out the Government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the end of sale of new petrol and diesel vehicles, by 2030. This national strategy identifies the following key challenges with the roll out of electric vehicle charging infrastructure:

- The pace of the rollout of electric vehicle charging infrastructure is too slow;
- Too often public charging lets people down;
- The business case for commercial deployment can be challenging;
- Connecting new chargepoints to the electricity system can be slow and expensive; and
- More local engagement, leadership and planning is needed.

¹ Taking Charge; the electric vehicle infrastructure strategy, HM Government, March 2022

3. Development of an electric vehicle charging infrastructure strategy for the TfSE area

3.1 Following a competitive request for quotation process in summer 2022, TfSE awarded a contract to the consultancy Arcadis, to undertake the development of a regional strategy and accompanying action plan for the TfSE area.

3.2 Throughout the development of the strategy and action plan, effective stakeholder engagement has been fundamental in shaping the work. Close engagement with local authorities, distribution network operators, chargepoint operators and wider stakeholders has enabled an insightful exchange of views on the key issues, challenges and opportunities regarding EV charging infrastructure rollout across the TfSE area. Local transport authorities have had a pivotal role in driving forward the development of this strategy. Representatives from local transport authorities formed the EV Strategy Steering Group which allowed each of the strategy work packages to be reviewed and validated by officers who are directly involved in the rollout of EV charging infrastructure within their respective areas.

3.3 The EV forum, which currently has close to 100 attendees, provides a platform for establishing effective partnership working between relevant stakeholders who will be critical to the roll out of future EV infrastructure.

3.4 An aim and a set of objectives for the strategy were agreed with key stakeholders. These were largely based on the objectives that had been set for STBs in the national strategy. The agreed aim of the study was to *“produce a regional EVCI strategy and action plan for the TfSE area to facilitate the continued roll-out of EVCI in an efficient and cohesive manner through better local engagement, leadership and planning”*. The objectives of the strategy are as follows:

- **Objective 1** – Produce scenarios for potential demand for EV infrastructure in the region.
- **Objective 2** – Identify spatial clusters of demand for different types of charging infrastructure across the region.
- **Objective 3** – Bring together data on current demand and potential future demand from vehicle fleets operating in the region.
- **Objective 4** – Identify different levels of engagement and progress within local authorities in the region as well as locations where additional support is needed to enable the development of local EV infrastructure strategies that will facilitate the planning for, and roll out of, local chargepoints.
- **Objective 5** – Highlight examples of best practice between local authorities and other key stakeholders.
- **Objective 6** – Foster partnerships between local authorities and other key stakeholders to ensure charging infrastructure is delivered in an efficient and cohesive manner.

3.5 A series of work packages have been undertaken to ensure the strategy meets its objectives. These were as follows:

- **Work Package 1 – Stakeholder Engagement:** Engage with key stakeholders to establish meaningful relationships to develop and implement the strategy.
- **Work Package 2 – Policy & Operational Context:** Establish current policy and operational trends and challenges.
- **Work Package 3 – Establish Baseline:** Establish current levels of EV uptake, chargepoint provision and electricity supply.
- **Work Package 4 – Forecasting:** Forecast future levels of EV uptake, charge point provision and electricity supply under different future scenarios.
- **Work Package 5 – Vehicle Fleet Forecasting Methodology Development:** Production of a methodology to develop forecasts of EV infrastructure demand from vehicle fleets.
- **Work Package 6 – Strategy Development and Action Plan:** Production of an EV Infrastructure Strategy and associated Action Plan.

3.6 An area that provides a particular challenge in the development of the strategy is the Government’s requirement for TfSE to bring together data on the demand for fleet vehicles operating within the area. Currently, there is no consolidated data or evidence on the quantity and locations for fleet charging demand. In order to address this, a two-stage approach has been adopted. Stage one focuses on the development of an EV charging infrastructure strategy and action plan. As part of this first stage, work package 5 has tasked Arcadis with developing a methodology that will enable the forecasting of future EV infrastructure demand at depots and publicly available charge points arising from the electrification of vehicle fleets, to be identified across the region. The methodology is still under development and a questionnaire has been shared with fleet operators in order to gather information regarding existing data sources on fleet operations within the TfSE area. The second stage of this work will involve the production of these forecasts of future EV infrastructure demand from vehicle fleets across the TfSE area. At their meeting in January 2023, members of the Partnership Board agreed to delegate authority to the Lead Officer in consultation with the Chair to procure this work.

3.7 A copy of the strategy and action plan is contained in Appendix 1. Draft copies of these documents were circulated to both the EV Strategy Steering Group and Transport Strategy Working Group for review and comment, prior to this meeting. Comments from members of these groups have been incorporated into the final draft appended to this report. A series of technical reports setting out the analysis which was undertaken to support the development of the strategy will be published alongside the main strategy once this has been agreed by the Partnership Board.

3.8 As part of the commission, Arcadis have also developed a web-based application that aims to support local transport authorities with the future rollout of EV charging infrastructure, within their respective areas. This ‘EVCI Locate’ app will help

officers identify and prioritise suitable locations to expand EVCI networks through an assessment of a range of parameters. These include the location of existing chargepoints, substation capacity, flood risk and car park locations. Following on from the strategy and action plan being agreed by the Partnership Board, TfSE will commence the process of sharing this application with local transport authorities over the next few months.

4 Financial considerations

4.1 In October 2021, Transport for the South East responded to the Department for Transport's request for STBs to bid for additional in-year funding. TfSE was subsequently awarded £100,000 to develop a regional EV charging infrastructure strategy.

4.2 Due to a current lack of data on vehicle fleets operating in the TfSE area a two-stage approach was adopted. The first stage of work entailed the development of the electric vehicle charging infrastructure strategy for the TfSE area and included the development of a methodology that will enable the impact of the electrification of vehicle fleets on charging infrastructure to be assessed. This first stage of work was costed at £70,000.

4.3 The second stage of work, which will be undertaken in 2023/24, will be commissioned separately and will involve the development of future forecasts of EV charging infrastructure demand resulting from the electrification of vehicle fleets across the TfSE area using the methodology developed during the first stage. This second stage will also include any data collection exercise that will be needed to supplement existing data on fleet vehicle operations. The second stage of work has been costed at £30,000. The Partnership Board has already agreed at the January 2023 meeting to delegate the procurement of the second stage to the Lead Officer, in consultation with the Chair.

4.4 Any funding that remains unspent at the end of these two stages of work will be carried forward into 2023/24 and will be utilised to start work on the delivery of the action plan that forms part of the strategy.

5 Conclusions and recommendations

5.1 The draft electric vehicle charging infrastructure strategy has been prepared in response to the call to action from the Government to STBs to help accelerate the roll out of charging infrastructure. The strategy and action plan for the TfSE area that members of the Partnership Board are being asked to agree aims to facilitate this through better local engagement, leadership, and planning. The strategy and action plan provides strategic direction for the region and will support local transport authorities in delivering accelerated EV charging infrastructure rollout across the south east.

5.2 Members of the Partnership Board are recommended to agree the draft electric vehicle charging infrastructure strategy included in Appendix 1 to this report. Members of the Partnership Board are also recommended to note the proposals to develop forecasts of future EV infrastructure demand arising from the electrification of vehicle fleets.

RUPERT CLUBB

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Transport for the South East Electric Vehicle Charging Infrastructure Strategy

Strategy and Action Plan

MARCH 2023

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This report dated 03 March 2023 has been prepared for Transport for the South East (the “Client”) in accordance with the terms and conditions of appointment dated 08 August 2022(the “Appointment”) between the Client and **Arcadis UK** (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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Acronyms and Abbreviations

Acronym	Description
AC	Alternating Current
BEV	Battery Electric Vehicle
BVRLA	British Vehicle Rental and Leasing Association
CPO	Chargepoint Operator
DC	Direct Current
DfT	Department for Transport
DNO	Distribution Network Operator
EV	Electric Vehicle
EVCI	Electric Vehicle Charging Infrastructure
EVCP	Electric Vehicle Charging Point
IEA	International Energy Association
ICE	Internal Combustion Engine
kW	KiloWatt
kWh	KiloWatt Hour
LEVI	Local EV Infrastructure
LTA	Local transport authority
MVA	Megavolt Amp
NCR	National Chargepoint Registry
ORCS	On-Street Residential Charging Scheme
OA	Output Area
OZEV	Office for Zero Emission Vehicles
PHEV	Plug-in Hybrid Electric Vehicle
PIV	Plug-in Vehicle
RCF	Rapid Charging Fund
SERTM2	South East Regional Transport Model, 2 nd edition
SMMT	Society of Motor Manufacturers and Traders
SSEN	Scottish and Southern Electricity Network
STB	Sub-national Transport Bodies
T & Cs	Terms and Conditions
TfSE	Transport for the South East
TRO	Traffic Regulation Order
ULEV	Ultra Low Emission Vehicle
UKPN	UK Power Network
WCS	Workplace Charging Scheme

Executive Summary

Introduction

Decarbonisation of transport is one of the key contributors to delivering net-zero ambitions by 2050 for the South East of England and the UK. This is why the UK government brought forward its commitment to ban sales of new diesel and petrol vehicles from 2040 to 2030. Vehicle manufacturers are expanding their EV model ranges¹ increasing the supply and variety of electric vehicles (EVs). As demand for EVs increases, so must the supporting charging infrastructure. The number of public chargepoints in the South East has increased over the last few years, however, a strategy is required for the South East region, to inform and guide further expansion of the Electric Vehicle Charging Infrastructure (EVCI).

This Electric Vehicle Charging Infrastructure Strategy has been commissioned by Transport for the South East (TfSE), the Sub-national Transport Body (STB) for the South East of England, comprising of sixteen constituent local transport authorities, five local enterprise partnerships, forty-six borough and district councils and wider key stakeholders across the South East of the UK. TfSE provides a mechanism for the constituent authorities to speak with 'one voice' on transport interventions and is responsible for developing and implementing strategic investment plans across the region. This strategy is an enabler for achieving TfSE's vision for the region to be a "*leading global region for net-zero carbon.*"

The strategy document has the following sections, each of which is informed by the evidence from corresponding work packages which is captured in separate technical notes:

- Stakeholder Engagement
- Policy Context
- Market Context
- Baseline Context
- Forecasting
- Fleet Electrification
- Action Plan
- Conclusions

Stakeholder Engagement

Extensive stakeholder workshops, meetings and surveys have provided key inputs to this strategy. Stakeholder engagement has enabled the sharing of insights, challenges and best practice. It has also facilitated relationships between local transport authorities (LTAs), transport organisations, distribution network operators (DNOs), charge point operators (CPOs), fleet operators, representative bodies, and wider key stakeholders within the region. This engagement has been key to fostering relationships and partnerships throughout the region and wider which can be developed further going forward. Four key stakeholder engagement groups were established at the start of the project and have provided regular input to the study:

- Strategy Steering Group
- EV Forum
- Fleet Electrification Working Group
- Local Authority Working Group

¹ Heycar, 'Electric car statistics – data and projections' (2023) <https://heycar.co.uk/blog/electric-cars-statistics-and-projections>

Feedback from these stakeholder groups has been incorporated within this strategy and action plan. This includes insights from working group discussions and questionnaire response data from LTAs, district and borough councils on the challenges and issues for the development of EVCI strategies and EVCI roll-out. The questionnaire responses also identified key requirements for inclusion in the strategy. The following key points were raised:

- Concern over grid capacity as a challenge to the development of an EV strategy.
- Rapidly changing nature of the EV market, presenting new challenges to be addressed.
- Funding and resource limitations within LTAs.
- Concerns over CPOs offering fully funded options with long-term contracts which can be unattractive and risky.
- Consideration of local issues in the regional EV strategy development, rural connectivity and social equity.

Policy Context

National policies create the policy framework within which regional EVCI strategies will operate. Of particular significance to the TfSE EVCI strategy is the UK Government's *Taking Charge: The Electric Vehicle Infrastructure Strategy (2022)* report, which sets out the vision for the rollout of EVCI across the UK and the role that regional strategies can play. The TfSE EVCI strategy is informed by and builds upon the UK strategy and other relevant EVCI national policies and legislation.

LTAs also have a key role to play in the roll-out of EVCI, ranging from advisory and advocacy through to installation, operation and maintenance. As of summer 2022, three LTAs within the TfSE area have published specific EV or ULEV strategies. Of these LTAs, two have included detailed forecasting and commitments to specific, quantified targets.

The TfSE area is covered by two DNOs; UK Power Networks (UKPN) and Scottish and Southern Electricity Networks (SSEN), both of which have published their own EV strategy documents.

Market Context

The current EV market is rapidly evolving with new, more efficient, and more technologically advanced models being released every year. The growth in the rate of EV adoption is linked to increases in EV battery size and range, as well as reductions in battery price and EV sale price. It is expected that Battery Electric Vehicles (BEVs) will become comparatively priced with ICE vehicles² between 2025 and 2027, further accelerating the increase in EV uptake.

The cost to charge an EV increases significantly as higher power chargers are used. However, charging an EV is still cheaper than refuelling a petrol or diesel vehicle. Several price comparison calculators are available to quantify the exact savings and research suggests that the average driver could save over £500 per year in fuel costs³. An EV owner who charges at home will pay 11p/mile compared to an ICE vehicle costing 17p/mile to fuel. Research shows that 60%⁴ of homes in the UK do not have access to a private driveway to park their vehicle overnight. These residents will find it more difficult to install private residential EVCPs and will likely be reliant on on-street, community hub EVCPs, workplace or destination charging.

² Smart Transport, 'EVs cheaper to produce than ICE vehicles by 2027' <https://www.smarttransport.org.uk/news/latest-news/price-parity-for-electric-cars-and-vans-by-2027>

³ ZapMap, 'Charging on the public network' (2022). <https://www.zap-map.com/charging-price-index/>

⁴ Office for National Statistics, 'Over half of younger drivers likely to switch to electric in next decade' (2021). <https://www.ons.gov.uk/economy/environmentalaccounts/articles/overhalfofyoungerdriverslikelytoswitchtoelectricinnextdecade/2021-10-25>

In reviewing the market trends and challenges for EV adoption and EVCI, provision of on-street charging presents a key challenge for LTAs. However, many of these challenges can be overcome by selecting the most appropriate type of EVCP from the range of available options for each location.

There are many different types of operating models with a range of roles, responsibilities and risks. An effective operating model clearly sets out the roles and responsibilities of all parties involved in the installation and operation of EVCI. LTAs must carefully select an appropriate model to balance ownership and control of assets, with cost and risk.

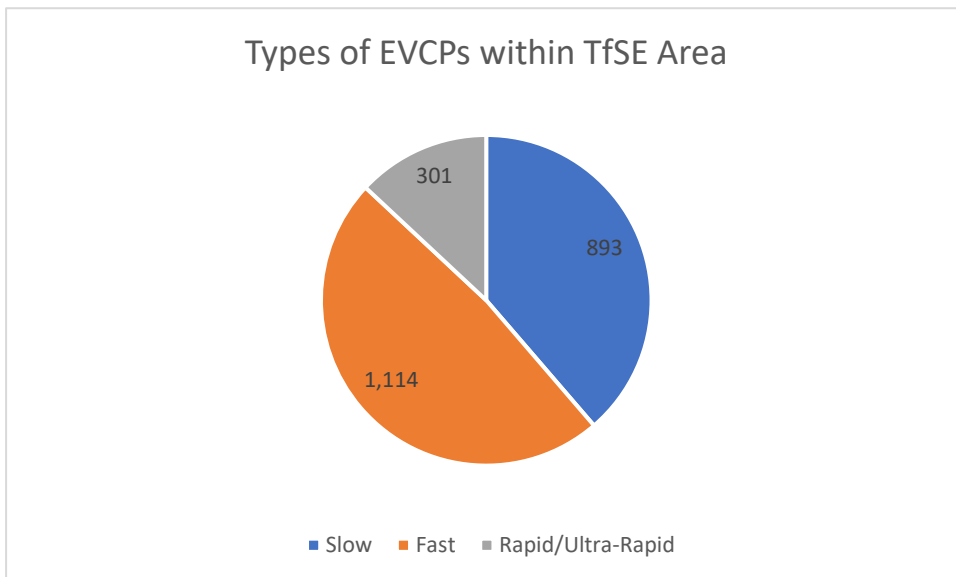
Baseline Context

At the start of 2022, there were over 30,000 BEVs (private cars and vans) registered in the TfSE area, representing 0.7% of total vehicle registrations.



There are 2,308 public EVCPs, of which 893 were slow (3.6kW) EVCPs, 1,114 were fast (7-22kW) EVCPs, and 301 were rapid/ultra-rapid (43kW+) EVCPs, as shown in Figure 1. These are shown in Figure 20 with further details on the geographical distribution of the EVCPs is provided in Working Paper 3. The ratio of BEVs:EVCPs for the TfSE area was 16.5:1. The International Energy Association (IEA) has set a recommendation of 10:1 BEVs:EVCPs⁵, which highlights the need for increased EVCI provision and long-term planning.

Figure 1: Types of EVCPs within TfSE area.



Assessment of primary substations across the TfSE area revealed that the majority of the region’s power network has sufficient capacity to supply additional EVCPs as they are installed, and that there were no large areas where power availability would constrain EVCI deployment immediately. Table 1 shows the number of substations rated red/grey, amber, green based on their capacity.

⁵ Virta, ‘The state of EV charging infrastructure in Europe by 2030’ (2022) <https://www.virta.global/blog/ev-charging-infrastructure-development-statistics>

Table 1: RAG ratings for primary substations.

Available capacity	RAG Rating	Number of Substations
< 1 MVA	Red/Grey	36
1 – 3 MVA	Amber	64
> 3 MVA	Green	355

Forecasting

The DfT’s Road to Zero (2018) uptake scenario values have been used for the forecasting. These are shown in Table 2.

Table 2: Total EV uptake projection scenarios for 2025 and 2030.

Forecast Year	Uptake Scenarios (% of total vehicles registered that are EVs)		
	Low (Business as Usual)	Medium (Good Practice)	High (Exemplar)
2025	15%	20%	30%
2030	40%	50%	70%

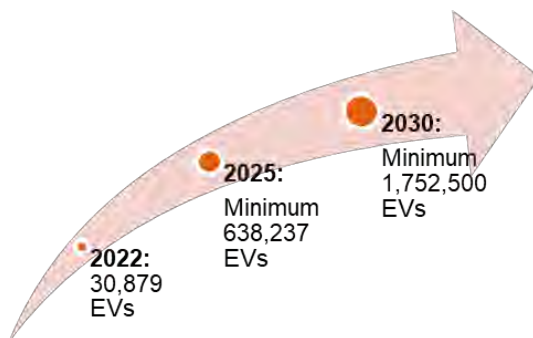
- The Low (Business-as-usual BAU) scenario assumes no policies or incentives are put in place before 2030 to encourage EV adoption.
- The Medium (Good Practice) scenario puts forward the most likely EV uptake projections and is closely aligned with industry projections. This scenario is intended to provide the most likely number of total registered EVs in 2025 and 2030, and the EVCP network that will be required to support it.
- The High (Exemplar) scenario assumes that the perfect conditions exist to enable mass adoption of EVs across the UK between now and 2030. This scenario has been included to provide upper limit EVCP projections, which will inform discussions surrounding future-proofing the EVCP network beyond 2030.

Two forecasting growth scenarios were applied to the DfT vehicle registration data to represent a growth in vehicles registered:

- A mathematical linear extrapolation of growth; and
- A 2% National Highways steady growth factor application.

The forecast EV uptake across the TfSE area is over 1.7million EVs in 2030 (under the low uptake scenario), this is shown in Figure 2. This could result in annual emission savings of up to 15.3 million tonnes CO₂e and up to 79,000 tonnes of N₂O, by 2030 when compared to current values.

Figure 2: Forecast number of EVs registered in TfSE area under the low uptake scenario.

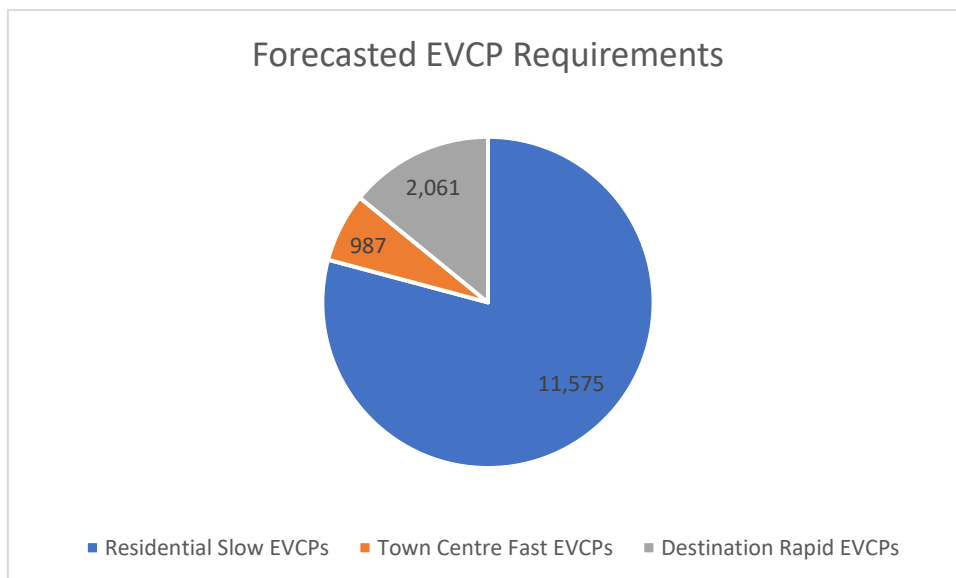


The forecast number of EVCPs are split between three use cases:

- On-street residential, slow (for those charging overnight).
- Public town centre, fast (for those carrying out general domestic trips such as shopping).
- Destination, rapid (for a visitor / business trip to and within the TfSE area).

The forecast number of EVCPs required in 2030 (under the low uptake scenario) is 14,623. Figure 3 shows the split by charger type.

Figure 3: Forecast EVCP requirements in TfSE area in 2030 under the low uptake scenario.



An assessment of the grid network revealed that a significant proportion of substations may require reinforcement to increase capacity to meet future power demand by 2030. Table 3 shows the number of primary substations that may need future upgrades.

Table 3: Assessment of TfSE primary substations based on forecast EV demand in 2030.

Maximum number of EVs that could be charged simultaneously	Number of primary substations	Details
>2,500	123	No upgrades required

1,500 – 2,500	108	No immediate upgrades required
< 1,500	224	Futureproofing upgrades required

Fleet Electrification

This piece of work focuses on private cars and vans and the associated public charging infrastructure. Fleet vehicles will be accounted for in a subsequent stage. Within the region, there is a lot of knowledge about fleet charging requirements from various businesses, representative bodies and LTAs. However, establishing demand is still a challenge given the disparity and disaggregation of data on current and future demand for charging infrastructure for fleets, especially at a regional scale.

This strategy will include a methodology for forecasting fleet demand for EVCI. The methodology is currently in development and will be agreed with the Fleet Electrification Working Group. The forecasts will be created in a subsequent stage of this work.

Action Plan

The action plan, presented in full in Appendix A, outlines a series of actions and recommendations. The fourteen actions are arranged under five themes:

- EV Forum.
- Working groups.
- Facilitating regional collaboration.
- Targeted stakeholder engagement.
- Update, adapt and progress.

The role of TfSE in implementing the action plan is defined as follows:

- Organise, chair and ensure key members attend the forum and working group meetings.
- Act as a facilitator to disseminate information, best practice, coordinate working sub-groups and engagement with key stakeholders.
- Ensure the strategy, action plan and technical work (e.g. forecasting) are reviewed and up to date.
- Creating a collaborative approach for LTAs by acting as a ‘single voice’ for the TfSE area on future EVCI rollout.
- Provide a platform for targeted engagement and on-going support for LTAs with the development of their EVCI strategies.

LTAs and other key stakeholders also have defined roles to help deliver the action plan. These roles include providing input, insight and information, and sharing knowledge and best practice.

Conclusions

This strategy highlights the need for increased EVCI provision and long-term planning to meet the needs of forecasted increases in EV uptake. Through the EVCI demand forecasting, TfSE can facilitate the continued roll-out of infrastructure in an efficient and cohesive manner. The EVCI Locate App will provide LTAs with guidance for suitable locations to implement the infrastructure.

- Fourteen actions have been developed using the technical evidence base and stakeholder engagement to support the delivery of the aims and objectives of this strategy.

- A common theme of this strategy and action plan is collaboration and engagement. TfSE can act as a facilitator for the LTAs in the development of their own EVCI strategies. This will ensure vital stakeholders are brought together to support each other and share best practice. This will enable a collaborative approach to EVCI rollout and strategy development across the south east.
- The action plan and recommendations show how TfSE can continue to support LTAs and act as a 'single voice' for the TfSE area by strategic direction on future EVCI rollout.
- This strategy will enable the TfSE area to transition to EV vehicles and support LTAs in providing a future proofed EVCI network. This will continue to support a shift to low emission vehicles to contribute to legal commitments to bring all greenhouse gas emissions in the United Kingdom to net zero by 2050⁶.

⁶ HM Government, 'UK becomes first major economy to pass net zero emission law' (2019). <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

1 Introduction

1.1.1 Transport for the South East (TfSE) is the sub-national transport body (STB) for the south east of England. As a partnership, TfSE brings together sixteen constituent local transport authorities (LTAs), five local enterprise partnerships, forty-six borough and district authorities and wider key stakeholders. Figure 4 shows a breakdown of the constituent LTAs within the TfSE area.

Figure 4: TfSE area.



1.1.2 TfSE’s transport strategy sets out the strategic goals, priorities and principles behind their vision, which is:

“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”⁷.

⁷ TfSE, ‘Transport Strategy for the South East’, (2020). <https://transportforthesoutheast.org.uk/app/uploads/2020/09/TfSE-transport-strategy.pdf>

- 1.1.3 Decarbonisation of transport is one of the key contributors to delivering net zero ambitions for the South East of England and the UK. Therefore, the transition to low emission vehicles is vital in delivering these ambitions. In 2022, new electric vehicle car registrations were 40% higher than the previous year. Battery Electric Vehicles (BEVs) accounted for over 15% of new car sales and outsold all other vehicles apart from petrol. Vehicle manufacturers are expanding their model ranges⁸ increasing the supply and variety of electric vehicles (EVs). As demand for EVs increases, so must the supporting charging infrastructure. A large proportion of drivers will charge overnight at home. However, many people cannot access off-street parking and there will be growing demand for on-street solutions. For those travelling longer distances, on-route chargers and destination chargers will also be required. The number of public chargepoints in the South East has increased over the last few years, however, a strategy is required for the South East region, to inform and guide further expansion of the Electric Vehicle Charging Infrastructure (EVCI) network.
- 1.1.4 Whilst this strategy focuses on the transition to EVs and the significant contribution their adoption can make to reduce exhaust emissions, this is part of a wider strategy to encourage more sustainable modes (walking, wheeling and public transport).
- 1.1.5 TfSE provides a mechanism for the constituent authorities to speak with one voice on transport interventions within the region. This is reflected within 'Taking Charge: The Electric Vehicle Infrastructure Strategy' (2022), in which funding availability was set out for STBs in 2021-2022 to produce regional assessments to support energy stakeholders and LTAs in planning for charging infrastructure⁹. TfSE was successful in their submission for funding in order to develop a regional Electric Vehicle Charging Infrastructure Strategy.
- 1.1.6 This study is TfSE's regional response to the following obligations set out in the national policy 'Taking Charge: The Electric Vehicle Infrastructure Strategy' (2022) for STBs:
- Produce scenarios for potential demand for EV charging infrastructure in the region.
 - Identify clusters of demand in the region, including bringing together data on current demand and potential future demand from fleets operating in the region.
 - Identify different levels of engagement and progress within LTAs in the region and locations where additional support is needed to enable planning of local chargepoints.
 - Highlight examples of best practices between LTAs and foster partnerships between authorities to ensure charging infrastructure is delivered in an efficient and cohesive manner.
- 1.1.7 The Department for Transport (DfT) requirements for EV strategy development by STBs have been used to inform the aim and objectives of this strategy. Figure 5 shows how the aims and objectives of this strategy align with those within Taking Charge: The Electric Vehicle Charging Strategy.

⁸ Heycar, 'Electric car statistics – data and projections' (2023). <https://heycar.co.uk/blog/electric-cars-statistics-and-projections>

⁹ HM Government, 'Taking Charge: The Electric Vehicle Infrastructure Strategy' (2022). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

Figure 5: Study aim and objectives.

The study aim is to produce a regional EVCI strategy and action plan for the TfSE area to facilitate the continued roll-out of EVCI in an efficient and cohesive manner through better local engagement, leadership and planning.



Table 4 shows the structure of this strategy document which has been developed using evidence from a series of technical work packages. The supporting technical work package documents are as follows:

- Work Package 2 – Policy and Operational Context
- Work Package 3 – Baselineing
- Work Package 4 – Forecasting

Table 4: Section Headings.

No	Section Heading	Description
2	Stakeholder Engagement	This section describes the stakeholders, meetings and workshops undertaken and outputs.
3	Policy Context	This section explores the national and local policy context.
4	Market Context	The section reviews current EV and EVCP market trends, challenges and technology.
5	Baseline Context	This section reviews the current charging infrastructure within the TfSE area.
6	Forecasting	This section describes the methodology and outputs for forecasting future EV and EVCI demand from private cars and vans.
7	Fleet Electrification	This section describes the process to forecast infrastructure demand from vehicle fleet.
8	Action Plan	This section summarises the actions arising from this strategy.
9	Conclusions	This section summarises the main findings and recommendations.
A	Action Plan	Appendix A includes the full action plan.

2 Stakeholder Engagement

2.1 Overview

- 2.1.1 The stakeholder engagement exercises have been integral in helping to shape this strategy by utilising feedback and intelligence from different stakeholder groups. It has also been an opportunity to share insight, challenges and best practice across the LTAs and other stakeholders within the region to understand how TfSE, as a STB, can provide support.
- 2.1.2 Development of this strategy has helped foster and develop connections between TfSE and key stakeholders throughout the region and beyond. This has been achieved through an extensive programme of stakeholder engagement; fourteen workshops and meetings with over sixty unique stakeholders. This has included engagement with a wider group of stakeholders including:
- Scottish and Southern Electricity Networks (SSEN)
 - UK Power Network (UKPN)
 - National Health Service and
 - Representative bodies for fleet operators (BVRLA (British Vehicle Rental and Leasing Association), SMMT (Society of Motor Manufacturers and Traders), Road Haulage Association, Logistics UK, NHS, Crown Commercial Services, Surrey County Council, Brighton and Hove County Council)
- 2.1.3 Collaboration between TfSE and the stakeholders has been fundamental to the successful development of this strategy and action plan. The process has highlighted the importance of working together as a region given the fast-moving nature of the market, rapidly developing policies and ever enhancing technology. The relationships which have been created and strengthened through this strategy development process, will benefit LTAs in the future development and implementation of their own EVCI strategies. This will be integral to developing a cohesive and resilient network of EVCPs across the south east.

2.2 Engagement

- 2.2.1 Four key stakeholder engagement groups were established at the start of the project and have provided regular input to the study. Each of the groups had their own roles and responsibilities for this strategy which were agreed from the project outset.
- 2.2.2 Table 5 summarises these groups, how they were engaged, and the essential role each played in order to develop the TfSE EVCI Strategy.

Table 5: Overview of stakeholder engagement.

Stakeholder Group	Invited Attendees	Form of engagement	Role of the Group
EV Charging Infrastructure Strategy Steering Group	5 LTA Representatives: West Sussex County Council East Sussex County Council Kent County Council Portsmouth City Council Medway County Council	Monthly online meeting.	Oversee the technical work needed to produce the EV charging strategy. Comment on the tasks and outputs from the core work packages. Help gather information and co-ordinating input from stakeholders. Comment on the draft strategy. Support stakeholder engagement and development of the strategy.
EV Charging Infrastructure Strategy Forum	16 LTAs 5 Representatives on behalf of the 46 district and borough authorities SSEN, UKPN, National Grid Chargepoint Providers Vehicle Fleet Operators ¹⁰ Representative Bodies ¹¹	3 x Online meetings.	Develop / agree aim and objectives of the TfSE EV Charging Infrastructure Strategy. Share information about best practice. Contribute to the development and review the action plan and strategy. Ensure that the working groups are comprised of the correct members for the development of the strategy.
Fleet Electrification Working Group	Vehicle Fleet Operators ¹² Representative Bodies ¹³ SSEN, UKPN, National Grid	3 x Online meetings and online survey	Help shape the fleet forecasting methodology. Share fleet data and best practice examples. Participate in discussions around the EVCI fleet forecasting methodology.
Local Authority EV Infrastructure Strategy Development Working Group	All 16 LTA representatives and 5 borough and district representatives	2 x Online meetings and online survey	Provide advice on the technical work already produced within the LTAs. Provide insight into the technical work needed to produce the EV charging strategy. View tasks and outputs from the core work packages. Gather information within LTAs. Provide insight on challenges and barriers and participate in a questionnaire.

¹⁰ BVRLA, SMMT, Road Haulage Association

¹¹Logistics UK, NHS, Crown Commercial Services, Surrey County Council, Brighton and Hove County Council

¹² BVRLA, SMMT, Road Haulage Association

¹³Logistics UK, NHS, Crown Commercial Services, Surrey County Council, Brighton and Hove County Council

- 2.2.3 The stakeholder engagement groups contributed to the development of the strategy in the following ways:
- **Strategy Steering Group** have been presented with the outputs of key elements of this strategy as they have been produced. They have been extremely active in the development of this work providing thoughts, insights, comment and discussion on every aspect of the study.
 - **EV Charging Infrastructure Forum** discussions have focused on the detail of the strategy development, the forecasting process, and the challenges and opportunities local authorities face regarding future EVCI rollout. The group has provided insight on market trends and the advantages and disadvantages of datasets. This group has also enabled discussions between LTAs, CPOs, DNOs and fleet operators.
 - **Local Authority Working Group** discussions on the development of this strategy and input to the work packages. This working group have been vital in sharing EV and EVCI Strategy development and knowledge of planned EVCI.
 - **Fleet Electrification Working Group** have provided understanding of the current fleet market, fleet data availability and challenges with providing more EVCI. This group has contributed significantly to the development of the methodology for EV infrastructure demand forecasts from fleet vehicles. This group has also created or strengthened relationships with attendees such as the DNOs, SMMT and BVRLA. This is described further in Section 7.
- 2.2.4 Issues and challenges relating to strategy development and implementation emerged from working group discussions and were also captured via an online survey of LTAs and district and borough authorities. A summary of the challenges and issues is included in Section 2.3.
- 2.2.5 The extensive stakeholder engagement activity has brought together a wide range of relevant organisations with the common goal of collaborating towards effective EVCI strategy development. The engagement process has created working partnerships between TfSE, LTAs, CPOs and DNOs which will benefit all involved in the future rollout of EVCI across the TfSE region. This has highlighted the value of supporting collaboration beyond the lifecycle of this strategy. This will maximise the level of support that TfSE can facilitate for LTAs to develop their own EVCI strategies and continue the rollout of EVCPs across the area.
- 2.2.6 Stakeholders stated that they see value in continuing the discussions and sharing best practice. There is a willingness to create sub-working groups in response to emerging issues, reflecting the extent to which they are operating within a rapidly changing market.

2.3 Issues and Challenges

- 2.3.1 As EV ownership levels have grown across the UK in recent years, so have the EVCI issues and challenges that LTAs and EV drivers face. These include:
- Public charging can be expensive, unreliable and have complex access issues.
 - Producing a compelling business case in areas of low utilisation and high connection costs.
 - Locations where the distribution network has insufficient capacity and the costs to upgrade are high. It is noted that from April 2023, distribution network reinforcement costs will be recovered through the network charges that form part of all electricity bills¹⁴.
 - LTA challenges such as resources, expertise, planning permission and parking policies.

¹⁴ Premier Energy, 'Electricity Connection Charges – good news from April 2023'. [Electricity Connection Charges | Premier Energy](#)

2.3.2 In the context of the wide scale challenges faced across the UK, local stakeholder views have provided essential input to this strategy. Figure 6 highlights the key challenges and issues stakeholders raised during engagement meetings. These meetings included the LTAs, transport organisations, DNOs, CPOs, fleet operator, representative bodies, and wider key stakeholders. From these sessions and the questionnaire, data from LTAs, district, and borough authorities were captured and are analysed in the following sections. The questionnaire was issued to district and borough authorities as well as LTAs therefore, all respondents will be referred to as local authorities (LAs). The following LAs responded:

- Adur & Worthing Councils
- Basingstoke and Deane Borough Council
- Bracknell Forest Council
- Brighton & Hove City Council
- Canterbury City Council
- Dover District Council
- East Sussex County Council
- Isle of Wight Council
- Kent County Council
- Maidstone Borough Council
- Portsmouth City Council
- Rother District Council
- Royal Borough of Windsor and Maidenhead
- Slough Borough Council
- Surrey County Council
- Swale Borough Council
- West Sussex County Council
- Woking Borough Council

Figure 6: Key challenges and issues.



The key challenges and how they arose are explained below.

Grid Connections

- 2.3.3 Ongoing liaison between LAs and DNO/CPOs was described as a key challenge in the development of EV/EVCI strategies, reflecting limited engagement to date. Concerns that additional grid capacity may be limited were raised regularly in workshop discussions and in response to the questionnaire. Furthermore, upgrading grid connections located on private land was also raised as a high priority concern. The relationships established with the DNOs through the working groups are expected to help address these concerns.

EV Market Trends

- 2.3.4 Stakeholders were in agreement that forecasting EV uptake and EVCI demand are essential inputs to decision making on the volume and timing of EVCI rollout. They also recognised the challenges that the pace of change in the EV market (e.g., new models, increased range, reduced costs) creates for forecasting and strategy development. Stakeholders emphasised the importance of decision making, which is informed by knowledge of key trends, patterns, technology innovations, EV uptake, lead times and EVCP utilisation.

Funding and Resources

- 2.3.5 Funding and LA resource limitations was a common theme in workshop discussions and questionnaire responses. Some LAs stated that a lack of understanding of government requirements for EV strategies creates a barrier for EVCI rollout. Most LAs who responded considered resources and funding to be a challenge they faced in developing a robust EV strategy and infrastructure plan. LAs reported that there was no dedicated EV officer to manage the EV strategy development within their authorities. LAs reported that internal agreement within local authorities and internal procurement business cases have become increasingly challenging and inconsistent processes within local authorities present a clear barrier to installing EVCI which a regional EVCI strategy must address. The most recent LEVI fund launched¹⁵ also provides capability funding to ensure that local authorities have the staff and capability to plan and deliver EVCI.
- 2.3.6 Creating opportunities for joint working and collaboration between LAs had the highest response rate, demonstrating that there is appetite to build on the collaborative relationships created between LAs through involvement in the TfSE EVCI strategy working groups.

Operating Models

- 2.3.7 Within workshops, concerns over CPOs offering fully funded options were highlighted as they generally entail a long-lasting contract which can be unattractive to LAs. Limited communication and understanding between the public and private sector can slow EVCI rollout. Different procurement methods should be discussed and understood to ensure the best choice is made for each LA.

Policy

- 2.3.8 Rural connectivity and social equity were consistently highlighted as key challenges that need addressing. LAs highlighted areas of high deprivation in their regions and stated that social and geographic equity was a priority. LAs stated that EVCI strategies must achieve equitable coverage and address the fact that CPOs will likely favour EVCI locations that deliver the highest revenues.
- 2.3.9 High parking demand and narrow footways were all raised as issues to be addressed, with LAs referring to Internal Combustion Engine (ICE) vehicles blocking access to chargepoints. Other challenges highlighted include the availability of space within council car parks and response times from relevant departments within the LA. LAs stated this could be addressed by positioning EVCI rollout as a policy priority in their regions.
- 2.3.10 In workshop discussions, some LAs stated that there is even a lack of clarity within policy over their responsibility to install EVCI. This presents a clear challenge for those LAs, as the uncertainty can result in a lack of action. Furthermore, LAs have presented an additional challenge regarding their local LTA strategies supporting Quantified Carbon Reduction Targets.

¹⁵ £56 million of public and industry funding electrifies chargepoint plans across the country - GOV.UK (www.gov.uk)

Charging Infrastructure Review

2.3.11 LAs Local authorities highlighted difficulty implementing EV chargers due to narrow streets within the questionnaire. These issues were also raised in the workshops, stressing the importance of appropriate types of EVCI being installed, and the importance of LAs being aware of all best practice options available to them, which this EVCI strategy addresses.

2.4 Priority Focus Areas

2.4.1 Figure 7, Figure 8 and Figure 9 show the stakeholder responses to three key questions on local strategy development, regional strategy development, and EVCI rollout. These responses have informed the priority focus areas for development of the action plan.

Figure 7: Challenges encountered or anticipated in development of local EV/EVCI strategies.

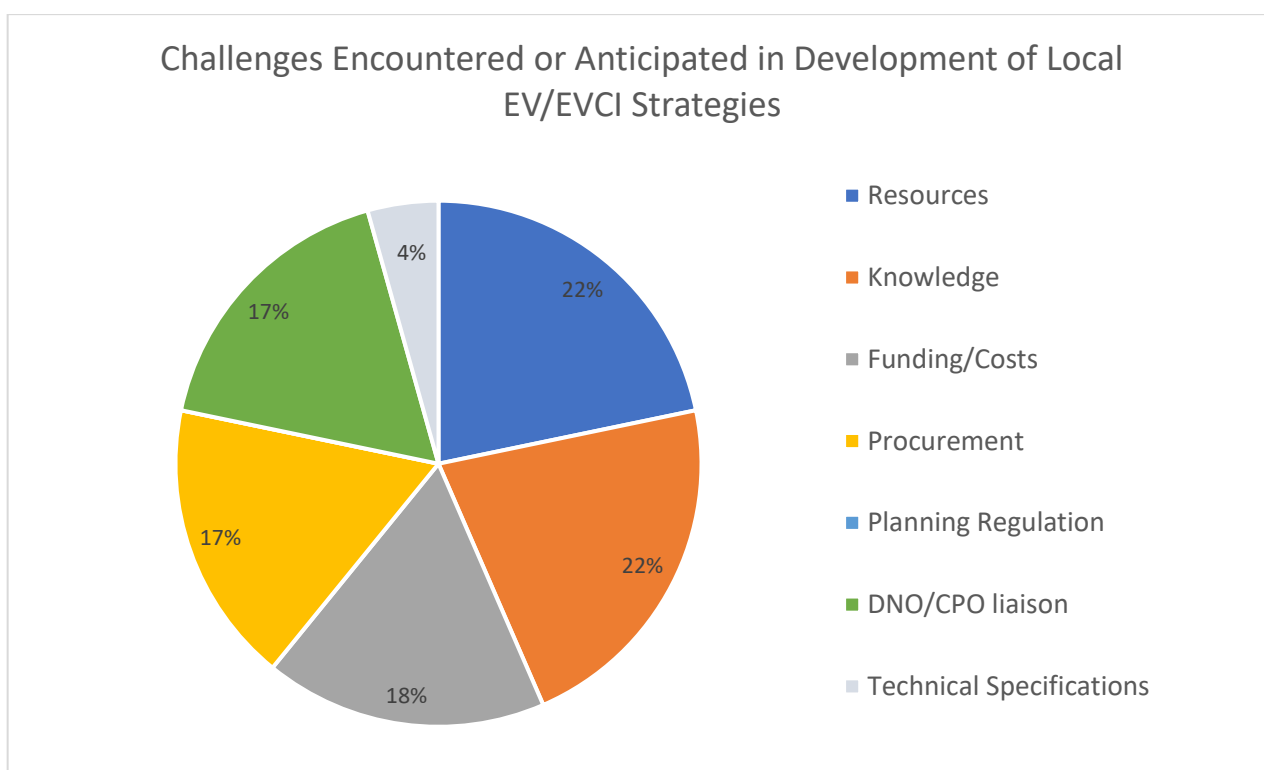


Figure 8: Issues to address in regional EVCI strategy.

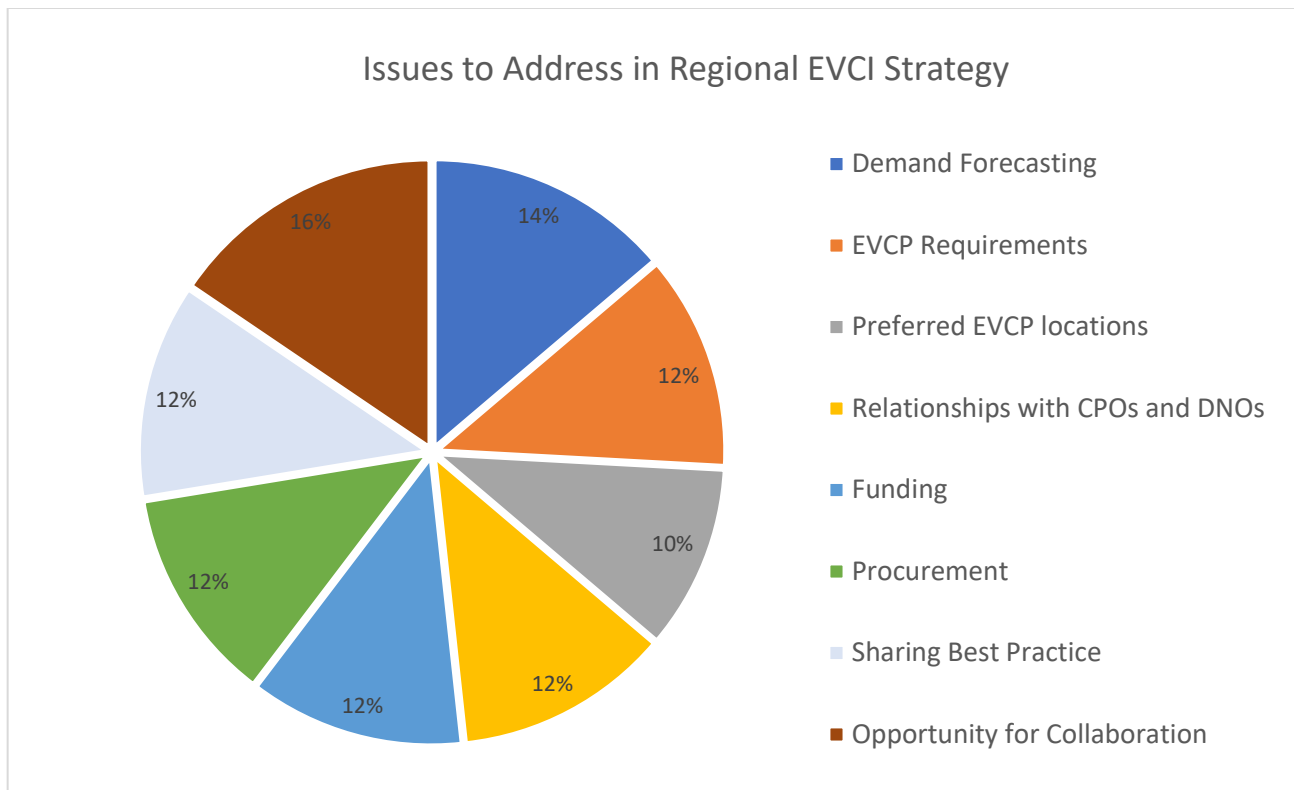
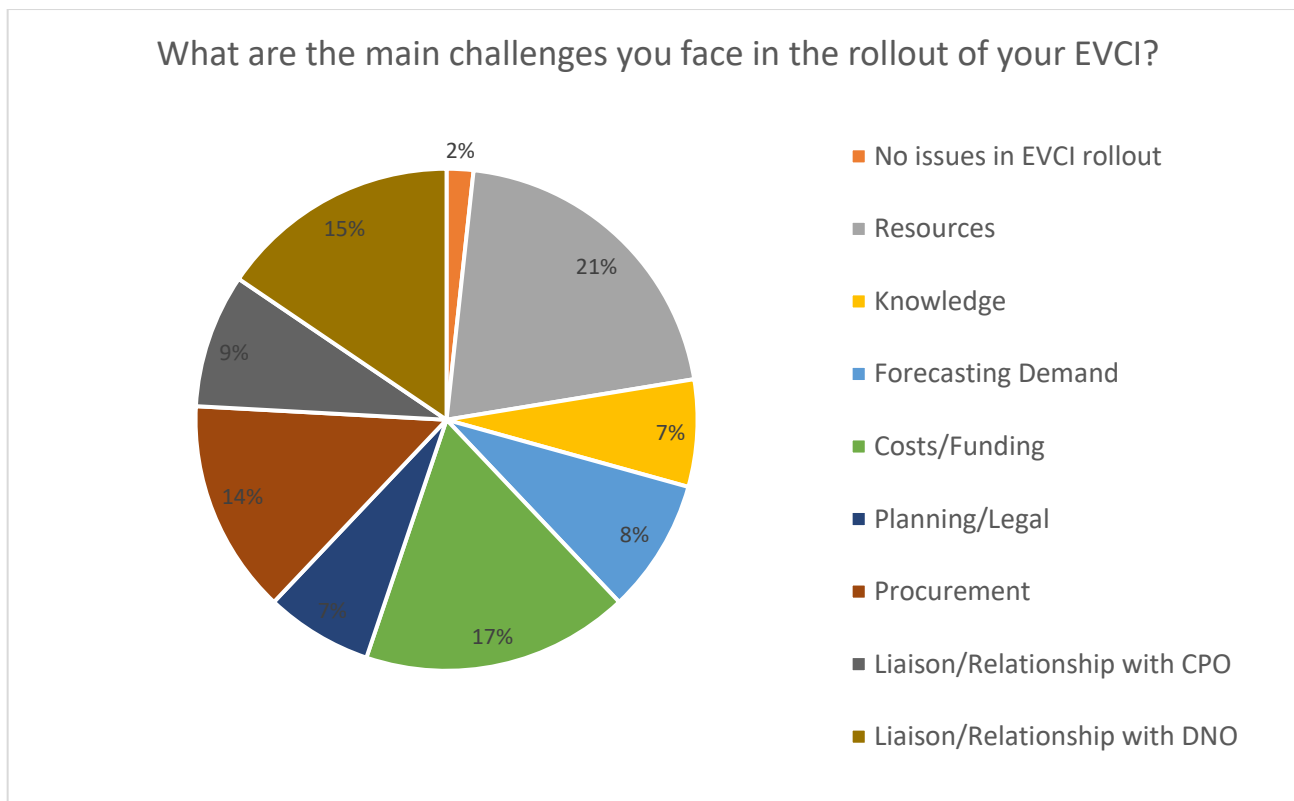


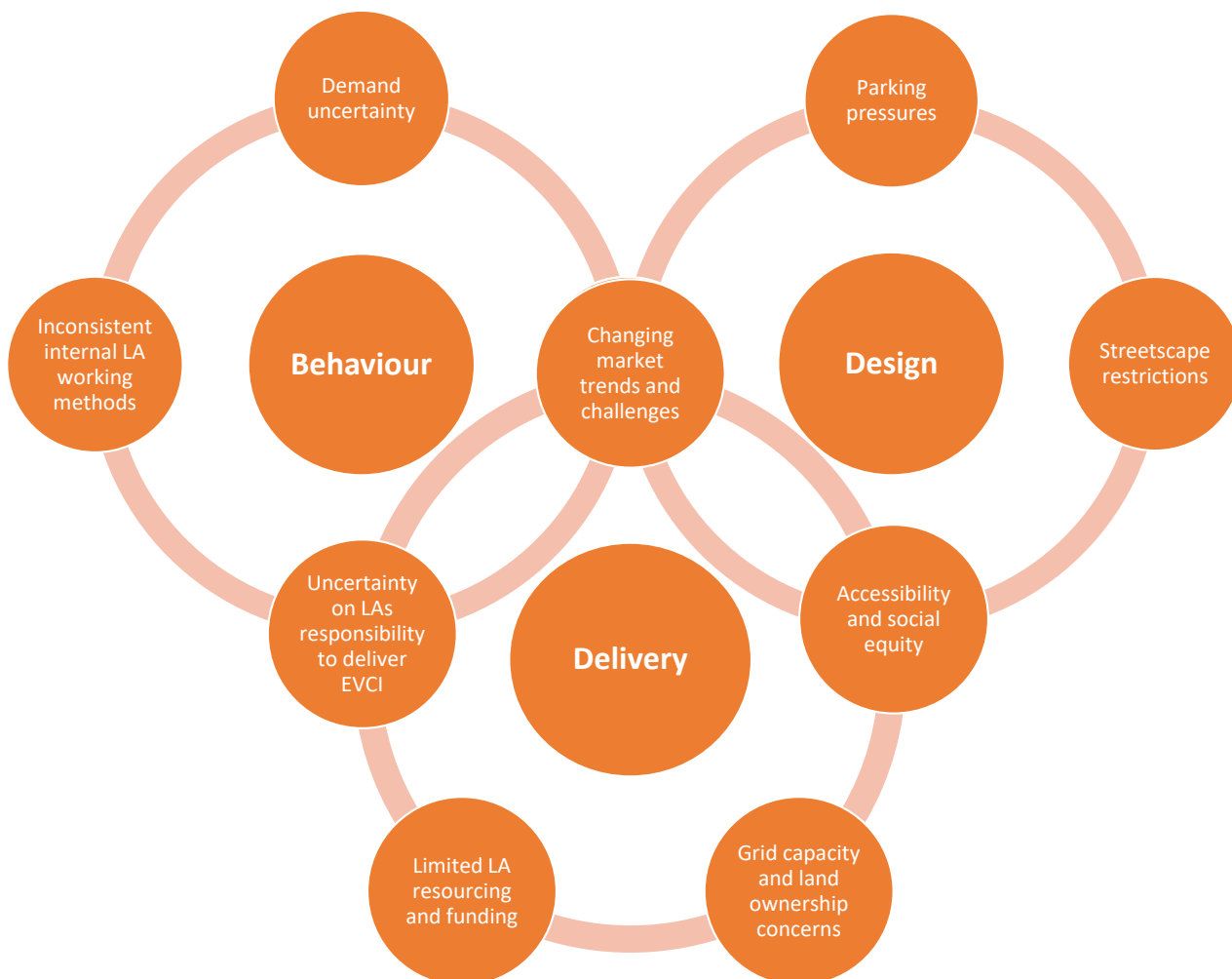
Figure 9: Main challenges LAs face in EVCI rollout.



1.3 Key Findings

2.4.2 The results of the stakeholder workshops and questionnaire form three key themes: Behaviour, Design and Delivery, as shown in Figure 10

Figure 10: Challenges and issues.



2.4.3 Pre-existing **design** issues significantly impact the possibility of implementing EV infrastructure in the region based on a variety of factors, such as pavement characteristics and parking restrictions. Therefore, local differences within the TfSE area have been considered within this strategy and action plan to ensure LTAs have the tools for accessible, inclusive and convenient EVCI rollout.

2.4.4 **Behavioural change** towards the uptake of EVs continues to improve with education around the benefits, improved technology and increased infrastructure. Behavioural change must be prioritised within the region’s approach to EVCI rollout to ensure the greatest impact and action towards EV uptake and EVCI provision.

2.4.5 The **delivery** of EV infrastructure is challenging in that there are many external obstacles. Funding through the government in recent years has significantly increased to aid this difficulty. The impact of other delivery challenges such as grid connections and ensuring social equity can be reduced through working strategies to find the most suitable sites.

2.4.6 TfSE can help address these challenges and issues by supporting and working closely with the LTAs throughout the delivery of their EVCI strategies and implementation. This support will be a continuation of the key facilitation role TfSE has had throughout the creation of this strategy. This future facilitation includes:

- Fostering communications and partnerships between the LTAs to ensure best practice and success stories are shared on a continual basis.
- Facilitating discussions between LTAs and stakeholders such as EST, OZEV and DNOs.
- Providing representation on behalf of LTAs for issues, challenges and opportunities in the TfSE area.
- Helping identify areas where further work and knowledge is required.

3 Policy Context

3.1 Introduction

- 3.1.1 According to HM Government's 'Taking Charge – The Electric Vehicle Infrastructure Strategy', LTAs are responsible for publishing their own EV strategies, complete with a commercial and cross-sector approach that integrates into broader transport plans. To establish this approach and develop an EV infrastructure rollout plan, LTAs are supported by capital funding and guidance that is set out by regional and national policy. Regional policies typically offer a comprehensive approach to EV infrastructure rollout and set out specific targets that take into consideration the challenges and opportunities on a regional scale. On a national level, policies aim to remove charging infrastructure as both a perceived, and an actual barrier to the adoption of electric vehicles.
- 3.1.2 TfSE is responsible for developing and implementing a strategic investment plan for the region and acting as one voice for the South East in order to identify and agree investment priorities with the Secretary of State for Transport¹⁶. Any EV strategy developed by TfSE should be guided by the commitments of national, regional and local government policies to ensure that the strategic objectives for the South East are aligned with the national agenda, while also informing and guiding on a local level. This section summarises the findings of Working Paper 2 – Policy and Operational Context – which covers a review of relevant EV and EV infrastructure policies, plans, strategies and legislation.

3.2 National Context

- 3.2.1 The transport sector is a significant contributor to carbon emissions, accounting for 27% of the total UK emissions, of which cars contributed 60%¹⁷, in 2019. EVs are viable alternatives to fossil-fuel powered vehicles. For these reasons, the UK government has brought forward its commitment to ban sales of new diesel and petrol vehicles from 2040 to 2030. National policies have been put in place to support the widescale transition to EVs.
- 3.2.2 The UK Government has published the Taking Charge: The Electric Vehicle Infrastructure Strategy (2022), which covers the vision for the rollout of EVCI across the UK and role that regional strategies can play.

Taking Charge: The Electric Vehicle Infrastructure Strategy (2022)

- 3.2.3 The UK government's vision is to have fully removed EVCI provision as being a barrier to EV adoption by 2030. Achieving this will require an estimated minimum 300,000 public EVCPs and a national network that:
- Facilitates effortless on and off-street charging for private and commercial vehicles.
 - Is inclusively designed, fairly priced, and available for all.
 - Delivers a thriving EV and EVCI private sector.
 - Integrates with smart energy system.
 - Harnesses innovative EV and EVCI technologies to improve operation and user experience.

¹⁶ TfSE, 'Becoming a statutory body' (2020). <https://transportforthesoutheast.org.uk/about-us/becoming-a-statutory-body/>

¹⁷ DfT, 'Transport and environment statistics: Autumn 2021' (2021)

<https://www.gov.uk/government/statistics/transport-and-environment-statistics-autumn-2021/transport-and-environment-statistics-autumn-2021>

3.2.4 To achieve this, the government has identified the following five strategic areas that should be prioritised:

- 1 Focus intervention on two crucial sectors where accelerated rollout is needed and where business cases can be challenging:
 - i. high powered chargers on the strategic road network.
 - ii. local on-street charging.
- 2 Allow thriving sectors to thrive and address barriers to private sector rollout.
- 3 Give people confidence in the public network. We will regulate to ensure chargepoints are reliable and easy to use.
- 4 Work with Ofgem to ensure chargepoints can seamlessly integrate with the energy system.
- 5 Support innovation in business models and technology

3.2.5 On the role that regional EVCI strategies can play:

- Providing a mechanism for better local engagement, leadership, and planning.
- Developing localised forecasts to support LAs in developing EVCI roll-out plans.

3.2.6 The strategy includes a series of commitments aimed at removing EVCI availability as a perceived and real barrier to EV adoption:

- Ensuring that each motorway service area has at least 6 high power EVCPs by 2023.
- Continuing to support local authorities through the On Street Residential Chargepoint Scheme.
- Expanding the £10m Local EV Infrastructure funding, piloted in 2022.
- Investing at least a further £500m to support LAs plan and deliver local public EVCI between 2022 and 2025.
- Developing new EVCI standards to ensure sure public EVCI is reliable and easy to use.

3.2.7 The TfSE EVCI strategy has been developed to compliment and respond to the Taking Charge: The Electric Vehicle Infrastructure Strategy (2022) report and other relevant national policies and legislation, listed in Table 6, and summarised in Working Paper 2 – Policy and Operational Context. This will ensure that the long-term plan for the TfSE region contributes to national targets and that proposed schemes can leverage available capital funding.

Table 6: Alignment of the TfSE EVCI Strategy with key national policies.

Policy / Legislation	Description	Link to this Strategy
Taking Charge: The Electric Vehicle Infrastructure Strategy (2022) – HM Government	Sets out the government’s vision and action plan for the rollout of EV charging infrastructure in the UK to meet key dates, including the end of sale of new petrol and diesel cars by 2030 and ensuring all new cars and vans are fully zero emission by 2035.	<p>This strategy assesses local charging demand across the South East to assist LTAs in developing and delivering infrastructure plans.</p> <p>This strategy will address key barriers surrounding the roll-out of EVCI at a regional scale by facilitating better local engagement, leadership, and planning.</p> <p>The strategy sets out funding and obligations for STBs in 2021-2022 in supporting energy system stakeholders and LTAs in planning charging infrastructure provision. This included forecasting EVCI demand, identifying current clusters of demand, and collaborating with all LTAs within the region, highlighting examples of best practice.</p>
Decarbonising Transport – A Better, Greener Britain (2021) – HM Government	Sets out the government’s commitments to decarbonise the UK transport system. It includes the principles and pathway to net zero transport in the UK, as well as the benefits of net zero transport.	<p>This strategy has been developed in line with the published key dates and commitments and presents these in the context of the South East to justify the investment of encouraging regional EV uptake.</p> <p>This strategy also references available funding streams and provides guidance on how each can be used to support projects targeting transport decarbonisation, EV uptake and EVCI rollout across the TfSE area.</p>
HM Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan (2021) – HM Government	Sets out the significant milestones for the transition of local, regional, and national public sector fleet vehicles to 100% EVs by 2027.	<p>This strategy has been developed following close engagement with public and private-sector fleet operators to capture issues and opportunities regarding forecasting infrastructure demand from vehicle fleet.</p> <p>This strategy includes a focus on fostering relationships between stakeholders across the TfSE area to ensure best practice and lessons learned can be shared effectively.</p> <p>This strategy has identified opportunities to leverage government grants to fund EVCI rollout schemes and how this can support fleet electrification across the TfSE area.</p>

Electric Vehicle Charging Infrastructure Strategy

Policy / Legislation	Description	Link to this Strategy
Net Zero Strategy: Build Back Greener (2021)	Sets out policies and proposals for decarbonising all sectors of the UK economy to meet the 2050 net zero target ¹⁸ .	This strategy forecast period focuses on the 2030 ban on the sale of new petrol and diesel cars. The strategy identifies different funding streams within the UK government's £2.8 billion package for promoting EV uptake and EVCI provision.
Government Vision for the Rapid Chargepoint Network in England (2020)	Sets out the UK's commitment to supporting growth of green, zero emission technologies ¹⁹	This strategy pays particular focus to rapid EVCI, including a review of the technology, and the role it plays in meeting the future demand as EV adoption increases across the South East. Local scale rapid EVCI forecasts have been produced to inform the development of rollout plans and different funding streams have been identified to support their delivery.
Automated and Electric Vehicles Act (2018)	Legislation covering the UK government's requirements and regulations surrounding EV charging infrastructure. ²⁰	This legislation has been developed to support the provision of high-quality, accessible and convenient EVCI in line with government required standards. This strategy reflects the legislation. This will ensure a continued and cohesive rollout of EVCI, that delivers equal benefits and promotes EV adoption for all across the TfSE area.

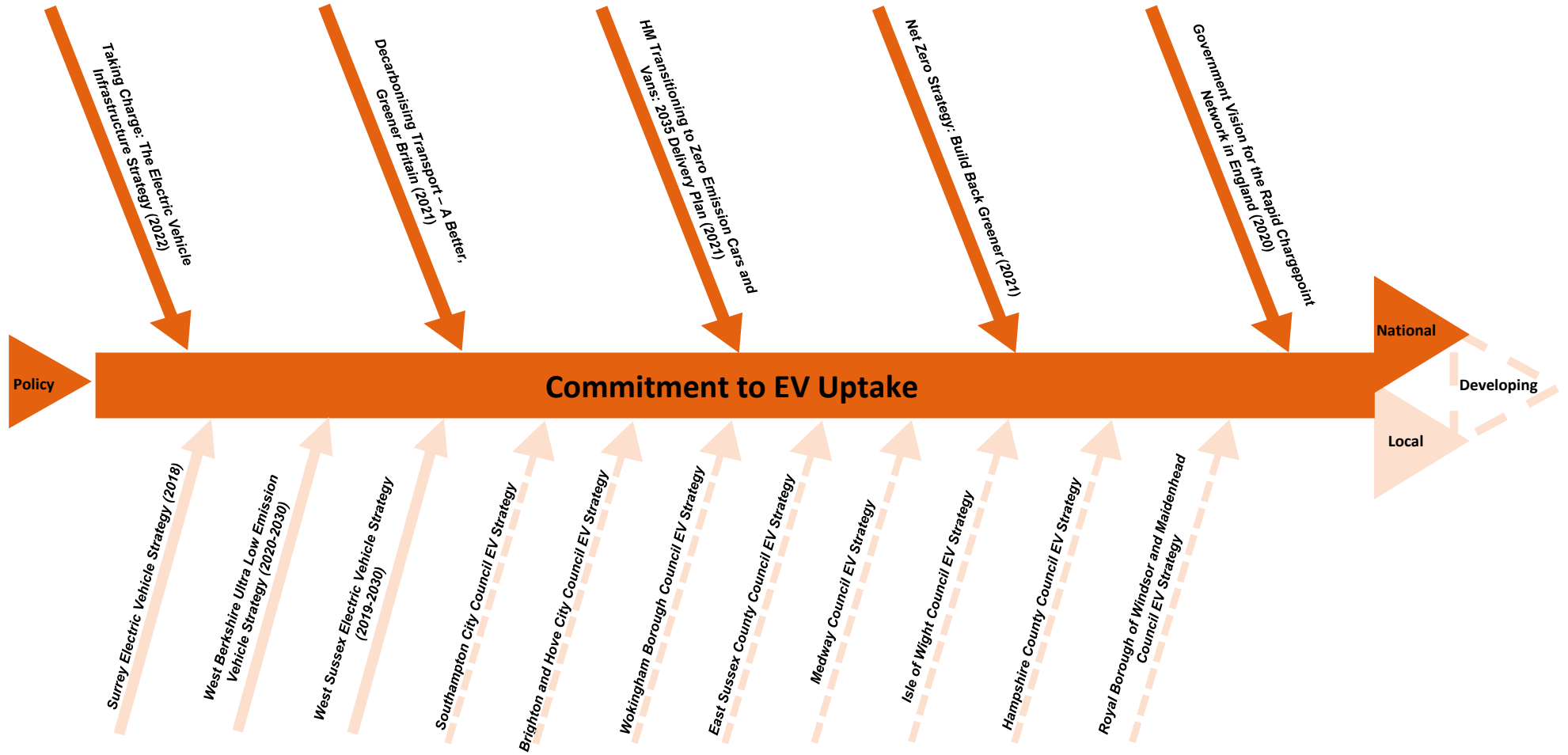
3.2.8 Figure 11 lists key national and local policies. This figure represents published EV strategies and data received in response to the local authority questionnaire. EV or ULEV strategies which are in development by LTAs in the TfSE area are shown as dotted arrows.

¹⁸ Gov.uk, 'Net Zero Strategy: Build Back Greener' (2021). <https://www.gov.uk/government/publications/net-zero-strategy>

¹⁹ Gov.uk, 'Government Vision for the Rapid Chargepoint Network in England' (2020). <https://www.gov.uk/government/publications/government-vision-for-the-rapid-chargepoint-network-in-england/government-vision-for-the-rapid-chargepoint-network-in-england>

²⁰ Gov.uk, 'Automated and Electric Vehicles Act 2018 regulatory report' (2021). Automated and Electric Vehicles Act 2018 regulatory report - GOV.UK (www.gov.uk)

Figure 11: Key National and Local policy.



3.3 Local Context

- 3.3.1 LTAs have a crucial role to play in the rollout of EVCI, which Government guidance²¹ outlines as including:
- proactively supporting and delivering the rollout of electric vehicle chargepoints.
 - helping to ensure the transition is integrated into wider local transport and community needs.
 - through policies and published strategies, local authorities can facilitate and help guide the market to deliver to meet the charging needs of residents, businesses and visitors.
 - writing or being part of a wider local EV or EV infrastructure strategy is vital to establishing objectives, ways of working, responsibilities and a pathway to delivery.
 - Accessing capital funding and procuring installation, operation and maintenance for EVCI.
 - engaging with local business and the public to raise awareness of available EVCI.
 - electrifying LTA vehicle fleet.
- 3.3.2 As of Summer 2022, three LTAs within the TfSE area have published their own EV or Ultra-Low Emission Vehicle (ULEV) strategies. Targets stated in these strategies are summarised in Table 7, with more detail in Working Paper 2 – Policy and Operational Context. As Table 7 shows, the use of targets varies across these strategies.

²¹ Gov.uk, 'Electric vehicle charging infrastructure: help for local authorities' (2022). [Electric vehicle charging infrastructure: help for local authorities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/electric-vehicle-charging-infrastructure-help-for-local-authorities)

Table 7: Summary of targets taken from LTA EV / ULEV strategies within the TfSE area.

Local EV or ULEV Strategy	Year Produced	EV Uptake Forecasts	EV Uptake Targets	EV Car Club Targets	EVCI	EVCI Demand Forecasts	Fleet Electrification	Education
Surrey County Council	2018			50% of available vehicles electric by 2025	General target to expand EVCI network		Encourage adoption of electric vehicles when fleet refreshed	Aims to continue to promote educational information on EVs
West Berkshire Council	2020	25% of residents and drivers moved to ULEV by 2030	10% increase in ULEV uptake by 2023	60% of vehicles to be electric by 2022	50% increase in EVCPs by 2023	33 - Rapid 103 - Destination 1762 - Residential by 2030	25% of West Berkshires Councils car and light duty fleet to be ULEV by 2022	Aims to provide insights into vehicle developments, legislation and policies that may affect future ULEV take up
West Sussex County Council	2019	18,000 by 2025 44,000 by 2030	70% of all new cars to be electric by 2030		Aims to have sufficient charging infrastructure in place to support EVs	3,300 by 2025 7,350 by 2030	Commitment to develop a fleet transition plan	Aims to focus on communication and incentives.

- 3.3.3 LTAs that haven't published specific EV or ULEV strategies do mention EV and EVCI targets and aspirations within their transport strategy, local transport plan or environmental / air quality policy documents. Examples of these aspirations or commitments are shown in Table 8. A full breakdown is contained in Working Paper 2 - Policy and Operational Context.

Table 8: Key LTA Commitments / Aspirations from supporting documents.

LTA	Key commitment / aspiration
Bracknell Forest Council	<ul style="list-style-type: none"> • Sustainable Modes Strategy (2018-2026): (1) The Council encourages EV uptake and commercial EV charging operators providing EVCPs in suitable locations and (2) the Council will continue to apply a logical, yet supportive role in facilitating electric vehicle use. • Climate Change Strategy (2020-2024): Pan-Berkshire EV project – The Council will be working with the other 6 Berkshire authorities to implement EVCI.
Brighton and Hove Council	<ul style="list-style-type: none"> • 2030 Carbon Neutral Programme (2021-2030): Install hundreds of on-street electric charging points and rapid charging hubs for taxis. • Developing a new Transport Plan for Brighton and Hove (2021): The Council will introduce emissions-based parking charges, expand the Ultra-Low Emission Zone, install more EVChs, offer financial incentives to switch to electric vehicles, run behaviour change campaigns, electrify the Council fleet, use more electric shared transport vehicles and introduce low emission bus corridors.
East Sussex County Council	<ul style="list-style-type: none"> • East Sussex Environment Strategy (2020): Develop and implement an EV strategy. • East Sussex County Council's Climate Emergency Plan (2020-2022): Grey fleet review and install EV chargepoints. • East Sussex Local Transport Plan Implementation Plan (2016/17-2020/21): Install EVCPs at key locations
Hampshire County Council	<ul style="list-style-type: none"> • Hampshire Carbon Mitigation Action Plan (2011-2031): Provision of pilot of on-street residential electric vehicle chargepoints
Isle of Wight Council	<ul style="list-style-type: none"> • Mission Zero Climate and Environment Strategy (2021-2040): The Council will increase the number of publicly available rapid and fast EVCPs across the island to at least 72 to ensure one EV charger is available per 8 households who don't have off-street parking by 2040.
Kent County Council	<ul style="list-style-type: none"> • Kent County Council and Medway Council's Energy and Low Emissions Strategy (2020): (1) The Council will reduce greenhouse gas emissions from their own estate and activities, as well as from the whole county, to be net zero by 2030 and (2) Kent County Council is leading a collaborative effort by six councils to install over 600 new charging points over the next 2 years.
Medway Council	<ul style="list-style-type: none"> • Medway Climate Change Action Plan (2022): Progress the delivery of the EV strategy (2022 -27) and facilitate the installation of EV charging point infrastructure on council land and public highway.
Portsmouth City Council	<ul style="list-style-type: none"> • Portsmouth Local Transport Plan (2021-2038): The council will continue to provide appropriate charging solutions to meet demand and need, such as those provided in the pioneering On-street Residential Chargepoint Scheme (ORCS) that has seen EVCPs incorporated into lamp columns across the city.
Reading Borough Council	<ul style="list-style-type: none"> • Reading Climate Emergency Strategy (2020-2025): (1) Decarbonise the Council Vehicle Fleet by increasing EVCPs at Council buildings and (2) Require all taxis and private hire vehicles to be EV or hybrid by 2030.

LTA	Key commitment / aspiration
Royal Borough of Windsor and Maidenhead	<ul style="list-style-type: none"> • Environmental and Climate Strategy (2020-2025): The Council will identify a partner and funding model and roll-out EVCI to: meet carbon reduction targets; monitor progress through the council's annual monitoring report; and adopt a new parking supplementary planning document (SPD) setting out standards for EV charging in new developments.
Slough Borough Council	<ul style="list-style-type: none"> • Slough Low Emission Strategy (2018-2025): (1) The Council will develop and implement a Slough Electric Vehicle Plan. (2) The Slough Electric Vehicle Plan will support home, workplace, and on street charging opportunities. The plan will also look to install a network of rapid charging hubs to facilitate a high growth rate in plug-in taxis and the use of smart technology to link taxi operators with EVCI and customers.
Southampton City Council	<ul style="list-style-type: none"> • Connected Southampton Transport Strategy (2019-2040): (1) The council will seek to deliver a 24 hour publicly accessible network of EVCPs. (2) EVCPs are currently being considered in a first pilot phase in key locations. Subsequent phases will focus on installing charging points in taxi ranks and neighbourhood 'Mobility Hubs'.
Wokingham Borough Council	<ul style="list-style-type: none"> • Local Transport Plan (2011-2026): By 2026, the Council aim to have developed an EVCP network. The Council will set out a framework for the roll-out of electric charging points.

3.3.4 On a local level, out of the forty-six district and borough authorities, four of them have their own EV or EVCI strategy. These are Swale Borough Council, Horsham District Council, Sevenoaks District Council and Waverley Borough Council. These strategies set out the following EVCI commitments:

- **Swale Borough Council Draft Electric Vehicle Strategy (2022-2030)** - create and facilitate a network of EVCPs that meets the needs of residents, businesses, and visitors, with sufficient coverage by 2030.
- **Horsham District Council Electric Vehicle Chargepoint Strategy (2020)** - take part in partnerships for a comprehensive and cohesive EVCP network.
- **Waverley Borough Council Draft Electric Vehicle Strategy (2021-2026)** – install chargepoints at 30 locations by 2026.
- **Sevenoaks District Council Low Emission and Electric Vehicle Strategy** - improve the electric vehicle charging network across the district.

3.3.5 The borough and district authority strategies do not generally include EVCI modelling and analysis to inform specific targets and commitments. Working Paper 2 – Policy and Operational Context, includes further detail from the district and borough strategies.

3.3.6 The TfSE EVCI strategy will provide support to each of the LTAs, district and borough authorities to enable them to create or update their own EVCI strategy.

Distribution Network Operators

3.3.7 The TfSE area is covered by two DNOs; UKPN and SSEN, both of which have published their own EV strategy documents, summarised below.

UKPN EV Strategy (2020)

3.3.8 The UKPN EV Strategy (2020)²² outlines three core objectives:

- Support the production of clear and accessible policies and standards through development of industry leading forecasting tools.
- Continue to capture and share data to improve customer experience and ensure UKPN can satisfy its role in EVCI rollout.
- Develop a future proofed EVCI network through the use of smart solutions and strategic investment.

SSEN EV Strategy (2020)

3.3.9 The SSEN EV Strategy (2020)²³ includes five principles to support the transition to EVs:

- Make data available to anticipate issues, support decision making and make sure power networks are ready for future EV uptake.
- Develop a suite of tools to support widespread EV uptake, fleet electrification and EVCI rollout.
- Use Local Development Plans to inform and establish strategic investment programmes.
- Establish resources to deal with the impacts of increasing EV uptake on the network.
- Support stakeholders' ambitions to decarbonise through active engagement and ensure visibility of network capability.

3.3.10 Both strategies highlight the DNOs' commitment to support the development of local EVCI policies and roll-out plans by sharing data and models to inform decision making. Engagement with the DNOs has been an essential element in the creation of the TfSE EVCI strategy and the relationships that have been established will underpin its successful implementation.

3.4 Key Findings

3.4.1 The development of this TfSE EVCI strategy has been guided by national, regional and local policies related to EVs and EVCI. This ensures alignment with existing commitments across all levels of government and that this strategy can contribute to achieving the targets and milestones already in place.

3.4.2 On a national level, the UK government continues to set ambitious milestones for EV adoption and the roll-out of a high-quality EVCI network across the UK. To facilitate this, the government has committed to providing the following funds and grants to support the public and private sectors to create the required EVCI:

- Rapid Charging Fund
- Local EV Infrastructure Fund
- On-street Residential Chargepoint Scheme
- EV Chargepoint Grant
- Workplace Chargepoint Grant
- Ultra-Low Emission Taxi Infrastructure Scheme
- Driving the Electric Revolution Challenge (UK Research & Innovation)

²² UK Power Networks, 'Electric Vehicle Strategy' (2019). <https://innovation.ukpowernetworks.co.uk/wp-content/uploads/2019/11/UK-Power-Networks-Electric-Vehicle-Strategy-November-19.pdf>

²³ Scottish and Southern Electricity Networks, 'Electric Vehicle Strategy' (2020). <https://www.ssen.co.uk/globalassets/electric-vehicle/ev-media/ssen-ev-strategy-september-2020.pdf>

- 3.4.3 Local policies in the TfSE region promote the need to enable EV uptake and increase EVCI provision, although there is less consistency with the creation of local EV strategies. Out of sixteen, three LTAs have published specific EV or ULEV strategies and of these, two have included detailed forecasting or commitments to specific, quantified targets.
- 3.4.4 The differences across the TfSE area highlights the importance of a comprehensive regional EVCI strategy aimed at supporting LTAs to align with national objectives, leverage available public capital funding, and accurately model future EV uptake and EVCI demand. This will ensure they can develop specific and measurable commitments towards planning and delivering a future proofed EVCI network. This strategy also emphasises the need to continue knowledge sharing and support between local authorities that have expertise and those that are still in the early stages of developing their EVCI roll-out plans (Appendix A – Action Plan).
- 3.4.5 The commitments of both DNOs highlights their willingness and ability to play a crucial role in the roll-out of a regional EVCI network. The process of creating this EVCI strategy has enabled TfSE to strengthen relationships with the DNOs.
- 3.4.6 Further analysis of national, regional and local policy landscape is included in Working Paper 2 – Policy and Operational Context.

4 Market Context

4.1 Introduction

- 4.1.1 This section covers a review of current EV market, EVCI technology and the EVCI market which has been used to inform the TfSE EVCI strategy. The purpose of this review is to ensure that LTAs are aware of market risks and opportunities as they develop their local EVCI strategies. Furthermore, it is essential to the EVCI forecasting exercise, covered in later sections of this report, to ensure that modelling builds in future technology and appropriate use cases.

4.2 Market Trends

- 4.2.1 The current EV market is ever evolving with new, more efficient, and technologically advanced vehicle models being released every year. For instance, Tesla has made frequent changes to its electric vehicles through software updates and hardware changes to add new features, improve performance or reduce production costs²⁴. A comparison of different EV models can be found in Working Paper 2.
- 4.2.2 In 2022, EVs accounted for a fifth of new car sales in the UK²⁵ and have surpassed diesel sales for the first time. The global market for EVs is estimated at 9.5 million units in 2022 and is projected to reach a 80.7 million units by 2030²⁶. The rate of EV adoption is linked to increases in EV battery size and range, as well as reductions in battery price and EV sale price.
- 4.2.3 The 2022 energy crisis has caused EV charging prices to rise, which may in the short-term price-out potential EV adopters²⁷. Furthermore, there is uncertainty surrounding the impact of the recent announcement that EV owners will have to pay vehicle excise duty (i.e. road tax) from 2025²⁸. Consequently, the EV market is highly volatile and predicting future trends is particularly difficult.
- 4.2.4 Key market trends are summarised below:
- **Battery Range:** As technological advances in battery size and range continue, the frequency of needing to recharge reduces, increasing the confidence to travel further distances. This also minimises the level of behaviour change for the average driver, as 'range anxiety' is limited. However, this will also increase the demand for high-powered chargers for those that choose to travel longer distances. Despite promises of EVs with a range of 500+ miles, range increases will be limited by battery size, weight and cost.
 - **Charging Rate:** The State of Charge (SOC), or percentage of the battery's full charge has a significant effect on the maximum power and hence time to charge. When batteries are nearly empty and have a low SOC, maximum-speed charging are achievable. However, as the SOC increases, the charging-speed reduces. While some newer EVs will be able to charge at much higher power levels, they can only sustain the highest charge rates across a smaller SOC range. Whilst it is expected that battery EV charging capability will further improve in the future, research

²⁴ Reuters, 'Exclusive: Tesla readies revamp of Model Y codenamed 'Juniper'' (2023). <https://www.reuters.com/business/autos-transportation/tesla-readies-revamp-model-y-codenamed-juniper-sources-2023-03-01/>

²⁵ BBC News, 'UK new car sales hit 30-year low but electric vehicle demand soars' (2023). <https://www.bbc.co.uk/news/business-64165689>

²⁶ GlobeNewswire, 'Global Electric Vehicles Market Report 2023: Localizing the EV Supply Chain Remains Crucial for Sustainable Growth of EVs' (2023). <https://www.globenewswire.com/news-release/2023/02/28/2617465/0/en/Global-Electric-Vehicles-Market-Report-2023-Localizing-the-EV-Supply-Chain-Remains-Crucial-for-Sustainable-Growth-of-EVs.html>

²⁷ WhichEV, 'Public EV charging prices increase 14% since June according to Zap-Map' (2022). <https://www.whichev.net/2022/11/14/public-ev-charging-prices-increase-14-since-june-according-to-zap-map/#:~:text=The%20price%20EV%20drivers%20are,charge%20points%20in%20the%20UK.>

²⁸ The Guardian, 'Electric car owners to pay road tax from 2025, Jeremy Hunt announces' (2022). <https://www.theguardian.com/uk-news/2022/nov/17/electric-car-owners-to-pay-road-tax-from-2025-jeremy-hunt-autumn-statement>

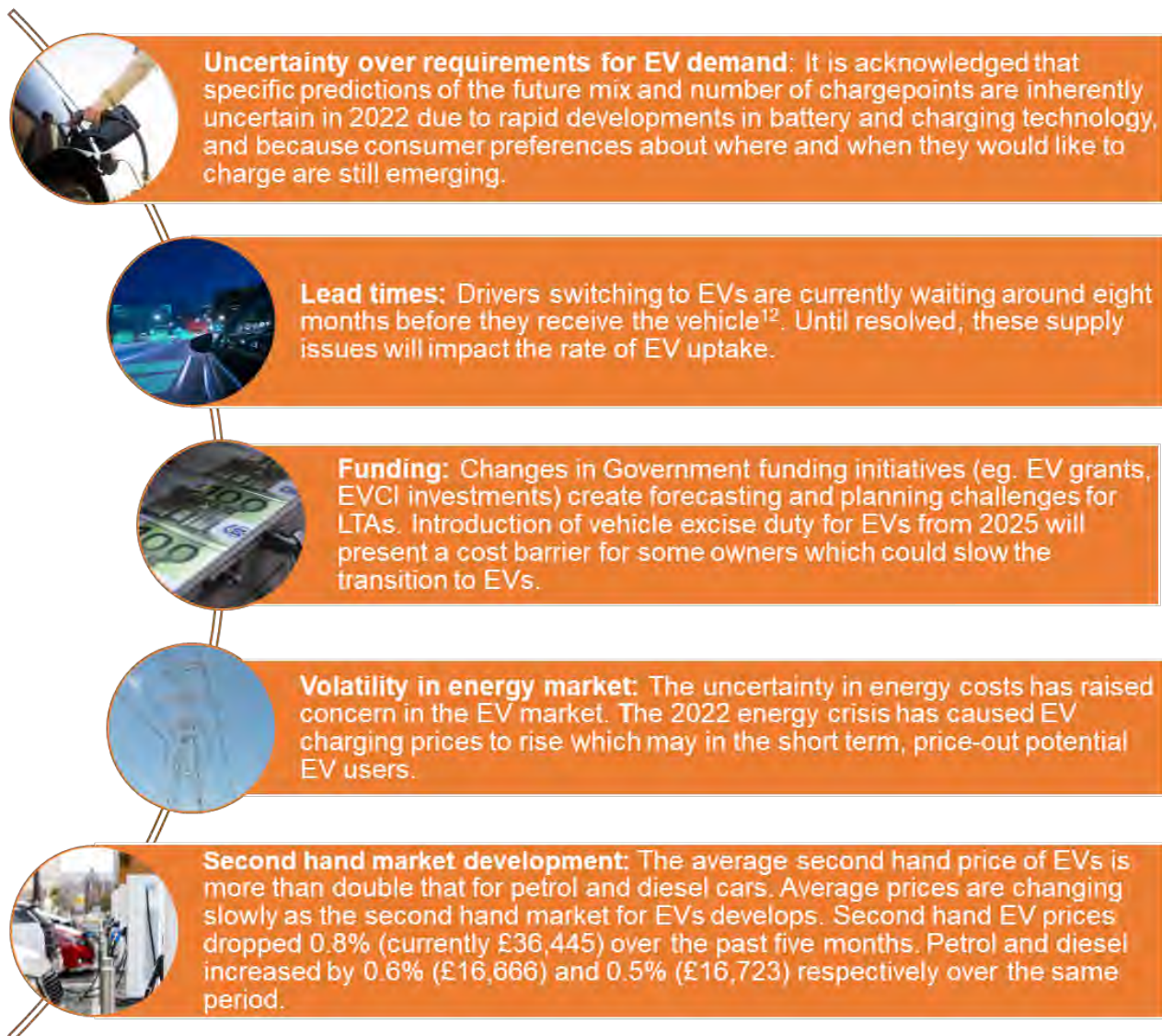
shows that maximum power levels of up to 150kW are likely to be sufficient for most EV cars and light vans.

- **Price:** Analysts predict a continuation in the progressive trends of EV adoption (43% increase in global EV sales in 20208). Given these projections, it can be reasonably assumed that new EVs will become more affordable, and the second-hand market will expand making EVs a viable choice for a wider range of consumers.

4.3 Market Challenges

- 4.3.1 Analysis of market trends revealed a range of challenges to LTAs seeking to promote EV uptake and deliver an EVCI network to meet future demand. These challenges are shown in Figure 12.

Figure 12: EV market challenges.²⁹³⁰³¹³²



²⁹ HM Government 'Taking Charge: The Electric Vehicle Infrastructure Strategy' (2022). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

³⁰ Electrifying.com, 'Why wait? How to beat the queue for a new electric car' (2022) <https://www.electrifying.com/blog/article/waiting-times-for-electric-cars>

³¹ The Guardian, 'Electric car owners to pay road tax from 2025, Jeremy Hunt announces' (2022). <https://www.theguardian.com/uk-news/2022/nov/17/electric-car-owners-to-pay-road-tax-from-2025-jeremy-hunt-autumn-statement>

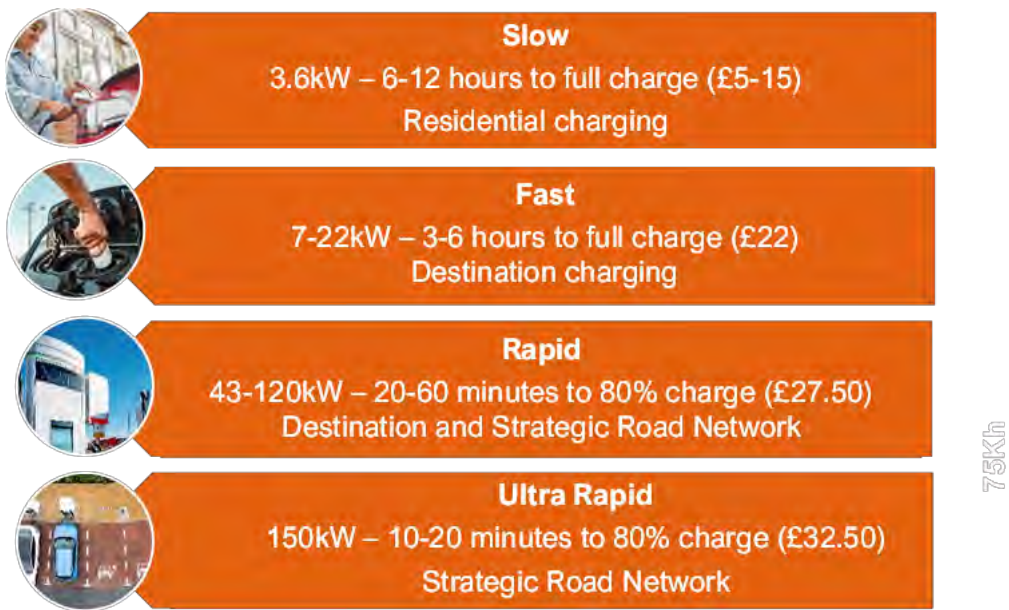
³² Fleetworld, 'Used EV prices soften but many models outperform market' (2023). [Used EV prices soften but many models outperform market \(fleetworld.co.uk\)](https://www.fleetworld.co.uk/news/used-ev-prices-soften-but-many-models-outperform-market)

4.4 Current EV Infrastructure

EV Chargepoints and Charging Hubs

4.4.1 EV and EVCI technologies are evolving rapidly. A variety of EV charging technologies are now available on the market to support the different requirements of vehicles, sites, and standards. The main types of EV chargers, their typical charging times, cost of charge³³ and use cases are outlined in Figure 13.

Figure 13: Types of EV chargers.



4.4.2 The cost to an EV driver to charge increases significantly as higher power chargers are used. These costs are highly dependent on energy costs and have increased due to the current energy crisis. Some public CPOs briefly charged £1 per kWh in 2022 for a rapid charger³⁴, before public pressure reversed this rise. Despite this, charging an EV is still cheaper than refuelling a petrol or diesel vehicle. Several price comparison calculators are available to quantify this exact savings and research suggests that the average driver could save over £500 per year in fuel costs³⁵. This fuel saving is for an EV owner who charges at home, they will pay 11p / mile compared to an ICE vehicle costing 17p/mile³⁶.

4.4.3 Figure 14 shows the differences between a chargepoint unit and a chargepoint station (also called a hub). A chargepoint unit is for a single car use. A chargepoint station provides charging access for multiple EVs simultaneously.

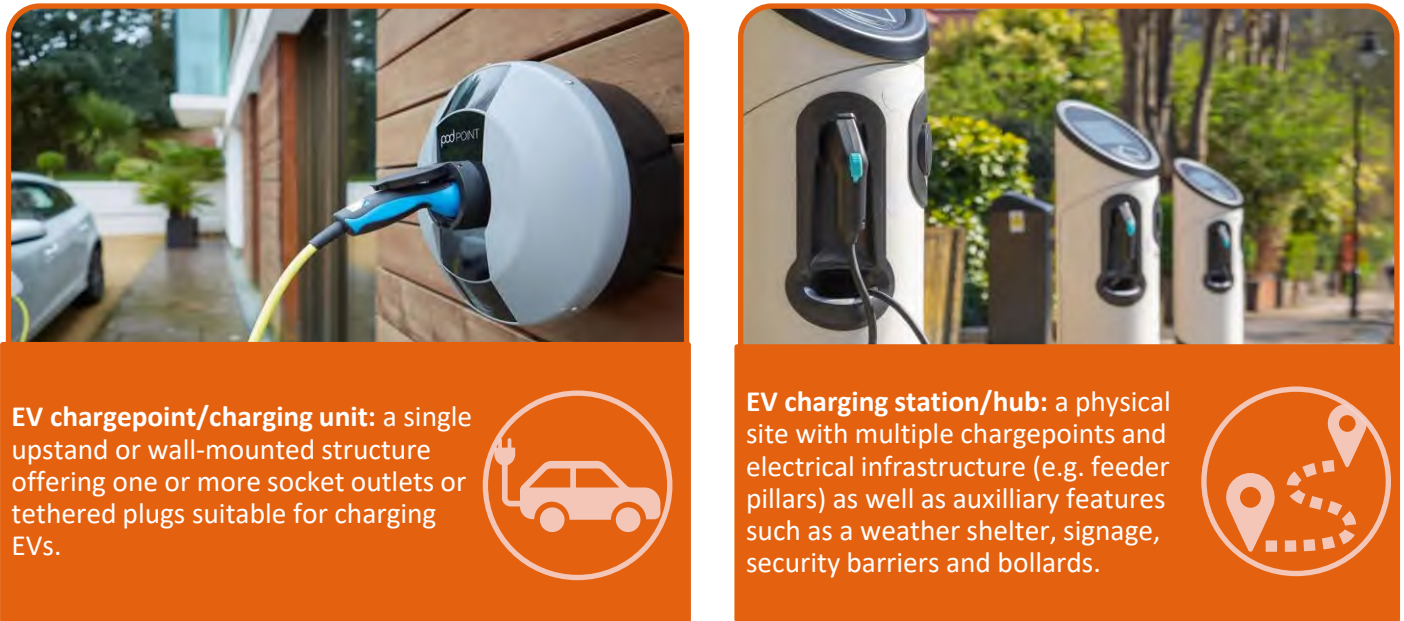
³³ PodPoint, 'Cost of Charging an EV' (2022). <https://pod-point.com/guides/driver/cost-of-charging-electric-car>

³⁴ FleetNews, 'Energy cost rise increases rapid charging rate by 50%' (2022). <https://www.fleetnews.co.uk/news/latest-fleet-news/electric-fleet-news/2022/09/15/energy-cost-rise-increases-rapid-charging-to-1-per-kwh>

³⁵ ZapMap, 'Charging on the public network' (2022). <https://www.zap-map.com/charging-price-index/>

³⁶ ZapMap, 'Charging on the public network' (2022). <https://www.zap-map.com/charging-price-index/>

Figure 14: Types of charging station.



4.4.4 Dedicated EVCPs can have different charging speeds, sockets and power supplies. A suitable location for an EVCP is determined by many things, including its power rating, which dictates the speed of charge. Specifications of EVCPs available in the marketplace are also differentiated by their communication protocol, type, and number of charging outlets, as well as aesthetics.

4.4.5 The cost of the EVCP hardware is one element of the total EVCI installation costs. Electrical infrastructure, planning and design, construction, and DNO connections all contribute to the total cost of installation. EVCI with higher power requirements will typically cost more and take longer to deliver. This is because more electrical infrastructure (e.g., transformers, substations), design work, and DNO support (e.g., to supply power to the site) is required. Table 9 presents guidance produced by UKPN³⁷ with indicative DNO connection costs for different EVCI installations.

Table 9: UKPN guidance for different types of chargepoints.

Scenario	DNO connection cost	Time to Deliver	Space Requirements
Installing a charger to an existing streetlight	N/A	Quick	Minimal
Installing an on-street charger	£5k - £10k	8-12 weeks	Small
Installing a charger at a car park	£10k+	8-12 weeks	Medium (2m x1m)
Installing multiple 150KW rapid chargers	£100k+	12-16 weeks	Large (minimum 5mx4m)
Installing 10 x 150kW rapid charger (1.5 – 2MVA)	£150k	16 weeks+	Large (x2) (minimum (x2) 5mx4m)

³⁷ UK Power Networks, 'Electric Vehicle Scenario Guide', (2020). <https://media.umbraco.io/uk-power-networks/xqbp5u1p/ev-scenarios-may-2020.pdf>

Scenario	DNO connection cost	Time to Deliver	Space Requirements
Installing 15+ 150kW rapid chargers (2 – 5 MVA)	£400k	20 weeks+	Large (x2) (minimum (x2) 5mx4m)

Residential EV Charging

- 4.4.6 Research carried out by Element Energy showed that approximately 75% of all charging events occur overnight at home³⁸. This highlights the importance of charging provision at residential locations. However, 60%³⁹ of homes in the UK do not have access to a private driveway to park their vehicle overnight (e.g terraced housing, tower block flats, apartment buildings). In these situations, EV users would find it more difficult to install private residential EVCPs and would instead be more reliant on on-street or community hub EVCPs, or workplace / destination charging.
- 4.4.7 Research shows that on-street EVCPs could facilitate approximately 48%⁴⁰ of all private EV charging events. Furthermore, using residential EVCPs was shown in Figure 13 to be the cheapest method for charging an EV on the public EVCI network. For these reasons, establishing an extensive residential EVCI network in the TfSE area will be essential to ensure inclusive access to EVCI and supply future demand across the region. It will provide potential EV users with confidence in the availability of EVCI, which in turn will promote EV adoption. The tables below, cover the advantages and disadvantages of different types of on-street EVCPs that are currently available.

Table 10: Residential Charging - Lamppost Mounted EVCPs.

Lamppost Mounted EVCPs



Advantages	Disadvantages
<ul style="list-style-type: none"> Utilises existing physical and electrical infrastructure. Avoids issues surrounding accessibility and street clutter. Quick installation - can be completed in a matter of days. Low capital costs, further reduced through government funding (e.g., ORCS) and private operator agreements. 	<ul style="list-style-type: none"> Often discreet with minimal signage, there is an increased risk that parking bays may be taken by non-EVs, blocking access to the EVCP. Long time to charge. Constrained by existing power supply to the lamppost which is often less than a slow (3.6kW) EVCP. Lampposts situated at the back of the footway can create a trailing cable trip hazard.

³⁸ Element Energy, 'EV Charging Behaviour Study' (2019). <http://www.element-energy.co.uk/wordpress/wpcontent/uploads/2019/04/20190329-NG-EV-CHARGING-BEHAVIOUR-STUDY-FINAL-REPORT-V1-EXTERNAL.pdf>

³⁹ Office for National Statistics, 'Over half of younger drivers likely to switch to electric in next decade' (2021). <https://www.ons.gov.uk/economy/environmentalaccounts/articles/overhalfyoungerdriverslikelytoswitchtoelectricinnextdecade/2021-10-25>

⁴⁰ The Energy Saving Trust, 'Charging Electric Vehicles' (2019). <https://energysavingtrust.org.uk/sites/default/files/23465-EST%2BDFT-Charging%20Electric%20Vehicles%20-%20Best%20Practice%20Guide-WEB.pdf>

Table 11: Residential Charging - Bespoke EVCPs.

Bespoke EVCPs


Advantages	Disadvantages
	<p>Ability to use recycled street furniture, such as bollards and signposts, which reduces costs, street clutter, and the embodied carbon.</p> <p>Have low power requirements and can be connected to existing infrastructure with minimal power reinforcement.</p> <p>Quick installation - can be completed in a matter of days.</p> <p>Low capital costs, further reduced through government funding (e.g., ORCS) and private operator agreements.</p>
	<p>May require new physical infrastructure to house the electronics.</p> <p>Requires new electrical connections.</p> <p>Additional civils work to install.</p> <p>Reduces width of footway and accessibility.</p>

Table 12: Residential Charging - Pop Up Columns.

Pop Up Columns


Advantages	Disadvantages
	<p>When not in use, has minimal visual impact and no reduction in footway width.</p> <p>Can be future proofed by providing excess capacity to supply additional or higher power EVCPs.</p>
	<p>New electrical connections will be required.</p> <p>Requires additional civils.</p> <p>Can be difficult to locate.</p> <p>Reduces width of footway when in use, reducing accessibility.</p>

Table 13: Residential Charging - Standard Chargepoints Installed on a Build Out.

Standard Chargepoints Installed on a Build Out


	Advantages	Disadvantages
	<p>Does not impact accessibility as the buildout doesn't reduce the size of the footway.</p> <p>Newly installed power connections can ensure that EVCPs supply multiple charging sockets.</p> <p>Can be future proofed to provide excess capacity to later supply additional or higher power EVCPs.</p>	<p>New electrical connections will be required.</p> <p>Increased civils required to install into the carriageway.</p> <p>Reduces parking availability.</p>

Table 14: Residential Charging - Wireless Charging.

Wireless Charging


	Advantages	Disadvantages
	<p>Automated and hands-free – providing the highest levels of safety, convenience and accessibility.</p> <p>Operational through rain, snow, ice, mud, and leaves with no loss in efficiency.</p> <p>Minimal additional street furniture and impact on accessibility.</p>	<p>Costly installation and high procurement costs for the hardware.</p> <p>Current vehicle technology does not enable wireless charging without adaptation and there is uncertainty over the ability to retrofit.</p> <p>Certain vehicles would require major redesign to ensure ground clearance.</p>

Table 15: Residential Charging – Bollard Chargers.

Bollard Chargers



Advantages

- Maximum protection against damage and vehicle collisions.
- Newly installed power connections can ensure that EVCPs can supply multiple charging sockets.
- Can be future proofed by providing excess capacity to later supply additional or higher power EVCPs for future demand.

Disadvantages

- New electrical connections will be required, increasing installation costs and time.
- Requires additional civils to install such as trenching, feeder pillars and associated traffic management.
- Additional street clutter.

Table 16: Residential Charging – Chargebridge.

Chargebridge



Advantages

- An innovative on-street solution that avoids EV charging cables obstructing footways entirely.
- The system can be installed on dense terraced streets using existing lampposts or being connected to properties.
- Home, on-street, residential, and workplace charging applications.

Disadvantages

- The system is in early stages of development and not yet available for commercial roll-out.
- The solution is currently untested on a large scale.
- May not be suitable for areas with high parking demand due to difficulties accessing the charger.

4.4.8 Unlike off-street, installation of EVCI on-street presents the following additional challenges and considerations:

- Residents will be particularly impacted by EVCI installed outside their homes, therefore public consultation is especially important to avoid potential push back and potential reputational damage.
- There should be minimal additional street furniture – so called ‘street clutter’ has been shown to be unpopular among residents.

- Pavements must be wide-enough (at least 1.2 meters) so that infrastructure can be installed without impacting accessibility (e.g., wheelchair users).
- Usage and payment accessibility must be considered for all user groups.
- Infrastructure must be robust against vandalism and accidental damage (e.g. bollards).
- EVCPs should be located within a 3-minute walk from EV users' homes' to be used regularly.
- Street work licenses and traffic regulation orders must be considered as they can result in overall time and cost implications.
- The physical environment, hardware and user experience must also reflect the new PAS 1899:2022 accessibility standard⁴¹.
- LTAs may need to consider the development of kerbside strategies to avoid ICE vehicles parking in EV bays which would otherwise block access to chargepoints for EV drivers wishing to charge.

- 4.4.9 It is important to understand the advantages and disadvantages of different types of EVCP, as different options may be better suited for a particular location. Streetscape, restrictions on parking bays, and other environmental factors must be considered to ensure the most accessible and convenient EVCP is installed. Time and cost are other factors to consider which may vary between each local authority.
- 4.4.10 It is important to engage with the two DNOs, UKPN and SSEN, that operate within the TfSE region in order to understand power availability at potential EVCI sites and ensure the works avoid unnecessary and unexpected complications, delays and costs. Both DNOs have committed in their EV strategies, covered in Section 3.3, to support local authorities to achieve plan and deliver on their EVCI ambitions.
- 4.4.11 Although TfSE will not be responsible for delivering on-street EVCI, clear and consistent guidance will play a valuable role in supporting LTAs develop a long-term EVCI rollout plan. This may include:
- Providing a platform for communicating lessons learned and best practice across the LTAs.
 - Developing a framework to identify and prioritise different locations for EVCI installation, based on specific data from the site and local authority.
 - Connecting LTAs with key stakeholders, including DNOs, CPOs, and EVCI specialists.
 - Identifying new and available capital funding opportunities through central government and private organisations to alleviate financial commitment on the LTAs.
 - Supporting local authorities select an appropriate EVCI operating models, covered in Section 4.4, based on fund availability and risk appetite.
- 4.4.12 Due to each type of EVCP having challenges to their implementation and use, it unlikely that a single model or type of can be applied across the entire TfSE area. Figure 15 below, presents case studies on the approach taken by two LTAs in the TfSE area.

⁴¹ Urban Foresight, 'Guidance On Improving Electric Vehicle Charging Infrastructure', (2021). [Plymouth-Accessibility_v3.pdf \(urbanforesight.org\)](#)

Figure 15: Case studies.⁴²

Brighton and Hove City Council

Brighton and Hove City Council have taken a lead in EV infrastructure rollout in the TfSE region. Over 350 chargepoints have been installed with funding provided by OZEV, and investment from Electric Blue who were chosen to install, maintain and manage the chargepoints. This is to align with obligations set out in the Oxford’s City Council’s Charter for cleaner air, which Brighton and Hove Council have signed to call on the UK Government to put air quality as a priority. The Charter also results in the chargepoint operator, Electric Blue, using 100% renewable electricity tariffs. Residents and visitors can find the nearest chargepoints on the Electric Blue app. Charging costs 39p per kWh, with the council receiving 1p per kWh in year one, rising to 4p per kWh in year four. All chargepoints are fed by 100% renewable energy. Brighton and Hove have implemented parking restrictions to promote EV uptake. The council offers a 50% discount for resident parking permits for eligible low emission vehicles and 18 mandatory rapid EV vehicle recharging parking bays have been marked across the city. Brighton and Hove have also taken into consideration taxi driver EV uptake, offering three rapid taxi charging hubs. To increase inclusivity in EV uptake, Brighton and Hove City Council have also started a new project to soon trial EVCPs designed to be accessible for disabled people, working with Electric Blue, and Disabled Motoring UK.

The sources for this case study came from the Parking Strategy and Contracts Manager at Brighton and Hove City Council.

Bracknell Forest Council

In partnership with EV charging infrastructure designers and installers Joju Charging, and their funding partner and EVCP operator Mer UK, the council is installing 32 charging points in 11 car parks. The 22kW chargers are open for all to use, including residents without off-street car parking living nearby. The type 2 chargers cost EV drivers 39p per kWh to use, and payment can be made via the Mer UK app, or by following the instructions on the charge point.

The source for this case study is <https://www.bracknell-forest.gov.uk/news>. References to prices per kWh were correct at the time the article was written.

Operating models

- 4.4.13 This section describes the business operating models, which include the procurement, installation, operation and maintenance of charging points. These operational models can be complex and due to the on-going technology development, there are several different bespoke methods and models available. The typical public / private operating models are shown in Table 17 and the key elements of each outlined in Table 18.

⁴² Brighton and Hove City Council, 'Over 200 electric vehicle charging points for Brighton and Hove' (2020). <https://www.brighton-hove.gov.uk/news/2020/over-200-electric-vehicle-charging-points-brighton-hove#:~:text=Electric%20vehicle%20owners%20looking%20to,in%20the%20next%20few%20weeks>.

Table 17: Types of operating models.

	LA Own & Operate	LA Led Private Operated	Hybrid	Fully Funded Concession Contract	Private Own & Operated
Supply of land					
EVCP cost					
Installation					
Maintenance					
Revenue risk					

Private Responsibility Local Authority Responsibility

Table 18: Operating models.

Model type	Advantages	Disadvantages
LA Own & Operate	<ul style="list-style-type: none"> Charging infrastructure assets owned and operated by LA. LAs have control over EVCPs e.g., location and pricing. LAs receive all revenue generated. 	<ul style="list-style-type: none"> This can be a higher-risk and higher-cost option for LAs due to taking on the responsibility for ongoing maintenance. This may require helpline support for the chargers.
LA Led & Private Operated	<ul style="list-style-type: none"> LA only has to cover capital costs of installation, which can be heavily subsidised through government capital funding. LA retains ownership of the assets while passing operational risks to the private organisation. Revenue sharing can be built into contracts with the operator. 	<ul style="list-style-type: none"> LA must pay a fee or agree revenue share with the private company operator. LA will still be responsible for covering any major upgrades or network costs. Convenience of outsourcing responsibilities comes at a cost higher than it would if the EVCP was LA operated.
Fully Funded Concession Contract / Hybrid	<ul style="list-style-type: none"> Private operators cover all the capital and operating costs of the project and taking on the operating risks. Low upfront costs for LAs while keeping a degree of control over operation. 	<ul style="list-style-type: none"> The LA has limited ownership of the assets. LA must be willing to hand over public land to private organisations.

Model type	Advantages	Disadvantages
Private Own & Operated	<ul style="list-style-type: none"> • EVCPs installed and operated at minimal upfront costs to the LA. • No operational risk to the LA. 	<ul style="list-style-type: none"> • LA has limited control over EVCP which could lead to issues surrounding inflated charging costs and maintenance issues.

4.4.14 TfSE can support LTAs in selecting an operating model that appropriately balances the risks and rewards of EVCI. This can include developing a framework that will provide guidance on each model and when they are most appropriate.

4.4.15 Private sector funded operating models can be secured via the development process. Planning and related policies can be developed and used by LTAs to ensure that EVCPs are integrated within new developments from the design stage. This ensures that chargepoints are conveniently placed and are less expensive and disruptive than installing chargepoints at a later date⁴³.

Capital Funding

4.4.16 Government grants, end user charges and private funding are all options that can be explored to either fund or recover capital costs for installing EVCI. The private sector CPOs have also invested in the UK’s EV charging infrastructure with a business model focused on revenue returns through charged usage.

4.4.17 The Office for Zero Emission Vehicles (OZEV) offers a range of grants, incentives, assistance, and funding to help people make a switch to EVs. LTAs can also seek funding from OZEV. Table 19 sets out the current funding available.

⁴³ Energy Saving Trust, 'Incorporating EV chargepoints into local planning policies for new developments' (2020). <https://energysavingtrust.org.uk/wp-content/uploads/2020/10/EST0013-Local-Authority-Guidance-Document-Incorporating-chargepoints-into-local-planning-policies-WEB.pdf>

Table 19: Capital Funding Opportunities.

Funding	Description
Rapid Charging Fund (RCF)⁴⁴	<ul style="list-style-type: none"> Part of a £950 million fund to future-proof electrical capacity at motorway and major A road service areas. Available to fund a portion of costs at strategic sites in cities and rural areas across the strategic road network where the costs of upgrading sites to meet future charging demand is not commercially viable. To help businesses with the costs of connecting high-powered chargepoints to the electricity grid, where those costs would prevent private sector investment.
Local EV Infrastructure Fund (LEVI)⁴⁵	<ul style="list-style-type: none"> The £450 million fund has been launched to help LTAs leverage private sector investment into their public charging networks and roll-out long-term, sustainable EVCI. A pilot was launched in 2022, with £20 million from government and industry funding for pilot winners and a further £10 million for existing chargepoint schemes. Kent County Council and West Sussex have each secured funding from the first and second tranches of pilot funding.
On-Street Residential Chargepoint Scheme (ORCS)⁴⁶	<ul style="list-style-type: none"> This fund provides LTAs access to grant funding that can be used to part-fund the procurement and installation of on-street EV chargepoint infrastructure. The new LEVI fund builds on the success of the On-Street Residential Chargepoint Scheme (ORCS) and growing demand from LTAs, with a further £10 million in funding brought forward for this year, bringing this year's ORCS funding to £30 million. Amendments have been made to the scheme to ensure more LTAs benefit from the funding, improve the consumer experience of charging and allow for chargepoint installations on more types of suitable land. Over 1,000 on-street chargepoint applications have been approved in the South East region⁴⁷
EV Chargepoint Grant⁴⁸	<ul style="list-style-type: none"> From April 2022, as part of the replaced Electric Vehicle Homecharge Scheme (EVHS), the government offered an EV chargepoint grant to landlords for single use, multi-use and commercially let properties that have parking dedicated for staff use or fleet use of the tenant or prospective tenant. This funds 75% of the total cost of buying and installing an OZEV approved chargepoint, up to a maximum of £350 per socket installed. This grant is also open to people who live in rental accommodation or own a flat. Over 50,000 chargepoints have been installed in the South East region from the grant.⁴⁹
The Workplace Charging Scheme	<ul style="list-style-type: none"> Funding towards the cost of the purchase and installation of EVCPs at workplaces. The scheme can be applied for by any eligible business, charity or public sector organisation.

⁴⁴ Gov.uk, 'Rapid charging fund' (2021). <https://www.gov.uk/guidance/rapid-charging-fund>

⁴⁵ Gov.uk, 'Apply for local electric vehicle infrastructure (LEVI) pilot funding' (2022). <https://www.gov.uk/guidance/apply-for-local-electric-vehicle-infrastructure-levi-pilot-funding>

⁴⁶ Gov.uk, 'On-Street Residential Chargepoint Scheme guidance for local authorities' (2022).

<https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities>

⁴⁷ Gov.uk, 'Electric vehicle charging device grant scheme statistics: October 2022' (2022). <https://www.gov.uk/government/statistics/electric-vehicle-charging-device-grant-scheme-statistics-october-2022>

⁴⁸ Gov.uk, 'Grant schemes for electric vehicle charging infrastructure' (2022). <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>

⁴⁹ Gov.uk, 'Electric vehicle charging device grant scheme statistics: October 2022' (2022).

<https://www.gov.uk/government/statistics/electric-vehicle-charging-device-grant-scheme-statistics-october-2022>

Funding	Description
(WCS)⁵⁰	<ul style="list-style-type: none"> The Government is expected to continue to fund the WCS until at least 2024/25.

4.4.18 TfSE will support LTAs access this capital funding by:

- Providing a platform for lessons learned and best practice regarding funding applications to be shared and discussed across the local authorities.
- Liaison with EST regarding their support to LTAs in developing funding applications.
- Providing visibility to available and upcoming capital funding opportunities where it is not already provided.
- Connecting authorities with key stakeholders including, DNOs, CPOs, and EVCI specialists to inform capital funding submissions.

4.5 Key Findings

- 4.5.1 In reviewing the market trends and challenges for EV adoption and EVCI, on-street charging provision presents a key challenge for LTAs. To overcome these challenges, there is a variety of EVCP types that LTAs can consider for installation at particular locations. For some, lamppost mounted EVCPs may be most suitable as they can use existing power connections and be quickly installed into retrofitted lampposts. However, in cases where new power connections are required or lampposts are poorly positioned on the footway, an alternative EVCP type would be better suited. On-street charging is a common problem globally, although innovations and new solutions will continue to appear on the market over the years ahead to address this challenge.
- 4.5.2 To balance the benefits and challenges of each operating model, TfSE should work in conjunction with LTAs to develop a guidance framework for authorities wishing to procure or contract a third party to do so.
- 4.5.3 An effective operating model clearly sets out the roles and responsibilities of all parties involved in the installation and operation of EVCI. LTAs must carefully select an appropriate model to balance ownership and control of assets, with costs and risks. This balance will differ depending on the availability of resources, the commercial attractiveness of the EVCI, and the appetite of the local authority to take on additional risk. Models also exist that offer agreements to share costs, revenue and risks between the LTAs and a private organisation.
- 4.5.4 TfSE can guide LTAs to select appropriate operating models for their EVCI deployments, using lessons learned and knowledge of best practice from similar projects. TfSE will also facilitate a platform for local authorities to share their experiences and support each other in selecting the best model.

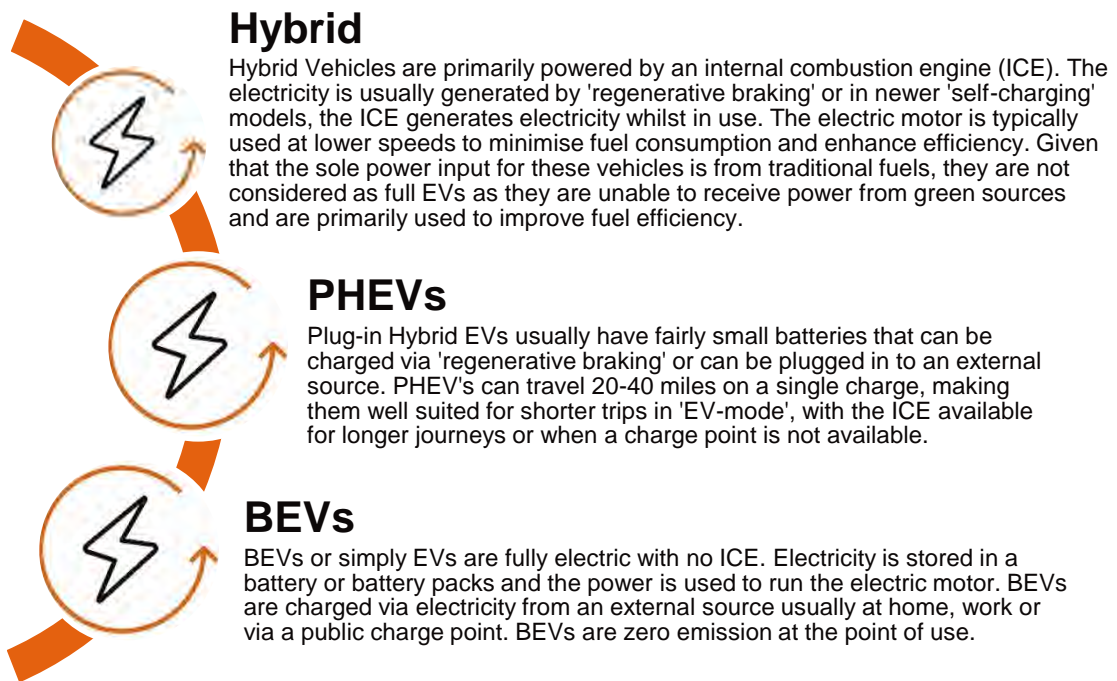
⁵⁰ Gov.uk, 'Workplace Charging Scheme: guidance for applicants' (2022). <https://www.gov.uk/guidance/workplace-charging-scheme-guidance-for-applicants>

5 Baseline Context

5.1 Introduction

- 5.1.1 Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) currently account for the majority of Ultra Low Emission Vehicles (ULEVs). Alternative fuels such as hydrogen and biofuels are currently at very early stages in terms of rollout and therefore have not been analysed in detail. Figure 16 describes the different types of EVs.

Figure 16: Types of ULEVs.



5.2 Process and Assumptions

- 5.2.1 DfT ULEV registration data from the sixteen LTAs has been analysed to establish a regional baseline position. Each dataset used, shown in Table 20, is publicly available and can be accessed through the DfT website⁵¹.

⁵¹ Gov.uk, 'Vehicle licensing statistics data tables' (2022). <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Table 20: DfT datasets used to establish the baseline.

Data Set	Description
VEH0132	Licensed ULEVs at the end of the quarter by fuel type, keepership (private and company) and upper and lower tier local authority: United Kingdom
VEH0105	Licensed vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority: Great Britain and United Kingdom
VEH0134	ULEVs licensed at the end of the quarter by postcode district: Great Britain and United Kingdom

5.2.2 ULEV registration data can be broken down into BEV and PHEV registrations and was published between 2011 Q4 to 2022 Q1, the most recent published dataset at the time of analysis.

5.2.3 Company owned car and van registrations have been omitted from the baseline analysis, as these vehicles are predominantly parked for extended periods of time at offices and depots and would therefore have an opportunity to utilise workplace EVCI. The provision of workplace EVCI falls under the ownership of private companies and would not be the responsibility of LTAs. Therefore, ULEV registrations for the following vehicle types have been included to inform public EVCI forecasts with each LTA:

- Privately registered Cars
- Privately registered LGVs

5.2.4 Further detail on the process has been covered in Working Paper 3 – Baselining.

5.3 Headline Results

BEV Uptake

5.3.1 Year-end BEV and vehicle registration data from each LTA over the last full 5 years of data (2017 Q4 – 2021 Q4) is presented in Table 21, below. A comparison of growth in BEVs and population in each LTA can be found in Working Paper 3.

Table 21: LTA BEV registrations in the TfSE area.

LTA	2017	2018	2019	2020	2021	Increase BEV/Total 2017-21	Veh. Reg.
Bracknell Forest	58	94	138	233	456	686%	0.64%
Brighton and Hove	112	139	246	389	663	492%	0.68%
East Sussex	362	461	657	1,027	1,782	392%	0.58%
Hampshire	914	1,335	2,100	3,238	5,599	513%	0.67%
Isle of Wight	80	114	155	248	442	453%	0.55%
Kent	894	1,160	1,634	2,544	4,508	404%	0.54%
Medway	92	122	166	248	477	418%	0.34%
Portsmouth	34	55	96	155	276	712%	0.33%
Reading	67	98	155	230	369	451%	0.55%
Slough	48	59	85	135	246	413%	0.38%
Southampton	45	73	141	202	369	720%	0.36%

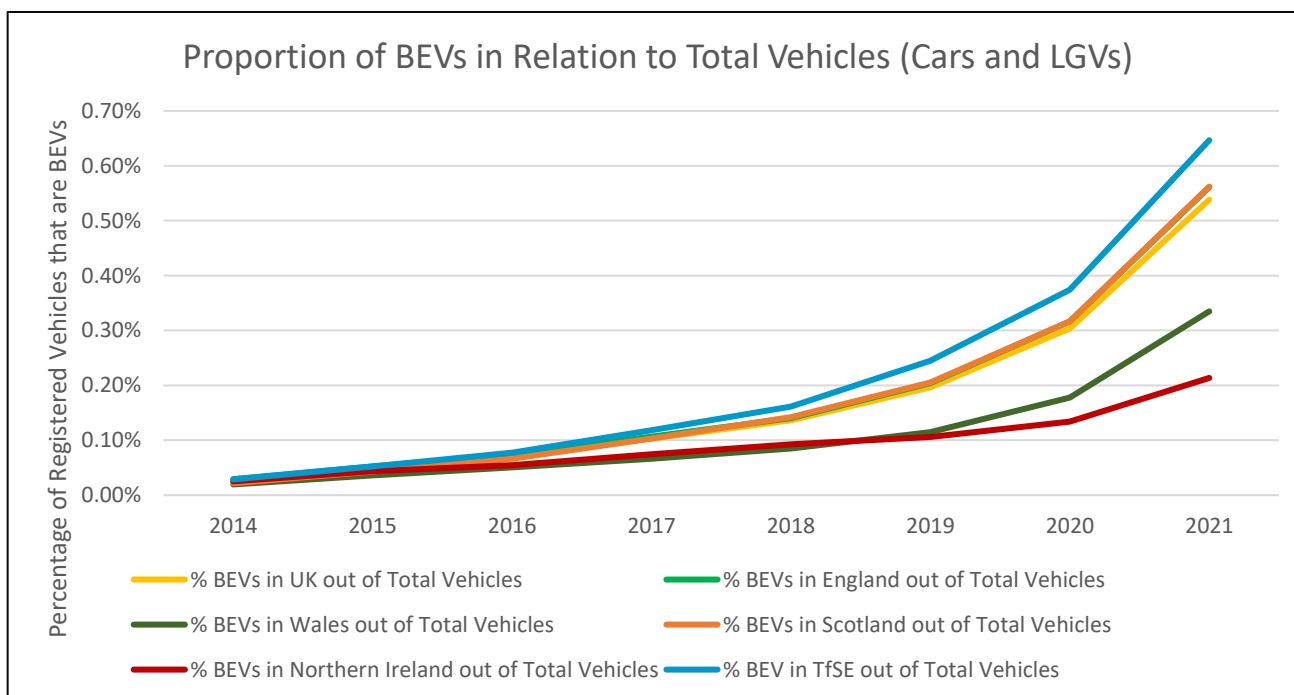
LTA	2017	2018	2019	2020	2021	Increase BEV/Total 2017-21	BEV/Total Veh. Reg.
Surrey	1,078	1,534	2,430	3,638	6,044	461%	0.88%
West Berkshire	139	188	318	443	762	448%	0.79%
West Sussex	541	739	1,112	1,726	3,089	471%	0.62%
Windsor and Maidenhead	154	200	305	433	782	408%	0.91%
Wokingham	143	216	369	567	996	597%	0.96%
TfSE area	4,761	6,587	10,107	15,456	26,860	-	0.65%

5.3.2 From Table 21, the following key observations for Q4 2021 data are:

- Highest number of BEVs registered – Surrey: 6,044 BEVs
- Least number of registered BEVs – Slough: 246
- Highest % BEV registrations of total vehicles registration – Wokingham 0.96%
- Lowest % BEV registrations of total vehicles registration – Portsmouth 0.33%

5.3.3 By 2021, BEVs accounted for 0.65% of total vehicles registered within the TfSE study area. Figure 17 shows this at the TfSE study area level alongside national values for the last 8 full years of data (2014 – 2021).

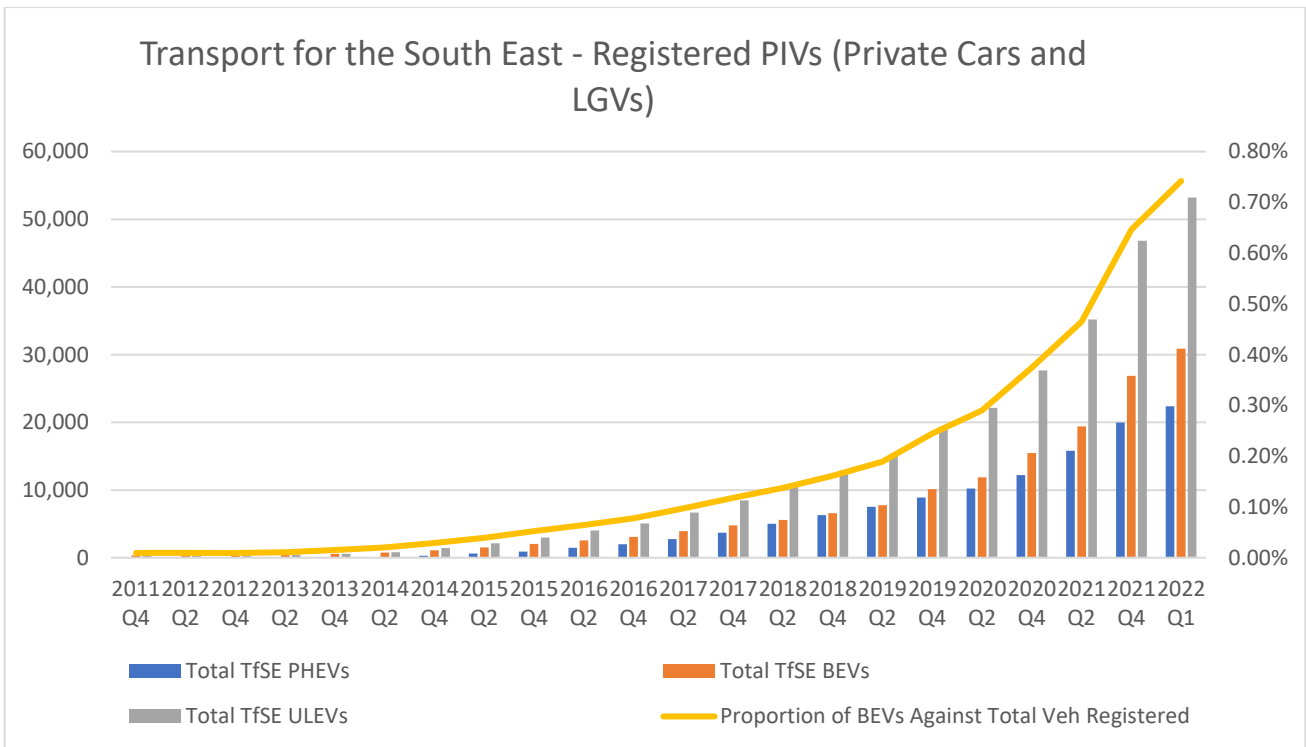
Figure 17: Registered BEVs for private cars and LGVs by nation and TfSE study area in the last 8 years.



5.3.4 BEV adoption has been increasing year-on year since 2014 across all countries in the UK, with Scotland and England leading the way. Since 2018, this increase has been accelerating and appears to be exhibiting exponential growth. BEV adoption across the TfSE study area has been higher than the home nations since 2017, and the gap appears to be growing.

5.3.5 Figure 18 below shows the total adoption of ULEVs, BEVs, and PHEVs for the TfSE region.

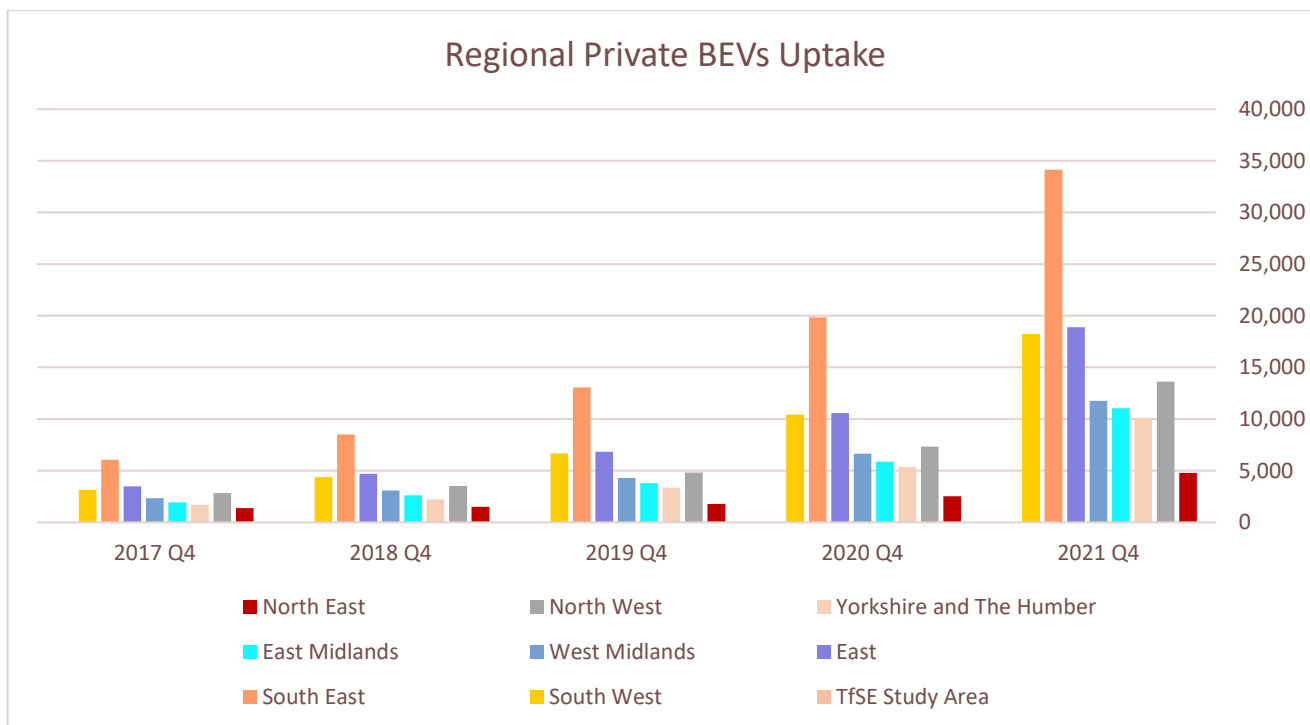
Figure 18: Registered Plug in Vehicles (PIVs) for private cars and LGVs and the proportion of BEVs against total registered vehicles.



5.3.6 This figure shows that BEV registrations are increasing rapidly in the TfSE study area (by approximately 9,000% since 2011 Q4) and that 30,879 BEVs were registered by 2022 Q1, representing 0.74% of all registered vehicles.

5.3.7 Regional BEV registrations are shown Figure 19. It should be noted that London has been excluded as an outlier, due to the impact that the Low Emission Zone has had on EV take-up. The South East region in Figure 19 is not identical to the TfSE region, as it includes data for Oxfordshire and Buckinghamshire which are not part of the TfSE area.

Figure 19 BEV registrations for private cars and vans by region in the UK.



5.3.8 Approximately 34,000 BEVs have been registered in the South East, higher than that of any other region in the UK. The South East has also experienced the greatest growth in BEV registrations in the UK, increasing by 463% since 2017.

Current and Planned EVCP Network

5.3.9 A baseline assessment of current public EVCI in the TfSE area has been conducted using open-source data, from the National Chargepoint Registry⁵² and Zap-map’s online tool⁵³. This has also been validated and modified using data provided by LTAs. Details of planned EVCI has been provided by some LTAs. A list of LTAs that provided planned EVCP data is provided in Working Paper 3. The planned data includes EVCI with anticipated installation dates up to February 2023, corresponding with the date of completion for the TfSE EVCI strategy. The findings of this assessment are shown in Table 22 and Figure 20, below. Appendix B of Working Paper 3 includes a map for each LTA showing existing and planned EVCPs including those located on the SRN.

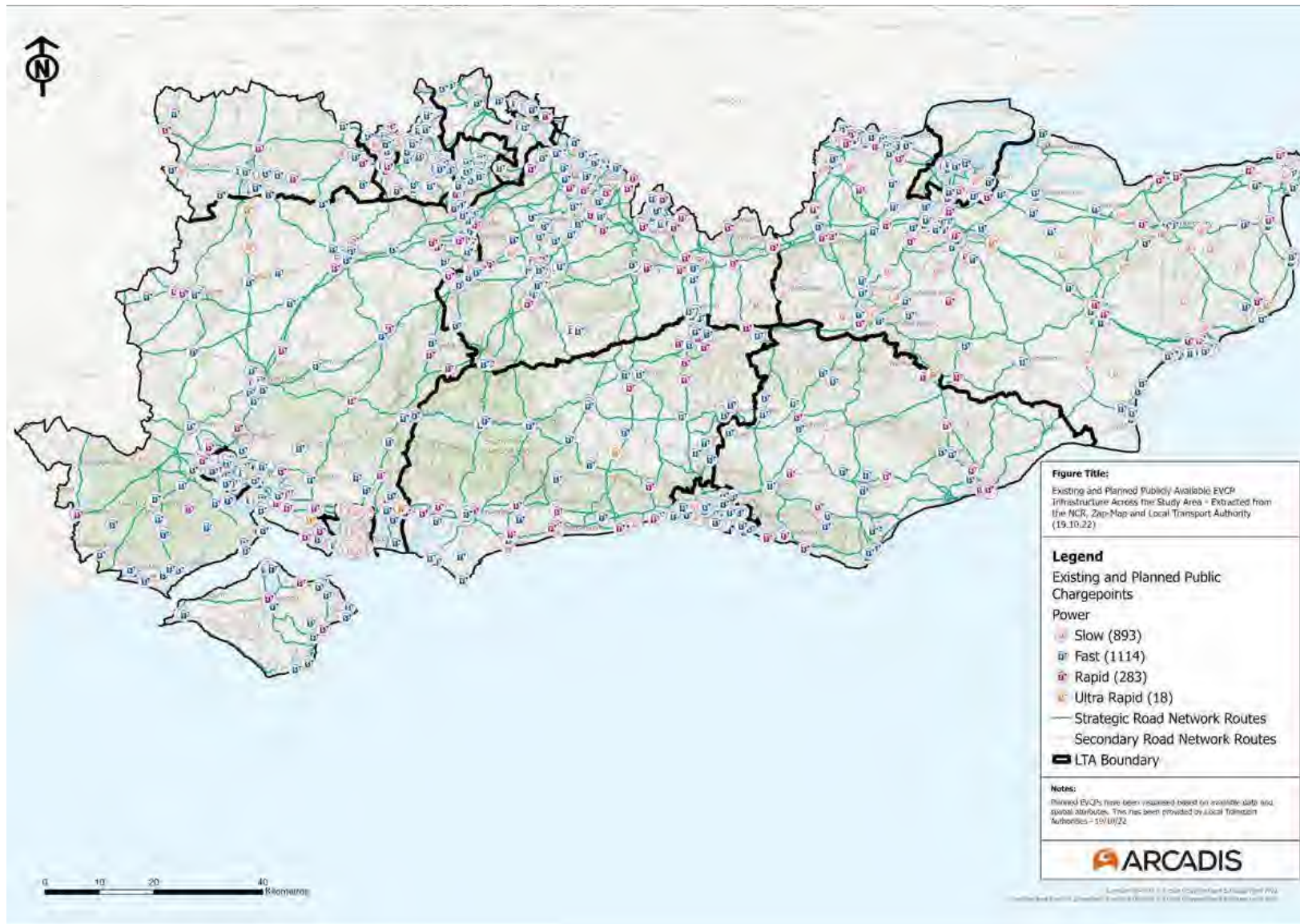
⁵² National Chargepoint Registry <https://chargepoints.dft.gov.uk/>

⁵³ Zap-Map, ‘EV Charging Statistics 2023’ <https://www.zap-map.com/statistics/#points>

Table 22: Existing and planned chargepoints.

Type of EVCP	Existing EVCPs	Planned EVCPs	Existing & Planned EVCPs
Rapid/Ultra-Rapid	294	7	301
Fast	1,050	64	1,114
Slow	526	367	893
Total	1,870	438	2,308

Figure 20: Existing and planned publicly available EVCPs across the TfSE area (October 2022).



5.3.10 Figure 20 shows that the existing and planned EVCPs are concentrated around the outskirts of London, and other large cities in the TfSE area, such as Brighton and Hove, Southampton and Portsmouth. In more rural areas, Kent has a high proportion of ultra rapid EVCPs, while other rural areas in TfSE have fast or rapid EVCPs. The more rural chargers are located on the Strategic Road Network.

5.3.11 As BEVs are wholly dependent on EVCI (as opposed to PHEV having petrol / diesel backup) the number of BEVs have been presented initially. The ratio for the number of BEVs per public EVCP for each of the sixteen LTAs is presented in Table 23. This uses the latest available data for the number of BEVs registered by 2022 Q1 against the total number of public chargepoints, both existing and planned, as of October 2022. This has been captured as the ratio at a singular point in time and needs to be treated with caution given the rapid increase in the number of BEVs registered and EVCPs being installed. The planned EVCP data was sourced from LTAs via an information request early in the development of the strategy.

Table 23 Privately Registered BEVs and public EVCPs in the LTAs (October 2022).

LTA	Privately registered BEVs	Existing EVCPs	Planned EVCPs	BEVs:Existing	BEVs:Existing & Planned*
Bracknell Forest	524	48	-	11:1	11:1
Brighton and Hove	744	251	69	3:1	2:1
East Sussex	2,032	102	-	20:1	20:1
Hampshire	6,443	308	-	21:1	21:1
Isle of Wight	485	26	-	19:1	19:1
Kent	5,234	286	31	18:1	17:1
Medway	537	43	-	12:1	12:1
Portsmouth	316	175	300	2:1	1:1
Reading	415	33	-	13:1	13:1
Slough	278	13	-	21:1	21:1
Southampton	423	68	-	6:1	6:1
Surrey	6,968	204	-	34:1	34:1
West Berkshire	856	83	-	10:1	10:1
West Sussex	3,554	174	-	20:1	20:1

Windsor and Maidenhead	920	28	-	33:1	33:1
Wokingham	1,150	27	38	43:1	18:1
Total	30,879	1,870	438	16.5:1	13:1

*Ratios have been calculated including current and planned public EVCPs within the LTA

5.3.12 The existing EVCP data shows the ratios range from 34:1 in Surrey to 2:1 in Portsmouth. If including the 300 planned EVCPs, the data shows that Portsmouth will have a ratio of 1:1 BEVs to EVCPs. It is important to note that this data only includes privately registered BEVs. Therefore, when including company registered BEVs the ratios may increase significantly, but additional EVCI will be available from company fleet operators so it is assumed to have no net change to the BEV:EVCP ratio.

5.3.13 According to the Society of Motor Manufacturers and Traders (SMMT), Britain’s ratio of BEVs:EVCPs is one of the lowest among the top 10 global EV markets⁵⁴. In 2020, Britain’s ratio was 16:1, dropping from 11:1 in 2019. The International Energy Agency (IEA)⁵⁵ has set a recommended level of 10:1 BEVs:EVCPs which should be considered a best-in-class aspiration for the TfSE area to reach. Table 24 shows the ratio for the TfSE area in 2022 which is similar to Britain’s ratio in 2020. These ratios should be treated with caution as they are a snapshot in time and only include privately registered electric vehicles for the TfSE area.

Table 24: ZapMap figures for EVCP and BEVs in the TfSE area and the UK in 2022.

	BEVs registered by Q1 2022	Public EVCP in use (as of Oct 2022)	Ratio of BEVs:EVCPs
TfSE Study Area	30,879	1,870	16.5:1
UK	620,000	37,851	16.4:1

⁵⁴ SMMT, ‘Car charging point numbers fall behind as plug in vehicles surge’ (2021). [Car charging point numbers fall behind as plug-in vehicles surge - SMMT](#)

⁵⁵ EV Adoption, ‘What is the ‘minimum acceptable’ ratio of EVs to charging stations?’ (2019). <https://evadoption.com/what-is-the-ideal-ratio-of-evs-to-charging-stations/>

Substation Capacity

- 5.3.14 The power availability at potential EV charging locations is often the limiting factor in the design of an EV charging network. Costs of new Distribution Network Operator (DNO) connections can be expensive depending upon the location, power requirements and condition of existing grid infrastructure. Therefore, careful network planning and consideration of grid capacity is required to ensure that new EV infrastructure implementation is cost efficient.
- 5.3.15 UKPN and SSEN are the two DNOs that operate within the TfSE study area. The use of the most up to date data sources was used to inform the baseline assessment of existing grid capacity. However, it is noted that other demands may reduce available capacity in the interim, such as strategic development sites, and therefore future grid capacity is difficult to predict with any great confidence.
- 5.3.16 A red-amber-green (RAG) classification based on a primary substations’ current capacity was developed to identify which substations hypothetically need upgrading using a test case of flat level uptake in EV charging against each primary substation. Having assessed and rated the available capacity for all the primary substations across the TfSE study area, approximately 78% of the substations have been RAG rated as ‘green’ showing capacity above 3 Mega Volt Amp (MVA). There are 8% (38) of primary substations deemed to be rated as either ‘red’ or ‘grey’ indicating capacity between ‘0 and 1 (MVA)’ and ‘negative headroom capacity’, respectively. The RAG ratings are summarised in Table 25, and shown in the map (Figure 22).

Table 25: RAG ratings of primary substations.

Available capacity	RAG Rating	Number of Substations
< 1 MVA	Red/Grey	36
1 – 3 MVA	Amber	64
> 3 MVA	Green	355

- 5.3.17 Figure 21 provides an illustration of how many chargepoints 1 MVA and 3 MVA can support in simultaneous use. For example, 1 MVA of capacity would only be sufficient to simultaneously power 14 rapid chargers and 2 ultra-rapid chargers.

Figure 21: Chargepoint power equivalent of MVA.

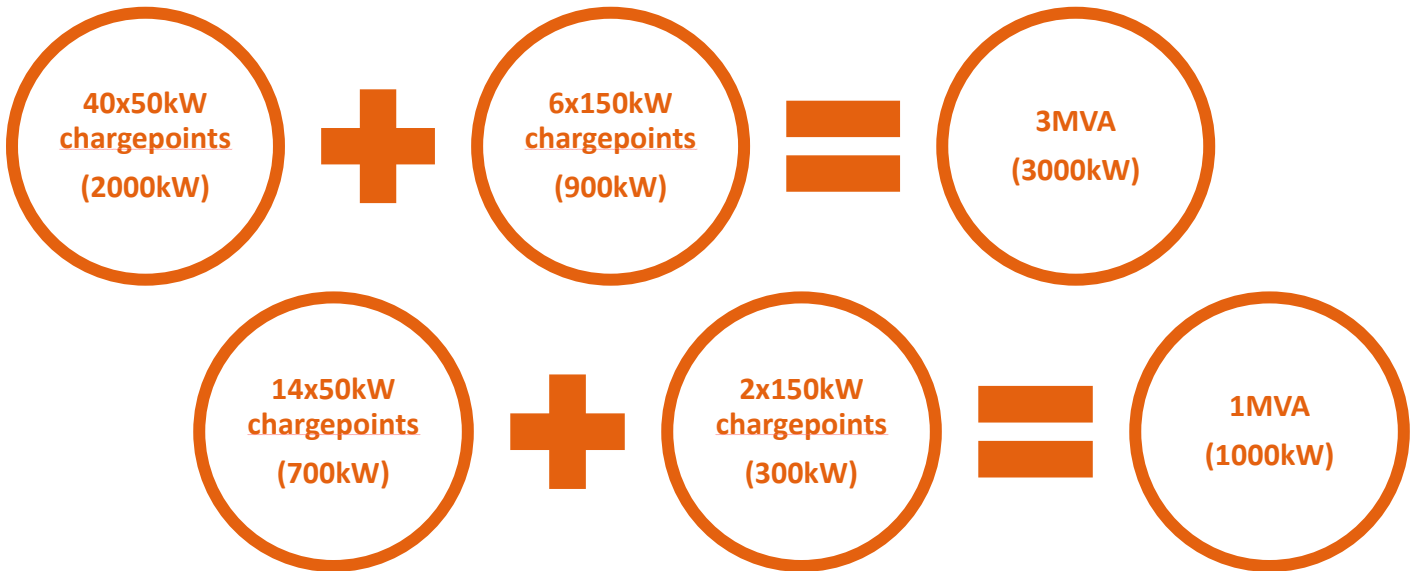
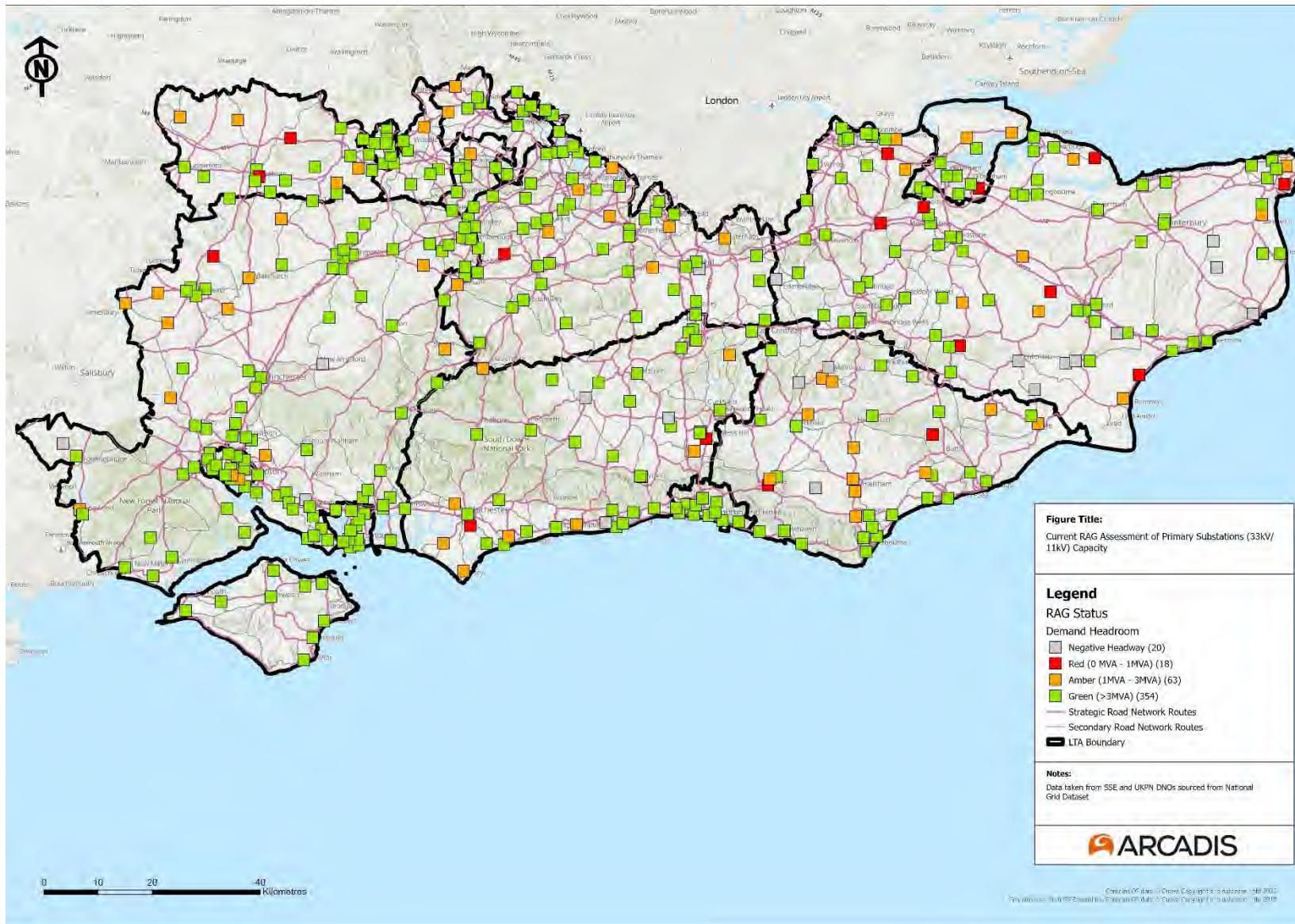


Figure 22: Current RAG assessment of primary substations within TfSE area.



5.4 Key Findings

- 5.4.1 At the start of 2022, there were just over 30,000 BEV registered private cars and vans within the TfSE area, which has increased by over 9,000% since 2011. BEV registrations in the TfSE area are exhibiting exponential growth and now make up 0.74% of total vehicle registrations in the region. The TfSE area and the South East region as a whole has the highest percentage of BEVs per vehicles registered of any region outside of London in the UK.
- 5.4.2 Data from the NCR, Zap-Map, and the LTAs was used to review existing and planned EVCPs within the TfSE study area. At the time of our analysis, there were a total of 2,308 public EVCPs, of which there were:
- 893 slow chargepoints.
 - 1,114 fast chargepoints.
 - 301 rapid/ultra-rapid chargepoints.
- 5.4.3 Using data based on BEVs registered by 2022 Q1 and the total number of public chargepoints as of October 2022, the total ratio of BEVs:EVCPs across the TfSE area was 16.5:1.
- 5.4.4 Given the accelerating growth in BEV uptake, this highlights the need for rapidly increased EVCI provision and long-term planning in order to ensure this ratio can be maintained, or preferably, reduced to meet the IEA target of 10:1 BEVs:EVCPs.
- 5.4.5 Assessment of the primary substation capacity across the TfSE area, revealed that approximately 78% of these substations have a capacity above 3MVA (and were rated 'green'), 14% between 3MVA and 1MVA (rated 'amber'), and 8% have less than 1 MVA (rated 'red'). These are promising results, as it shows the majority of the TfSE power network has significant capacity to supply additional EVCI as it is installed. Furthermore, there were no large critical areas within the TfSE area where all primary substations were rated poorly.
- 5.4.6 This section has highlighted the rapidly increasing number of EVs within the TfSE area and the relatively high ratio of EVs to EVCPs at a local scale. By understanding the baseline context, guidance can be provided for LTAs to plan EVCI provision to meet future EV uptake.

6 Forecasting

6.1 Introduction

6.1.1 Forecasting EVs and EVCP demand provides a crucial input to the development of future EVCI requirements. This section provides an overview of the following for EVs and EVCPs across the TfSE area:

- Forecasting process and assumptions.
- Outputs by LTA and TfSE area.
- Impact on grid capacity.

6.1.2 It is acknowledged that there is an inherent uncertainty in forecasting future EV uptake. Section 4.2 summarises the EV market uncertainties that contribute to this forecasting challenge. A validation exercise has confirmed that the forecast process and outputs align with other recognised EV forecasts. The full details of the process, assumptions and outputs are presented within Working Paper 4 – Forecasting.

6.2 Process and Assumptions

Scenario Development

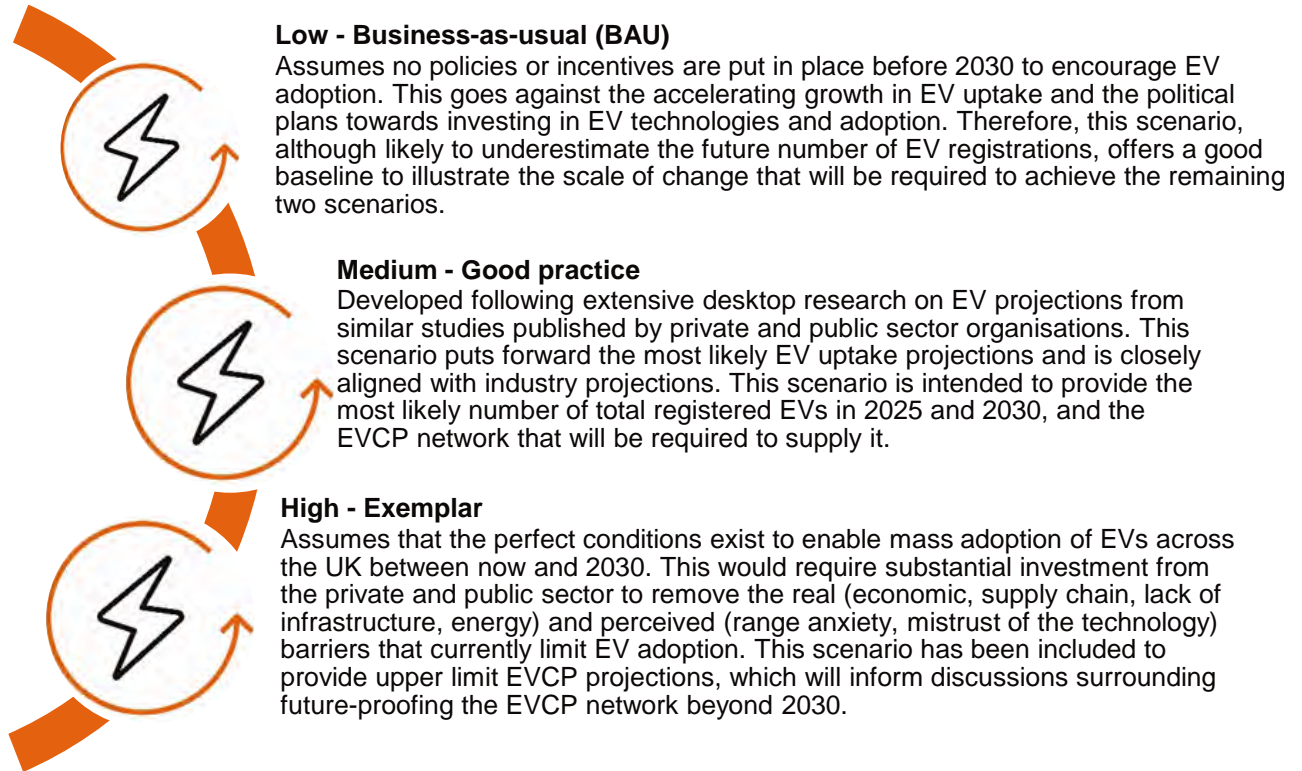
6.2.1 To align with industry projections, the analysis has drawn on EV uptake values to 2030 published in the DfT's Road to Zero (2018) report⁵⁶. In order to develop forecasts in line with these assumptions, and with a view to being aspirational, the forecasts have not been linked to current uptake numbers for each LTA – predominantly as there is a time lag from when this data becomes publicly available. It should also be noted, there is a level of uncertainty with all EV and EVCI forecasts and modelling given the fast-moving environment. The forecasting assumptions made in this section are comparative with those for other industry projections. This includes the 'potential pathways' from DfT's "Transitioning to zero emission cars and vans: 2035 delivery plan" (2022).

6.2.2 The Road to Zero EV uptake scenario values have been used as they provide an extensive range of possible total EV registrations by 2025 and 2030. Figure 23 and Table 26 display the three scenarios developed from the Road to Zero report.

⁵⁶ HM Government, 'DfT: The Road to Zero' (2018).

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

Figure 23: Scenarios.



6.2.3 Table 26 describes the percentages that have been used to calculate the total EVs registered in 2025 and 2030 for the uptake scenarios described in Figure 23.

Table 26: Total EV uptake projection scenarios for 2025 and 2030.

Forecast Year	Uptake Scenarios (% of total vehicles registered that are EVs)		
	Low (Business as Usual)	Medium (Good Practice)	High (Exemplar)
2025	15%	20%	30%
2030	40%	50%	70%

6.2.4 Two forecasting growth models were applied to the DfT vehicle registration data to represent a growth in vehicles registered:

- A mathematical linear extrapolation of growth; and
- A 2% National Highways steady growth factor application.

6.2.5 Each projection model has its strengths and weaknesses as outlined in Table 27.

Table 27: National Highways 2% Growth vs Linear Extrapolation.

National Highways 2% Steady Growth		Linear Extrapolation	
Advantages	Disadvantages	Advantages	Disadvantages
Consistent, predictable growth rate.	Does not account for sudden shifts in technology which impacts uptake (although the extent to which this can be forecast is questionable).	Accounts for current trends to project similar uptake.	Does not account for sudden shifts in technology which impacts uptake (although the extent to which this can be forecast is questionable).
Provides a consistent change that is not impacted by outliers in data.	Does not account for localised differences in uptake of vehicles.	Accounts for localised differences in uptake of vehicles.	Is impacted by outliers in data such as COVID-19 impacts.
Gives a much more accurate representation of an average change in vehicle uptake across the UK over several years.	Does not take account of the varied changes in uptake each year such as slumps in car sales.	Takes account of the varied changes in uptake each year such as slumps in car sales.	Difficulties establishing vehicle uptake across the UK over several years.
Provides a representation across multiple areas that averages out potential variances between LTAs.		Provides a lower growth rate in vehicles compared to the 2% projection to ensure a range of scenarios have been captured.	Provides a representation across multiple areas that does not average out potential variances between LTAs.

6.2.6 Both projections have been used to show the average changes in the total number of vehicles registered as well as the local and yearly variances in data. The actual number of vehicles registered in the future is likely to be somewhere between the two projections. The linear extrapolation method includes a vehicle growth of approximately 0.6% per year which is slightly lower than other forecasts, including the DfT Road Traffic Forecasts⁵⁷. The 2% growth assumption is at the higher end of vehicle growth forecasts and is therefore, based on a ‘worst-case’ scenario whereby demand for private vehicles continues to grow rather than diminish in favour of more sustainable transport modes. This will likely be an overestimate of future vehicle registrations.

Assumptions

6.2.7 To forecast the number of registered EVs and the total distance travelled in EVs across the TfSE area, several assumptions have been incorporated into the analysis. These are as follows:

- EVs are defined as BEVs, PHEVs and fuel cell electric vehicles.
- ICE vehicles are defined as petrol and diesel engine cars.
- Forecasts consider EV registrations for Private Cars and Private LGVs.
- HGVs have not been considered.
- There is no net effect in EVs entering or leaving the TfSE area because of residential or business relocations.
- The Low BAU scenario will be achievable and EV uptake will continue to increase within the TfSE area.

⁵⁷ DfT, ‘National Road Traffic Projections’ (2022). <https://www.gov.uk/government/publications/national-road-traffic-projections>

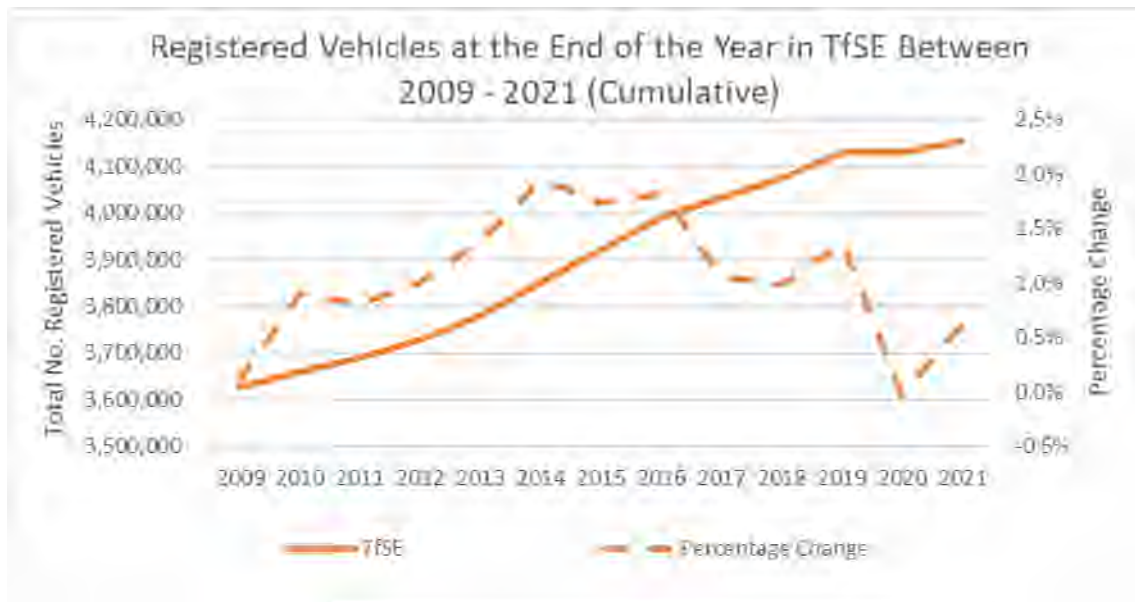
- Current vehicle usage is projected following the same growth model applied to total vehicle registrations (linear extrapolation or National Highways 2% Steady Growth) to forecast future vehicle usage for different scenarios.
- As SERTM2 does not distinguish between private and company owned LGV trips in a district or borough, it is assumed that this split is equivalent to the split of private and company owned vehicle registrations for that district or borough (available from DfT registration data).
- 2030 EVCP forecasts have been calculated using projected 2030 EV performance specifications (e.g., battery size, efficiency).
- Full details of assumption within the forecasting element are provided within Working Paper 4 – Forecasting.

6.3 EV Forecasting

Forecasted Vehicles

6.3.1 Figure 24 shows the total number of registered vehicles and the growth in vehicles at the end of each year between 2009 and 2021 within the TfSE area.

Figure 24: Registered vehicles across the TfSE area between 2009 and 2021.



6.3.2 The TfSE area has seen significant growth in vehicle registrations over the twelve-year period, reaching a total of over 4,150,000 by 2021.

6.3.3 Table 28 shows the total numbers of vehicles expected to be registered, within the TfSE area, by the end of 2025 and 2030 for both the National Highways 2% Steady Growth and Linear Extrapolation projections. These forecasts have been developed by applying the National Highways 2% growth to the 2021 Q4 DfT licensed vehicles and the applying the linear extrapolation method to 2020 and 2021 Q4 data.

Table 28: Forecasted licensed vehicles in the TfSE area at the end of 2025 and 2030.

Forecast Year	National Highways 2% Steady Growth	Linear Extrapolation
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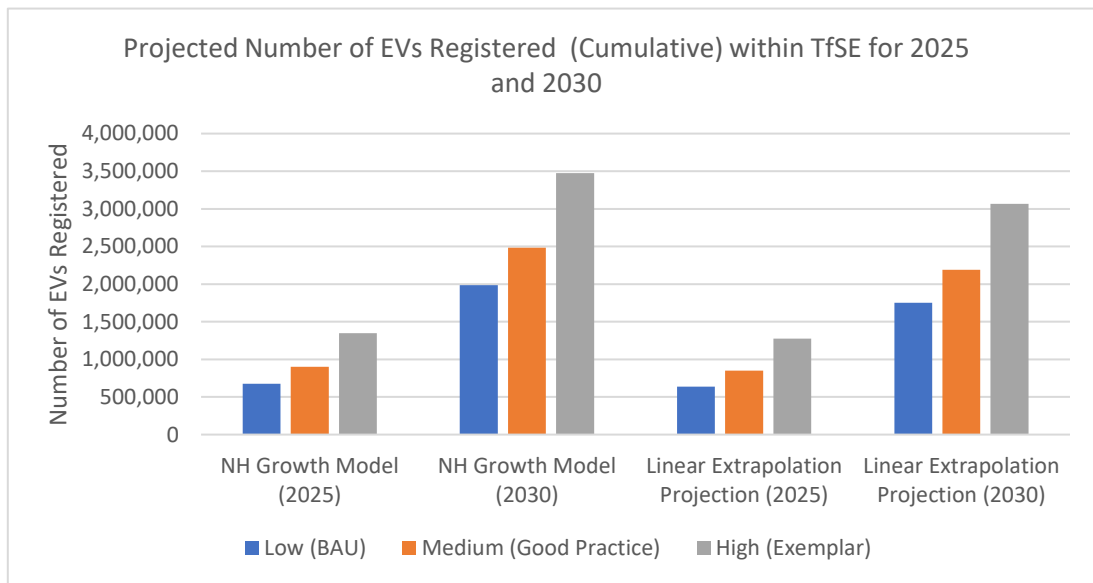
2025	4,496,193	4,254,913
2030	4,964,003	4,381,250

6.3.4 From Table 28, the variation between the two projection methods are approximately 240,000 (5.6%) registered vehicles in 2025 and 580,000 (11.7%) in 2030. Given the inherent uncertainty of vehicle forecasting, a difference in projections is acceptable and is used to form upper and lower limits during the analysis covered in later sections of this report.

Forecasted Electric Vehicles

6.3.5 Using the forecasts for total vehicle registrations, Figure 25 was developed to visualise the different EV registration forecasts for 2025 and 2030. This shows data for the Low, Medium and High scenarios, using both projection methodologies.

Figure 25: Forecast number of EVs in the TfSE area at the end of 2025 and 2030.



6.3.6 EV forecasts for each LTA are presented in Table 29. Forecasts are presented as a range between lowest (low scenario, linear extrapolation projection) and highest (high scenario, national highways projection) for the years 2025 and 2030. Full outputs of EV forecasts by scenario and projection method, at district and borough authority level, are provided in Working Paper 4 – Forecasting and in the Power BI dashboards.

Table 29: Forecast EVs by LTA 2025 and 2030.

LTA	2025		2030	
	Low	High	Low	High
Bracknell Forest	11,079	23,095	30,910	59,495
Brighton and Hove	14,746	31,865	39,409	82,089
East Sussex	47,971	99,728	134,256	256,915
Hampshire	120,863	253,622	334,645	653,370
Isle of Wight	12,456	25,883	34,882	66,680
Kent	129,815	272,547	359,235	702,121
Medway	20,723	44,976	55,088	115,866
Portsmouth	13,026	26,891	36,752	69,275
Reading	10,276	21,904	27,928	56,429
Slough	9,422	20,967	24,246	54,014
Southampton	15,685	33,032	43,248	85,095
Surrey	110,959	239,844	296,441	617,870
West Berkshire	14,828	31,491	40,478	81,126
West Sussex	77,584	161,560	216,737	416,201
Windsor and Maidenhead	12,701	27,787	33,421	71,583
Wokingham	16,103	33,636	44,824	86,652
Total	638,237	1,348,828	1,752,500	3,474,781

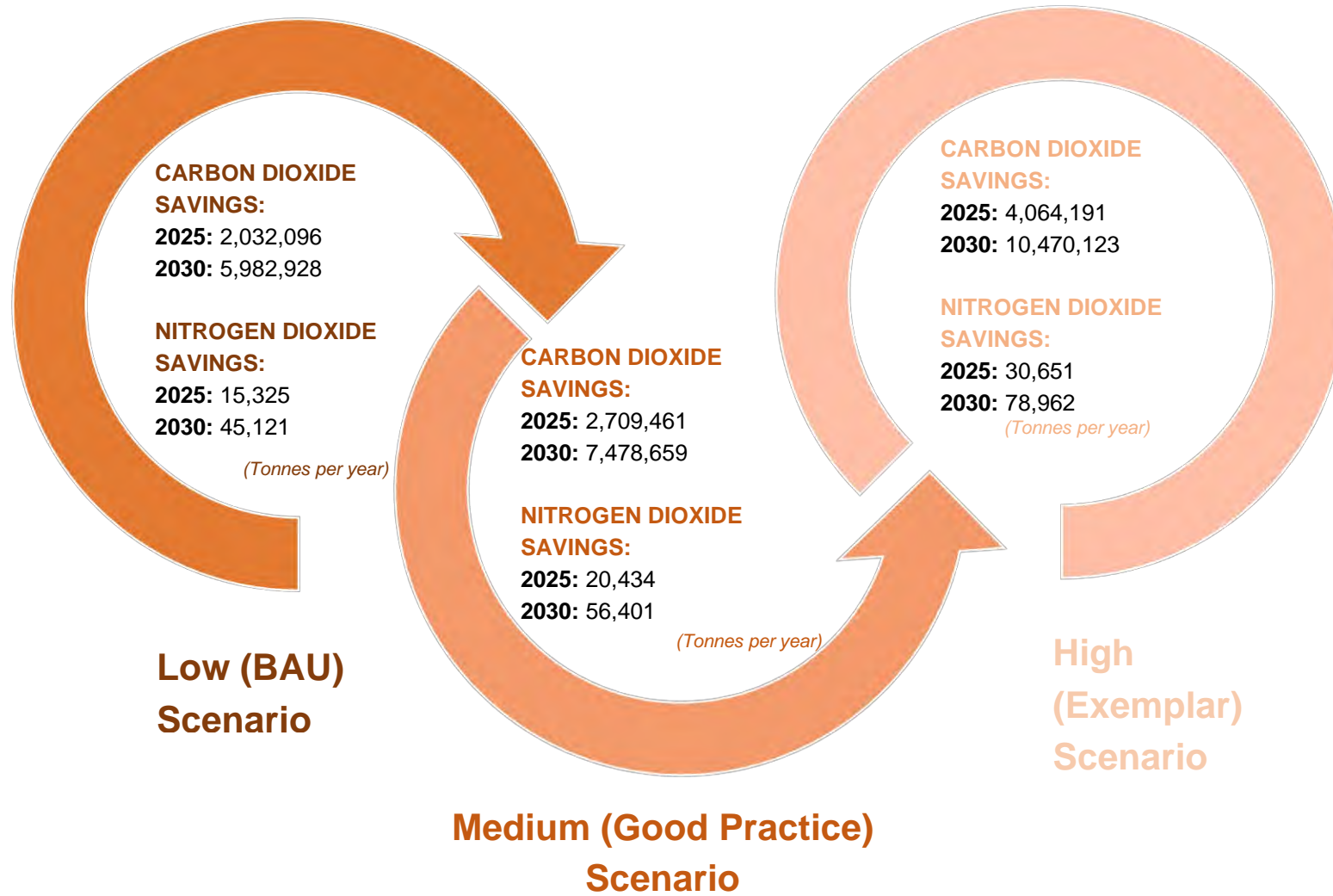
Environmental Impact

- 6.3.7 To assess the environmental impact of EV uptake, the Department for Environment, Food and Rural Affairs (DEFRA) 2022 emissions factors⁵⁸ for CO₂e (carbon dioxide equivalent) and N₂O (Nitrous Oxide) were applied. Emission factors also take into account stream emissions, including grid emissions from the generation of electricity by the UK power grid in order to charge EVs.
- 6.3.8 Projected total emissions were then calculated for each EV uptake scenario for both the National Highways 2% and Linear Extrapolation growth models. The results of this analysis are presented in Figure 26, shown as savings relative to estimated 2022 emissions.

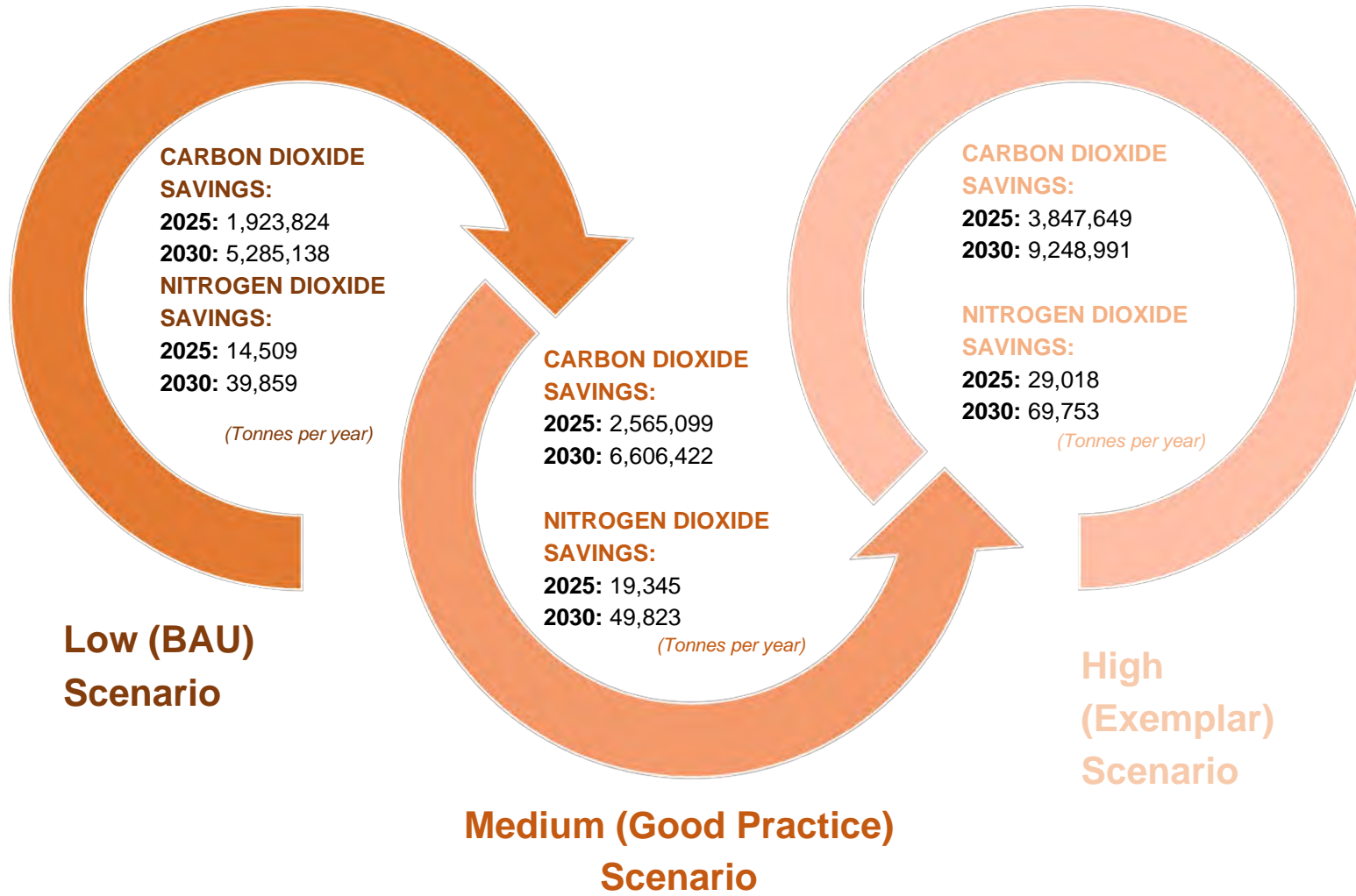
⁵⁸ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022>

Figure 26: The potential emission savings for each growth forecast method.

Emission Savings for National Highways 2% Growth Forecast



Emission Savings for Linear Extrapolation Forecast



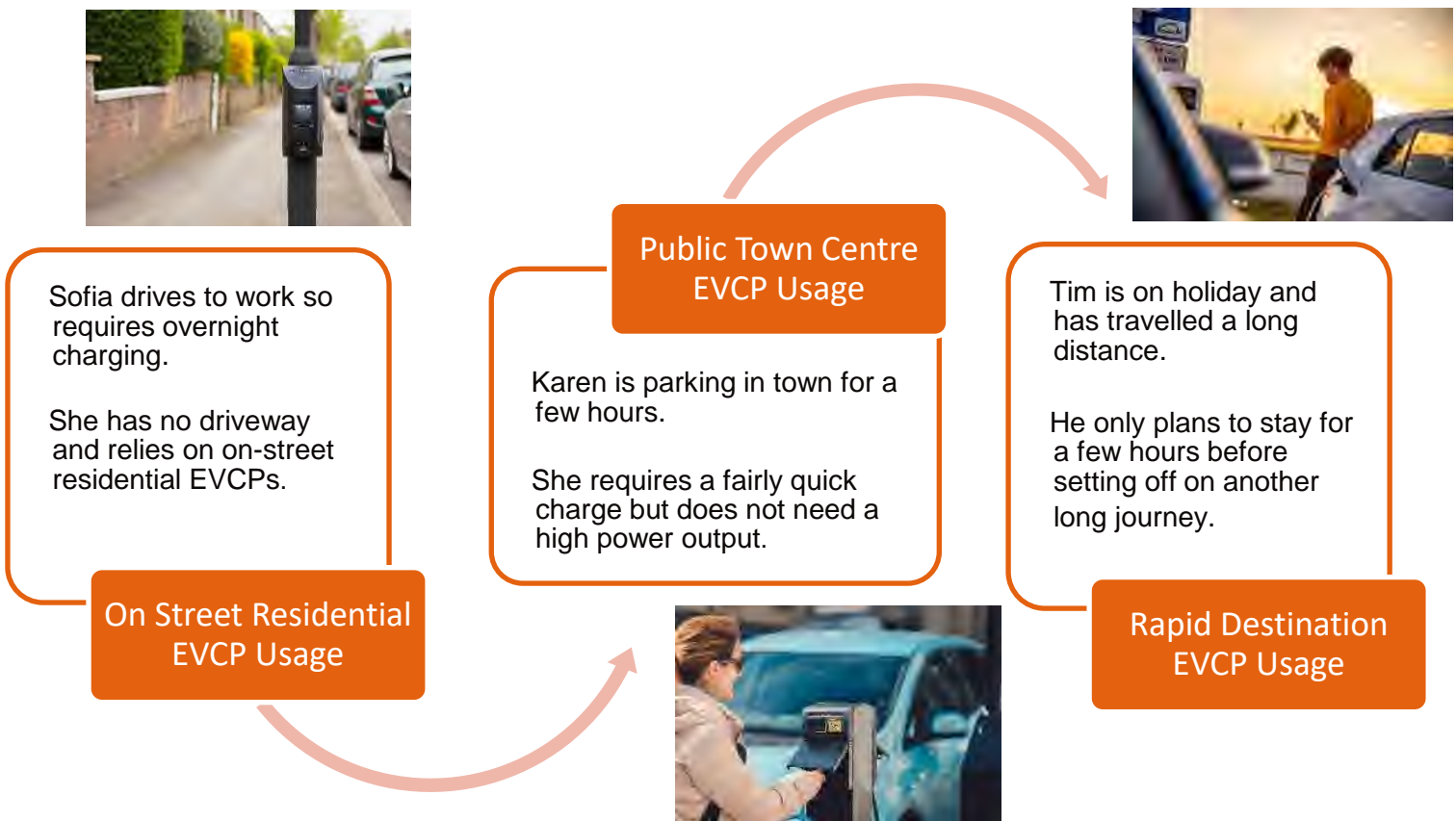
- 6.3.9 The range of potential savings is between 1,923,824 and 4,064,191 tonnes of CO_{2e} per year by 2025. By 2030, these savings would increase to 5,285,138 and 10,470,123 tonnes. There is also the potential to save anywhere between 14,509 and 30,651 tonnes of N₂O per year by 2025. By 2030, these savings could increase to between 39,859 and 78,962 tonnes because of increased EV uptake. To put these figures into perspective, one tonne of CO₂ emissions is the equivalent of the average emissions of one passenger on a return flight from Paris to New York⁵⁹.
- 6.3.10 The potential for accelerated and widespread adoption of EVs to deliver such significant savings in CO_{2e} and N₂O emissions provides a strong case to support EV uptake and provide appropriate EVCI.

6.4 EVCP Forecasting

EVCP Use Cases

- 6.4.1 The next stage of analysis forecasts the future demand for EVCPs in 2025 and 2030, based on overall vehicle trip lengths extracted from SERTM2 and visitor data. To do this, three typical use cases were considered for which three different EVCP types would be best suited. These are presented in Figure 27, below.

Figure 27: Different EVCP use cases.



⁵⁹ <https://www.crownoil.co.uk/news/1-tonne-of-co2-what-does-it-look-like/>

- 6.4.2 Figure 28 shows the different types of EVCPs, their power ratings, and typical use cases. Given the power supply and the typical use case, the maximum power output has been estimated for a single on-street EVCP, a single public town centre fast EVCP and a single rapid destination EVCP.
- 6.4.3 The assumed daily utilisation has been estimated based on findings from Element Energy's EV Charging Behaviour Study⁶⁰, which sets out when peak charging occurs during the day for residential and public charging locations.

⁶⁰ Element Energy, EV Charging Behaviour Study (2019). <https://www.element-energy.co.uk/wordpress/wp-content/uploads/2019/04/20190329-NG-EV-CHARGING-BEHAVIOUR-STUDY-FINAL-REPORT-V1-EXTERNAL.pdf>

Figure 28: EVCP use cases.



On Street Residential EVCPs

Power Output: 7kW

Daily Max Power Output: 91 kWh

Assumed Daily Utilisation: 13 hours

Research has shown that 75% of all charging events occur at home. Of these events, it is estimated that currently 40% rely on on-street parking (i.e., there is no private driveway available). On-street residential chargers are low powered (up to 7kW) and can provide a full charge (0% to 100%) in around 7 to 13 hours depending on charging speed and battery size. For this reason, they are best suited for EV commuters as they can plug in their vehicle when they return in the evening, charge overnight and it will be fully charged for the next day. It is important to note, given the long duration of charging sessions required, it is likely only a single user will be able to charge their EV per EVCP each day.



Public Town Centre EVCPs

Power Output: 22 kW

Daily Max Power Output: 242 kWh

Assumed Daily Utilisation: 11 hours

Public town centre EVCPs are of a higher power and are typically used to provide small 'top-ups' in charge between the longer residential charging session. They are typically aimed at EV users who go into town for shopping or leisure purposes and are therefore only away from their vehicles for a few hours at a time. These EVCPs are typically used during the day and may be used by multiple users in a single day.



Rapid Destination EVCPs

Power Output: 50 kW

Daily Max Power Output: 750 kWh

Assumed Daily Utilisation: 15 hours

Rapid destination EVCPs are of high power and can provide significant charge (0% to 80%) over very short periods of time. These EVCPs are typically located at visitor destinations and petrol stations, facilitating long-haul EV journeys with minimal added time required for charging.

6.4.4 Travel and visitor⁶¹ data, in the TfSE area, was used to calculate the total daily mileage for the above use cases which was used to calculate EVCP demand. These calculations are summarised in Table 30.

Table 30: Total mileage of each use case.

EVCP	Calculations	Total Daily Mileage	Assumptions
On Street Residential	Trip purpose and trip length data area extracted from SERTM2 for each LTA in the TfSE area.	66.52 million km.	Forecasted vehicle trip lengths will grow at the same rate as vehicle registration.
Public Town Centre		75.37 million km.	
Rapid Destination	Visitor travel data has been obtained from The Great Britain Day Visitor 2019 Annual Report ⁶² . 2019 National Transport Survey data for the South East region was then used to find the modal share of Car & Van Driver trips. The visitor data includes holidays, visiting family and business trips.	460,086 average daily trips. 42 miles average trip length.	No visitor data available for Folkestone and Hythe. Visitors are assumed to be constant into the future.

Charging Behaviour

6.4.5 Modelling by Element Energy estimates that 75%⁶³ of charging activity is residential overnight charging. Residential charging is split into off-street and on-street charging. Homes without off-street parking needing to charge (e.g., terrace houses and flats) account for 40% of residential overnight charging. Fast public EVCPs account for 6% of daily charging demand, with the remainder being workplace charging, which are typically privately procured, owned, and operated. It should be noted that Workplace EVCPs will play a part in providing the charging infrastructure to meet forecast demand. However, this is privately procured and as such it is inherently difficult to predict where and when, especially when chargepoints would not be publicly accessible. This is because generally the chargepoints are only available to those who work there.

6.4.6 It is assumed that visitors who travel within and to the TfSE area have a preference for destination EVCPs to supply their 'on the go' daily activity. For overnight trips, it is expected visitors would prefer the convenience of overnight charging with low power EVCPs. However, given the current low availability of overnight charging provision for visitors, it is assumed that 100% of visitor trips will fall within the rapid destination use-case.

⁶¹ Visit Britain, 'The Great Britain Day Visitor 2019 Annual Report' (2019). https://www.visitbritain.org/sites/default/files/vb-corporate/gbdvs_2019_annual_report_-_a.pdf

⁶² Visit Britain, 'The Great Britain Day Visitor 2019 Annual Report' (2019). https://www.visitbritain.org/sites/default/files/vb-corporate/gbdvs_2019_annual_report_-_a.pdf

⁶³ Element Energy, 'EV Charging Behaviour Study' (2019). <http://www.element-energy.co.uk/wordpress/wp-content/uploads/2019/04/20190329-NG-EV-CHARGING-BEHAVIOUR-STUDY-FINAL-REPORT-V1-EXTERNAL.pdf>

EVCI Requirements

6.4.7 Using the forecasted daily EV mileage for each use case, projections were made on the number of EVCPs required across the TfSE area to supply future EV demand. The results are summarised in Table 31.

Table 31: Forecasted future EVCP demand across the TfSE area.

Use Case for EVCPs		EVCPs in Low Uptake Scenario	Percentage Increase Required against Baseline Scenario*	EVCPs in High Uptake Scenario	Percentage Increase Required against Baseline Scenario
On Street Residential EVCPs (7kW)	2025	5,618	447% in 7/22kW chargepoints	11,869	1,056% in 7/22kW chargepoints
	2030	11,575	1,028% in 7/22kW chargepoints	22,933	2,134% in 7/22kW chargepoints
Public Town Centre EVCPs (22kW)	2025	479	447% in 7/22kW chargepoints	1,012	1,056% in 7/22kW chargepoints
	2030	987	1,028% in 7/22kW chargepoints	1,955	2,134% in 7/22kW chargepoints
Rapid Destination EVCPs (50 kW)	2025	1,031	243%	2,061	585%
	2030	2,061	585%	3,607	1,098%

* The % increase for the On-street and Town Centre use cases are identical as they represent the total number of additional fast (7kW – 22kW) EVCPs required across the TfSE area. This is because baseline EVCP data only presents a total value and is not split by use case.

6.4.8 From the data presented in Table 31, the forecasted demand for residential and town centre EVCPs across the TfSE area will require an increase from the current network of fast (7-22kW) EVCPs by over 447% in 2025 and 987% in 2030. Similarly, the current network of rapid (50kW) EVCPs will need to expand by over 243% and 585% in 2025 and 2030 respectively, to accommodate projected demand for destination EVCPs. These figures highlight the significant expansion of the EVCP network in the TfSE area that will be required to satisfy even the Low EV uptake scenario by 2025 and 2030.

6.4.9 It should also be noted that these calculations assume zero redundancy across the EVCP network and that each EVCP achieves 100% daily utilisation. In practice, a degree of redundancy should be incorporated to account for scenarios that would prevent charging such as, maintenance issues or EVCPs being blocked by vehicles not using the bay to charge. It is recommended that further discussions with stakeholders in the TfSE area take place to develop appropriate 'factors of safety' to account for redundancy and utilisation and apply these to the values presented in Table 31. These factors will be highly dependent upon risk appetite and budgetary constraints which will be unique to each individual LTA.

Future Grid Analysis

6.4.10 The grid capacity assessment measures the impact of EV charging on the grid network by 2025. UKPN⁶⁴ and SSEN⁶⁵ have both developed their own EV strategy documents, outlining ambitious plans to reinforce and expand their power supplies to accommodate future EV uptake by 2030. For this reason, only forecasts up to 2025 have been carried, as it is envisaged that the network will have changed significantly by 2030.

6.4.11 Future substation capacity has been assessed against the number of EVs that can be charged simultaneously, based on projected daily power demand. These findings have been presented in Table 32.

Table 32: Assessment of TfSE primary substations based on future EV demand.

Maximum number of EVs that could be charged simultaneously	Number of primary substations	Details
>2,500	123	No Upgrades Required
1,500 – 2,500	108	No Immediate Upgrades Required
< 1,500	224	Futureproofing Upgrades Required

⁶⁴ UK Power Networks, 'Electric Vehicle Strategy' (2019). <https://innovation.ukpowernetworks.co.uk/wp-content/uploads/2019/11/UK-Power-Networks-Electric-Vehicle-Strategy-November-19.pdf>

⁶⁵ Scottish and Southern Electricity Networks, 'Electric Vehicle Strategy' (2020) <https://www.ssen.co.uk/globalassets/electric-vehicle/ev-media/ssen-ev-strategy-september-2020.pdf>

- 6.4.12 From this analysis, it is projected that approximately 72% of primary substations in the TfSE area may require grid capacity upgrades to cater for the expected EV uptake by 2025.
- 6.4.13 Costs associated with reinforcing the power grid to increase capacity at a single location can range from £75,000-£2 million and take over 6 months to plan, design, and carry out the required works. Additionally, even sites with adequate supply, may require DNO intervention to create a new connection and install the required electrical infrastructure (e.g., high voltage cables and transformers). This can take up to 12 weeks and can cost up to £75,000 per site. These costs and timeframes must be accounted for within budgets and programmes by any LTA planning to install new EVCPs. For this reason, it is essential that LTAs within the TfSE area work close in collaboration with UKPN and SSEN to assess future demand and map areas where power upgrades should be focussed to accommodate planned EVCP installation.
- 6.4.14 While it may seem arbitrary to measure power capacity in terms of simultaneous EV charging, research into charging behaviour statistics has shown that up to 75% of all EV charging events may occur overnight. It is therefore highly likely that the grid will have to accommodate a significant number of EVs being charged simultaneously.
- 6.4.15 By establishing the grid capacity to support the future EV uptake, TfSE can facilitate engagement with DNOs to ensure appropriate connections are in place to support future demand for local transport authorities. Furthermore, TfSE can facilitate conversations through the forum to discuss ways to mitigate impact on the grid in the area, such as encouraging off peak charging, smart charging or 'Vehicle to Grid'.

6.5 EVCI Locate App

- 6.5.1 This section provides an overview of the EVCI Locate app which will be available to LTAs within the TfSE area. EVCI Locate provides opportunities for public and private sector investment in the installation of EVCI at an LTA level and provides a strategic view of the current and future demand for charging.
- 6.5.2 The EVCI Locate App is a web-based GIS tool, that has been developed to identify and select priority locations for EVCI installation using suitability analysis. The suitability analysis is based on proximity/distance to the features in the layers listed below. The layers are assessed with a score between 1 (low) and 5 (high). Each analysed layer is broken down into a 5m-by-5m cell which is attributed a score based on distance from the cells in each of the layers. The analysis takes an average of all the scored cells attributed to each analysed layer and generates a final heat map highlighting high and low priority sites within the TfSE region.
- 6.5.3 The EVCI Locate App is hosted on ArcGIS Enterprise and will enable LTAs to identify and select prioritised sites. It can also be used as a stakeholder engagement tool to map out future EVCP network with key stakeholders present.
- 6.5.4 Further details on the calculations within this assessment is included within Working Paper 4 – Forecasting.
- 6.5.5 The following spatial data were assessed to identify gaps across the existing EVCP network and determine suitable locations for the installations of EVCPs:
- Existing and planned EVCPs.
 - LA assets (Council owned car parks).
 - Substation capacity.
 - Railway stations.
 - Highway Network: A Roads, B Roads, all undefined roads.
 - Air Quality Management areas.

- Business Improvement District.
- Land use and amenities.
- Flooding (river and sea, and surface water).

6.5.6 The following supporting layers for each LTA, where data was available, have been included within the EVCI Locate app alongside the visualisation of forecasts outputs:

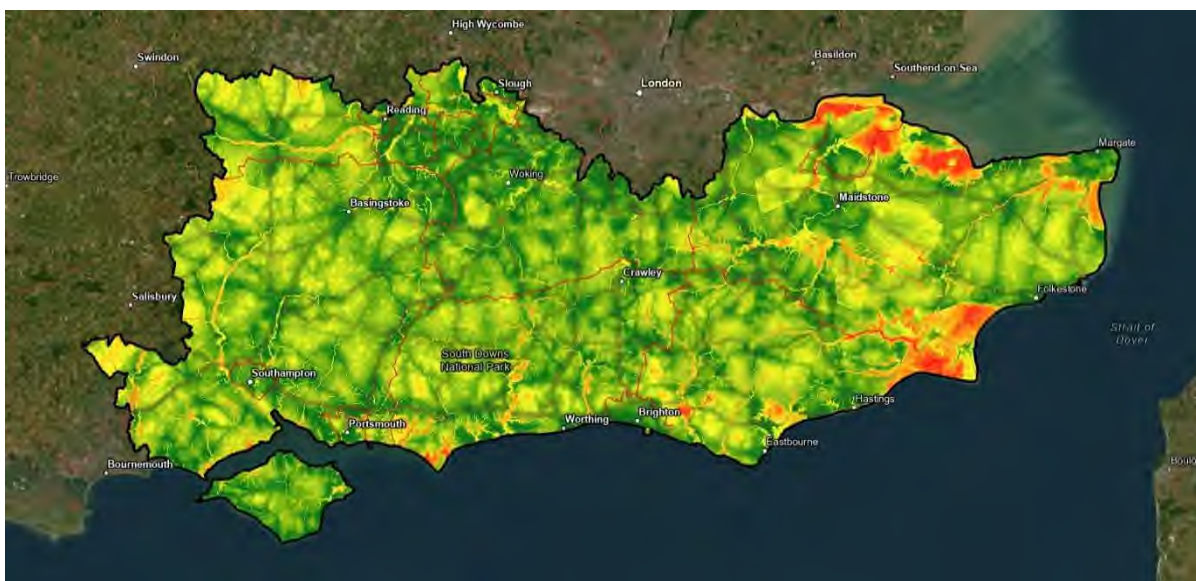
- Highway adoption.
- Parking restrictions.
- Street lighting.
- Terraced housing.
- Deprivation.
- Car ownership.
- Visualisation of forecasted EV uptake at an output area (OA) level.
- Visualisation of forecasted EVCI demand at an OA level.

6.5.7 The EVCI Locate app will provide the following to LTAs:

- Existing EVCP network.
- Assessed grid capacity.
- A heat map of EV demand by OA.
- The number of residential, town centre and rapid destination EVCPs forecast by OA.
- A suitability assessment for determining priority locations for EVCI.
- An ability to place new and committed chargepoints on the map.
- Supporting layers which can be overlaid such car ownership, deprivation, terrace housing.
- A PDF report highlighting the characteristics of a user defined area e.g. the number of amenities, any flood zone hazards, AQMAs.

6.5.8 The suitability analysis heat map, alongside the supporting spatial data have been presented in the bespoke web application to identify and plot proposed EVCP locations across the TfSE study area. Figure 29 is a screen capture of the application. Areas in dark green are deemed as most suitable and should be prioritised, whereas areas in red are considered a lower priority.

Figure 29: Draft snapshot of EVCI Locate App for TfSE area.



6.5.9 Figure 30 highlights an example of the EVCI Locate App suitability assessment at a town level. This illustrates the ability of the tool to drill down into a more focussed view for respective LTAs and district and borough authorities within the TfSE area. This snapshot of Ashford in Kent shows red areas around the periphery of the town centre; within these areas, the tool has identified flood zones, a lack of land use amenities, a distance away from strategic highway network, and low headroom capacity on the grid (evidenced for the large red area to the northwest of Ashford).

Figure 30: Snapshot of the EVCI Locate App – Ashford, Kent.



6.5.10 Using this tool, LTAs can monitor EVCI implementation and continue their development of EVCI strategies and delivery of suitable infrastructure. TfSE can provide LTAs with access to similar views of their own regions.

6.6 Key Findings

6.6.1 The forecasting provides a strong evidence base to inform TfSE's EVCI strategy to reach its objectives by establishing future EV adoption figures based on different uptake scenarios. Projected EV adoption has then fed into models to quantify:

- Forecasted emission savings as a result of EV uptake.
- The required level of residential, public, and destination EVCP to support forecasted demand.
- The forecasted impact EV uptake on the region's power network.

6.6.2 By providing LTAs with a dataset to consider forecasted numbers on EV uptake and EVCP requirements, TfSE can facilitate 'the continued rollout of infrastructure in an efficient and cohesive manner', as set out in the study's aim.

- 6.6.3 Based on the three use cases referred to above, travel data, and statistics on charging behaviour, this level of EV uptake would require a regional EVCI network, by 2030, consisting of a minimum of:
- 11,575 On-street Residential EVCPs
 - 987 Public Town Centre EVCPs
 - 2,061 Rapid Destination EVCPs
- 6.6.4 To achieve this size of network, this will require increasing the current provision of Fast (7-22kW) and Rapid (50kW) EVCPs within the TfSE by 1,028% and 585%, respectively.

The EVCI forecasting and requirements enables accurate targets to be set which will cater for future demand and align with this study's aim to 'facilitate the continued roll out of infrastructure in an efficient and cohesive manner'.

Future Grid Analysis

- 6.6.5 Forecast capacity analysis of the power network across the TfSE area in 2025 has been carried out based on primary substation data (obtained from UKPN and SSEN). This assessment shows approximately 72% of substations could require reinforcement to supply the projected EV uptake. This highlights the importance of close collaboration between TfSE, LTAs, UKPN and SSEN to assess future demand and engage in proactive planning to ensure ample power is available to accommodate planned EVCI installations.

By establishing the grid capacity to support the future EV uptake, local transport authorities can act accordingly to engage with DNOs to ensure appropriate connections are in place to support future demand.

Identification of suitable locations for EVCI

- 6.6.6 The EVCI Locate App and suitability heat map will support LTAs to identify and prioritise high-quality locations to expand their EVCI networks. The supplementary layers such as deprivation, terraced housing, parking restrictions and EV uptake provide a more holistic consideration when selecting sites beyond physical constraints. The assessment has been designed to assess each of the 16 LTAs independently, to provide an opportunity to update the app and heatmap in line with data available from each local transport authority in the future.

Through the EVCI locate tool, local transport authorities can accurately plan the distribution of EVCP implementation to meet current and future charging demand and align with this study's aim to 'facilitate the continued roll out of infrastructure in an efficient and cohesive manner'.

7 Fleet Electrification

7.1 Introduction

- 7.1.1 The UK Electric Vehicle Charging Infrastructure Strategy sets out the requirement for forecasting charging infrastructure demand from fleet vehicles.

'Identify clusters of demand in the region, including bringing together data in current demand and potential future demand from fleets operating in the region (where possible, this should include demand from buses and other heavy vehicles as well as cars and vans). This should identify charging demand in areas without off-street parking, and at sites such as depots where many vehicles may be charging overnight. This will help electricity network operators to plan their networks to meet this expected demand.'

- 7.1.2 The forecasting work completed to date (outlined in Section 6) is focussed on private car and vans. Further work is required to forecast the future demand from fleets operating within the TfSE area.
- 7.1.3 Within the TfSE area, there is extensive knowledge about fleet operating charging requirements. However, the disaggregation of data on current and future demand of charging infrastructure for fleets, especially at a regional scale, provides a significant challenge to developing forecasts. There is also no general consensus in the industry on the type of fuel that will be adopted by freight (e.g. electric, hydrogen or hybrid). Therefore, further work and engagement needs to be undertaken to understand this.
- 7.1.4 This strategy will include a methodology for forecasting fleet demand for EVCI. The methodology is currently in development and will be agreed with the Fleet Electrification Working Group. The forecasts will be created in a subsequent stage of this work.

7.2 Progress

- 7.2.1 This workstream started with the creation of the Fleet Electrification Working Group. The working group membership covers sectors including fleet operators, businesses, freight organisations and LTA fleet representatives. Organisations such as the British Vehicle Rental and Leasing Association (BVRLA), Crown Commercial Services, Logistics UK, Road Haulage Association (RHA) and the National Health Service (NHS).
- 7.2.2 A key outcome of this engagement was to understand the type of data public and private fleet operators hold and explore publicly available datasets. A collaborative approach with the working group has enabled discussions about the type of data needed to inform forecasts. This includes:
- Number of fleet vehicles and fuel type
 - Location where fleet vehicles are stored (e.g. depot or home based)
 - Movements within the TfSE area
 - Fleet EV transition plans

7.2.3 The discussions with the stakeholders also identified key challenges, issues and opportunities for fleet operators. The working group highlighted the following to be considered:

- The availability of data e.g., chargepoint utilisation, behaviour and the availability of commercial spaces for charging.
- Data sharing and commercial sensitivities.
- The availability of infrastructure for fleet vehicles taken home to charge.
- Public charging infrastructure for fleets travelling through the TfSE area.
- Grid capacity for introducing infrastructure at depots.
- Accessibility for fleet vehicles to charging infrastructure on the public network.
- Businesses collaboration and sharing of charging provision.

7.3 Further work

7.3.1 Further work is being undertaken to develop this methodology prior to seeking agreement with the Fleet Electrification Working Group. Two successful workshops have already been undertaken to discuss the methodology with key elements highlighted for consideration within the forecasting of fleet electrification infrastructure demand:

- Gaining an understanding of how and why fleet operators travel within, to and from the TfSE area.
- Ensuring vehicle fleets passing through the region are accounted for.
- Developing a map to understand key gateways, depots, and Clean Air Zones within the region.
- Limitations with regional specific data in national organisations.
- Specialist charging infrastructure for vehicle fleets e.g. Buses, HGVs.
- Giving further consideration to water vessels and water transport given the coastal area covered by the TfSE area. Zero Emission Vessel and Infrastructure (ZEVI) funding is available in 2023 from the DfT for UK businesses to develop, deploy and operate clean maritime solutions.

7.3.2 The working group identified to the need to better understand the type and quantity of data held by various fleet operators in the region. It has been agreed that a survey will be issued to fleet operators in the region to establish what data exists. The survey will also provide information on fleet operations within the TfSE area and how well developed the operators' fleet electrification plans are. This will help highlight available datasets and gather views from a wider network of operators that haven't been involved in the workshops to date. This will also identify where further work is required in advance of developing fleet electrification infrastructure forecasts.

7.3.3 Following the results of the survey and agreement with the working group, the methodology will be produced for the creation of forecasts of demand for EVCI for fleets (depot and public charging) at a TfSE area level. This will use the evidence and data from the workshops, survey, desktop research and existing knowledge to consolidate findings. Work is being undertaken to split vehicle fleet into categories based on type and use. The type of categories raised within the workshops which are being considered, but are not limited to, include:

- Car Clubs
- Light Goods Vehicles (LGVs) both home based and depot based
- Heavy Goods Vehicles
- Taxis
- Buses
- Emergency services
- Local Authority Fleets

- 7.3.4 It is recommended that TfSE facilitate the Fleet Electrification Working Group beyond this study to support and provide fundamental input into the fleet infrastructure demand forecasts. This will ensure there is an opportunity for fleet operators, representative bodies, LTA fleet representatives and others to share available data, best practice and technological advances within the region. It will also help TfSE build comprehensive understanding of the vehicle fleet use within the region and progress the forecasts of EV infrastructure demand from vehicle fleets for depot and public charging infrastructure. Every effort should be made to try and expand the working group to include representatives from wider groups of fleet operators.

8 Action Plan

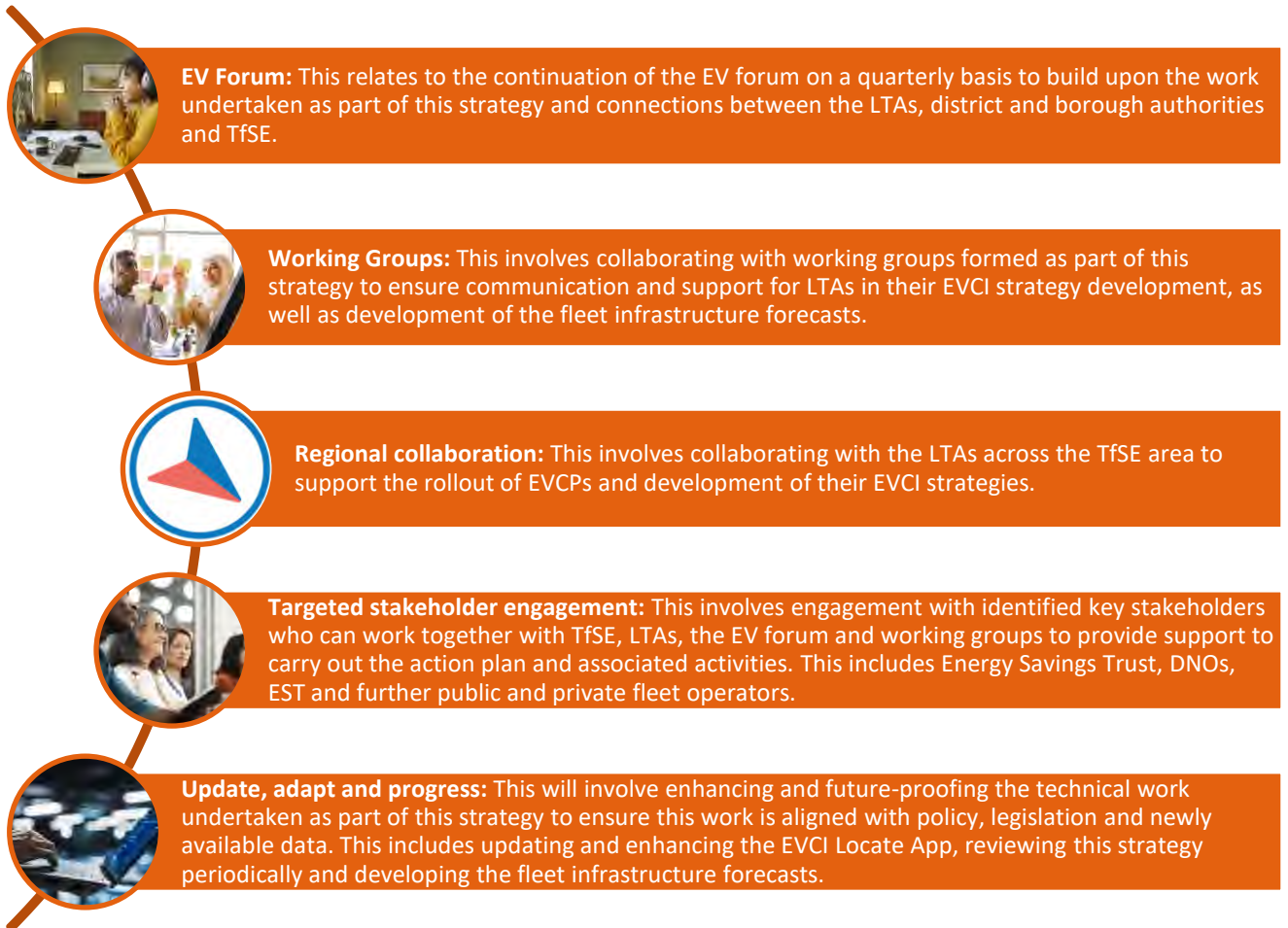
8.1 Introduction

- 8.1.1 The final section of this report covers the TfSE action plan which outlines a series of actions and recommendations which have emerged from the development of this strategy. The actions are informed by the evidence base of this strategy work which includes technical work and stakeholder engagement. The successful stakeholder engagement has been fundamental to the development of this strategy and the outputs of this work. As described in Section 2, the positive and wide-ranging engagement, with a variety of stakeholders, has helped provide a platform for the action plan to build upon and ensure TfSE can continue to act as a highly effective facilitator for the area.
- 8.1.2 The full action plan is in Appendix A, and summarised in this section. The action plan sets out:
- The actions.
 - The role of TfSE as a facilitator to support LTAs.
 - Key stakeholders.
 - Funding opportunities.

8.2 Key Actions

- 8.2.1 The action plan consists of fourteen actions which aim to:
- Support the development of LTA EVCI strategies.
 - Support LTAs with the rollout of EVCPs within their regions.
 - Encourage sharing of data, best practice, updates and challenges.
 - Utilise and build upon information, feedback and data gained within the fleet electrification working groups to develop forecasts for vehicle fleet infrastructure demand.
- 8.2.2 The key actions form overarching themes, as displayed in Figure 31.

Figure 31: Action plan themes.



Implementation

- 8.2.3 It is expected that the implementation of this action plan will be explored following engagement within TfSE and with key stakeholders across the region. Prioritisation of the actions, outlined in Appendix A, will strike a balance between developing quick wins and establishing strong foundations to support long-term strategic development.

Roles and Responsibilities

- 8.2.4 This section covers the roles and responsibilities of different key stakeholder groups that operate within the TfSE area, and whose input will be required in order to implement the TfSE EVCI strategy action plan successfully.

TfSE

- 8.2.5 The role of TfSE in implementing the action plan is as follows:
- To organise, chair and invite key members to attend the forum and working group meetings.
 - Act as a facilitator to disseminate information, best practice, coordinate working sub-groups and engagement with key stakeholders.

- To ensure the strategy, action plan and technical work (e.g., forecasting) are reviewed and up to date.
- Act as a 'single voice' for the TfSE area; to engage, understand and disseminate key learning, challenges, issues and opportunities for local EVCI strategies and chargepoint implementation.
- Provide a platform for targeted engagement and on-going support for LTAs with the development of their EVCI strategies.

Local Transport Authorities (LTAs)

- To support implementation of the TfSE action plan, the LTAs will be required to:
- Contribute to relevant working groups and the forum.
- Disseminate information within the LTAs and to constituent district and borough authorities.
- Provide up-to-date information on progress and development of their EVCI strategies.
- Work with TfSE to engage with key stakeholders in the strategy.

Additional Key Stakeholders

8.2.6 Other key stakeholders in the action plan such as DNOs, CPOs, OZEV and EST have roles and responsibilities defined to provide input and insight into working groups or targeted engagement. This will enable TfSE to act in a facilitator role to implement the action plan and support the local transport authorities in developing their own EVCI strategies. Public and private fleet operators and LTA fleet representatives also have a role to work with the fleet electrification working group to ensure progress is made in the region in line with government objectives.

Figure 32: Level of involvement in Action Plan of stakeholders.



8.3 Recommendations

- 8.3.1 As stated above, it is recommended that TfSE continue to develop each action in close collaboration with their stakeholders. This is important to capture:
- Appetite of key stakeholders for pursuing actions and taking ownership of responsibilities.
 - Resource availability and knowledge of specific public and private capital funding opportunities that can be leveraged.
 - Best practice and lessons learned expertise from stakeholders regarding timeline, cost, and complexity of proposed actions.
- 8.3.2 When prioritising actions, it is recommended that quick wins are balanced with actions that may not necessarily amount to immediate impacts but are essential to achieve long term strategic objectives. This will help inform prioritisation, identify potential resource constraints, and ensure impacts are aligned with the commitments of key stakeholders.
- 8.3.3 In order to implement this action plan TfSE has a key facilitation role to play, building on the highly effective stakeholder networks that have been essential to the creation of the strategy.

9 Conclusions

- 9.1.1 The TfSE area is a diverse region which covers densely urban to very rural areas from the sixteen constituent LTAs and forty-six district and borough authorities. Evidence from the extensive stakeholder engagement shows that LTAs face challenges with the development of their local EVCI strategies and installation of EVCPs. A key issue is providing an inclusive network that is accessible to a diverse demographic.
- 9.1.2 Key challenges associated with EVCI were highlighted by the LTAs, including resources, costs, funding and relationships with the DNOs. Most LTAs considered resources, funding and knowledge as a challenge faced in the development of an EVCI strategy. LTAs also highlighted that joint working, collaboration and demand forecasting could be part of this regional strategy to help address their challenges.
- 9.1.3 The TfSE EVCI strategy and action plan aims to facilitate the continued roll-out of infrastructure in an efficient and cohesive manner through better local engagement, leadership and planning. It will provide clear strategic direction and create a platform for LTAs to discuss and develop their own EV/EVCI priorities and strategy.
- 9.1.4 This strategy and action plan has determined the baseline position of the TfSE area, indicating the difference in levels of EVCPs to BEVs between the sixteen local transport authorities. The TfSE area has one chargepoint for every 16.5 EVs which is currently comparable to UK average, and below the aspirational IEA level of 10:1. This highlights the need for rapidly increased EVCI provision and long-term planning in order to ensure the region can meet the government target.
- 9.1.5 A forecasting exercise has been carried out to show the level of infrastructure needed within the TfSE area. This provides an evidence base to consider forecasted EV uptake and the resulting extent of EVCI required. The provision of the EVCI Locate App will help provide LTAs with guidance for selecting suitable locations to install the necessary infrastructure.
- 9.1.6 Fourteen actions have designed to:
- Support the development of LTA EVCI strategies.
 - Support LTAs with the rollout of EVCPs within their regions.
 - Encourage sharing of data, best practice, updates and challenges.
 - Utilise and build upon information, feedback and data gained within the fleet electrification working groups to develop forecasts for vehicle fleet infrastructure demand.
- 9.1.7 These actions will respond to the challenges faced in the development of LTA EVCI strategies and help provide a resilient network of EVCPs across the TfSE area. Collaboration is a cross-cutting theme for the action plan. TfSE has a key role to play as a facilitator for cross collaboration between the constituent LTAs and wider organisations, such as OZEV and the EST.
- 9.1.8 Implementing the action plan will enable TfSE to act with 'one voice', setting strategic direction for the region. This will help promote the transition to EV vehicles by supporting the LTAs to provide sufficient infrastructure for a future proofed EVCI network. This will continue to support a shift to low emission vehicles to contribute to the UK's commitments to achieve net zero by 2050⁶⁶

⁶⁶ Gov.uk, 'UK becomes first major economy to pass net zero emissions law' (2019). <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

Appendix A– Action Plan

Theme	#	Description	TfSE's Role	Stakeholders	Funding Options
EV Forum	1	<p>TfSE will facilitate ongoing engagement with the regional EV forum for the South East.</p> <p>The forum will meet on a quarterly basis and will continue to bring together key public and private sector colleagues from across the area. The overarching aim of the forum will be to</p> <ul style="list-style-type: none"> • Share best practice and disseminate updates regarding EVCI rollout from across the TfSE area. • Provide a platform for stakeholders to highlight challenges and issues faced across the region. • Agree actions regarding EVCP forecasting. • Contribute to the achieving the action plan. • Define working groups made up of forum representatives to look into specific EVCI related issues as and when they arise. • Explore the creation of sub-groups (e.g CPOs / DNOs) to build connections and host knowledge share events. • Secure engagement with OZEV, acting as a 'single voice' for the region. • Develop a future-proofed EVCP roll-out plan that utilises innovative technology. • Help produce guidance on best use cases for installing different types of EVCPs. • Explore options for EVCPs to help mitigate impact on the grid. 	TfSE to organise and chair these meetings, and ensure all key members can attend	<p>Local transport authorities</p> <p>Representative district and borough authorities</p> <p>DNOs</p> <p>CPOs</p> <p>DfT</p> <p>OZEV</p> <p>Fleet Operators</p> <p>Department for Transport</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>
Working Groups	2	<p>TfSE to facilitate ongoing engagement with the Local Authority Working Group.</p> <p>These meetings will be hosted quarterly and staggered with the ongoing Electric Vehicle forum meetings (Action 1). The group will:</p> <ul style="list-style-type: none"> • Share and disseminate issues, challenges and best practice within the region. • Create necessary sub-groups to tackle specific issues. • Create joint EVCI guidance for the region. 	TfSE to organise, chair these meetings and ensure all key members can attend	<p>Local transport authorities</p> <p>Representative district and borough authorities</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>

Theme	#	Description	TfSE's Role	Stakeholders	Funding Options
		<ul style="list-style-type: none"> Assist with developing local EVCI strategies and setting SMART (Specific, Measurable, Achievable, and Time-bound) objectives. 			
Working Groups	3	<p>TfSE to continue engagement with the fleet electrification working group.</p> <p>This will help facilitate the forecasting of future charging infrastructure for fleets. This will include, but not be limited to:</p> <ul style="list-style-type: none"> Analysing how public EVCPs can be incorporated into fleet charging. Continuing to map how and where these fleets operate and the suitability of depots for EVCP installation. Collate available data and emerging technology. Assist with the development of forecasts for fleet charging infrastructure. 	TfSE to organise and chair these meetings, and ensure all key members are able to attend	<p>Local transport authorities</p> <p>Representative bodies</p> <p>Fleet Operators</p> <p>Local transport authority fleet managers</p>	Government funding
	4	<p>TfSE to bring local transport authorities together to explore the development of a common approach / procurement framework.</p> <p>This will support them to select appropriate:</p> <ul style="list-style-type: none"> EVCI operating models. EVCI hardware. Back-end operating systems. Suppliers to install and manage EVCI. 	TfSE to facilitate discussions between the local transport authorities and provide guidance in developing a common approach	<p>Local transport authorities</p> <p>Representative district and borough authorities</p>	<p>Funding from local transport authorities</p> <p>Government funding</p>
Regional Collaboration	5	<p>TfSE to carry out more detailed engagement with local transport authorities.</p> <p>This will help LTAs identify:</p> <ul style="list-style-type: none"> Best-practice and lessons learned between local transport authorities at different stages. Map where authorities currently sit and what support is needed to progress with their EVCI strategies. 	TfSE to lead the engagement.	<p>Local transport authorities</p> <p>Representative district and borough authorities</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>

Theme	#	Description	TfSE's Role	Stakeholders	Funding Options
		<ul style="list-style-type: none"> Identify local transport authorities where further support is required. 			
Targeted Engagement	6	<p>TfSE to establish regular liaison with OZEV.</p> <p>This will create a mechanism for effective communication on behalf of local transport authorities within the TfSE area to:</p> <ul style="list-style-type: none"> Explore EVCI funding opportunities. Influence the development of national policies and funds. Act as a conduit for local transport authorities within the TfSE area to raise issues and questions to OZEV. 	TfSE to establish regular communication with OZEV and create a platform for local transport authorities to communicate	<p>Local transport authorities</p> <p>Representative district and borough authorities</p> <p>OZEV</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>
	7	<p>TfSE to establish regular engagement with the Energy Savings Trust (EST).</p> <p>This will identify ongoing support to local transport authorities within the TfSE area with the rollout of the EVCI and the development of their EVCI strategies.</p>	TfSE to act as a conduit to engage with EST on behalf of local transport authorities	<p>Local transport authorities</p> <p>Energy Saving Trust</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>
	8	<p>TfSE to maintain ongoing relationships with the two DNOs operating within the TfSE area (Southern and Scottish Electricity and UK Power Networks).</p> <p>This will ensure support for local transport authorities with the early identification of grid capacity constraints and development of mitigation options in their EVCI Strategies. Engagement and proactive planning between LTAs, TfSE and DNOs will ensure ample power is available to accommodate planned EVCI installations.</p>	TfSE to engage with the DNOs and host engagement opportunities between local transport authorities and the DNOs	<p>Local transport authorities</p> <p>Representative district and borough authorities</p> <p>DNOs</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>
	9	TfSE to further engage with public and private fleet operators within the TfSE area.	TfSE to facilitate engagement between private and public fleet	Private fleet operators	Government funding

Electric Vehicle Charging Infrastructure Strategy

Theme	#	Description	TfSE's Role	Stakeholders	Funding Options
		This will identify key barriers to EV adoption, identify available data and help shape the forecasts of EV infrastructure demand from vehicle fleets going forward.	operators and ensure all key members are able to attend the Fleet Electrification Working Group	Representative bodies International gateways	
		TfSE to continue to liaise with National Highways about the rollout of charging infrastructure on the SRN.	TfSE to liaise National Highways and facilitate conversations with LTAs where necessary	National Highways LTAs	Government funding
	10	This will ensure the EV/EVCI strategies and implementation are aligned to NH priorities on the SRN. Key discussion items to include: <ul style="list-style-type: none"> Gaps in EVCP networks on the SRN in the TfSE area. Impact of SRN EVCPs on the future grid capacity. Demand on infrastructure from fleets on the SRN. 			
Update, Adapt and Progress		TfSE to update this TfSE EVCI Strategy and action plan at a minimum of 5-year intervals.	TfSE will oversee the update to the EVCI Strategy and ensure local transport authorities are given the opportunity to input data and influence its development	Local transport authorities Representative district and boroughs DNOs	Government Funding Funding from Local transport authorities
	11	Regular reviews to be undertaken given the fast-moving environment surrounding EV and EVCI legislation, this timeframe may be reduced following publication of new guidance.			
		TfSE to develop forecasts of EV infrastructure demand from vehicle fleets for the TfSE area.	TfSE to lead the development of the forecasts based on information gained through the stakeholder engagement.	DNOs CPOs Fleet operators Local transport authority fleet managers	Government funding
	12				

Theme	#	Description	TfSE's Role	Stakeholders	Funding Options
	13	<p>TfSE to continue to develop and update the EVCI Locate App.</p> <p>This will enable local transport authorities to identify optimal locations for EVCI installation at a local level.</p> <ul style="list-style-type: none"> Adapt the tool from feedback provided by the LTAs. Update the tool with new or updated data. Add new features to the tool. 	<p>TfSE to provide a platform for local transport authorities to share best practice and lessons learned when implementing improving the EVCI Locate App.</p> <p>TfSE to facilitate the collection of data from the local transport authorities to update the app.</p>	<p>Local transport authorities</p> <p>Representative district and boroughs</p>	<p>Government funding</p> <p>Funding from local transport authorities</p>
Update, Adapt and Progress	14	<p>TfSE to explore the possibility of developing a centralised data hub for EVs and EVCPs.</p> <p>The hub would allow authorities to store and access data from across the region. This would enable LTAs to understand the scale of EVCI implementation across the region, progress to date and gaps in the network. This tool would either need to be updated continually to ensure it held the most up-to-date data. Example data sets would include:</p> <ul style="list-style-type: none"> EVCP Utilisation data. Existing & planned EVCP network. CPO data. DNO data. Survey / consultation results. 	<p>TfSE to facilitate the shared data source, by working with local transport authorities to collect and store their data.</p> <p>TfSE to be the point of contact for local transport authorities to access this shared data.</p>	<p>Local transport authorities</p> <p>Representative district and borough authorities</p> <p>DNOs</p> <p>CPOs</p>	<p>Funding from local transport authorities</p> <p>Government funding</p>

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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: **Development of a Regional Centre of Excellence**

Purpose of report: **To provide an update on work to support delivery of a Regional Centre of Excellence.**

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.**
-

1. Introduction

1.1 This report provides an update on the progress in developing a Regional Centre of Excellence (RCoE).

2. Background

2.1 In February 2022, the Levelling Up White Paper set out proposals for Regional Centres of Excellence. Subsequently, the Department for Transport have set out expectations for Sub-national Transport Bodies to take responsibility for developing and operating Centres of Excellence in their region.

2.2 For 2022/23, TfSE allocated £250,000 to developing their Regional Centre of Excellence, in addition to recruiting a permanent Project Manager dedicated to this workstream. Subsequent discussions with the DfT about the release of the balance of this £250,000 identified that TfSE had made good progress against both workstreams, but further engagement with DfT and all seven STBs was needed to agree next steps.

2.3 As agreed at the September 2022 Partnership Board meeting, TfSE officers worked with the DfT to secure draw down of smaller amounts of funding to enable background research to continue. £40,000 was released, which will enable TfSE to work with its local transport authorities (LTAs) to scope the remit of the project.

3. Local Capability additional workstream

3.1 Through ongoing work via the local capability workstream, discussions have been held with the LTA officers to get their views and insight into how a centre of excellence would be utilised and gauge support. To date, the concept has received broad support with LTA officers recognising that it could offer bespoke tools, guidance and advice on the delivery and implementation of local transport plans. Further work will be needed to define its scope and to ensure that a robust development plan is put in place to ensure that it evolves over time and continues to meet the changing needs of LTAs.

4. Approach to developing a Regional Centre of Excellence

4.1 There is a desire for the Centre of Excellence to be co-designed with LTAs and the DfT to ensure that the content is enhanced, supported and makes good use of the existing tools and guidance available at a national and local level.

4.2 Workshops held with all sixteen LTAs on 13 February 2023 demonstrated support for the Regional Centre of Excellence to include; convening best practice and resource coordinators, providing tools and expertise, facilitating procurement of specialist services, and the opportunity for peer review. This should cover topics required from local authorities that would support delivery of their local transport plans (LTPs), such as business case development and producing good bids, development of pipeline schemes, quantifiable carbon reduction support and ongoing delivery of some of the short-term work on electric vehicle charging infrastructure and local capability in line with DfT business plan guidance.

4.3 In January 2023, TfSE appointed Arup to support them with the research phase of the Centre of Excellence development. The scope for their commission included:

- A three-year work programme, including high level cost estimates, of delivery for the Centre of Excellence to evolve with changing requirements of LTAs.
- National and international best practice examples that can inform the development of the RCoE.
- Local authority requirements for capacity and capability support that can be delivered via a Centre of Excellence.
- What is required to sustain LTA support for the creation of the RCoE platform.
- Review outputs from the TfSE strategic investment delivery action plan, monitoring and evaluation, and common analytical framework.

5. A TfSE Regional Centre of Excellence

5.1 As a result of the tasks completed above, the research concluded that while existing centres of excellence vary in size and function, many have similar elements. While the reason and context for creating one may differ, all focus on delivering improvements to knowledge sharing, space to collaborate, offer formal training. The overall purpose needs to be clear from the start, but can evolve and develop over time.

5.2 There is support from LTAs to develop and establish a Regional Centre of Excellence to help deliver on the four topic areas set out by the DfT, but that further workstreams should be included to pick up those areas that are not stipulated as part

of the LTPs, but cannot be delivered without them. The high-level views that emerged as a result of the workshops held were:

- The RCoE should be a hybrid model which includes physical and virtual elements.
- The RCoE should be easy to use and overall provide benefits.
- To begin with, the RCoE should be relatively 'small', focused and rely on existing knowledge.
- To build expertise overtime and should develop to include expert resource who can assist with challenges, above and beyond a virtual platform.
- The RCoE should reflect the needs of different LTAs, so some require support with LTPs whereas others would like support with topics such as carbon reduction.
- LTAs should be engaged with throughout.
- A long-term funding model is to be agreed but indicative funding is available for 3 years.

5.3 Collating the outputs of the tasks for this research commission, TfSE believes a future RCoE can deliver multiple benefits for the south east:

- Focus on building expertise and maximising LTAs' capability and capacity in core work areas.
- Operate as a forum for better communication between LTAs, facilitating idea exchange and enable LTAs to work together to solve common problems.
- Bespoke guidance offered to reflect different and specific needs of LTAs across the region.
- Provide advice, support and practical help with shortfalls and on the ground delivery.
- Support better strategic case making to help obtain more investment from government and deliver funding for schemes.
- Create economies of scale through sharing resources and best practice to create consistency and reduce duplication.

5.4 The roadmap in Appendix 1 provides a three year business plan for how the preferred scenario would be delivered. It sets out:

- Each of the tasks to be delivered with a description.
- The indicative cost band per year for delivery of the task. The cost bands are the following;
 - £ - less than £10,000
 - ££ - between £10,000 and £50,000
 - £££ - between £50,000 and £100,000
 - ££££ - between £100,000 and £200,000

5.5 The roadmap is split into sections which will contribute to its delivery:

- Purpose – to be able to articulate the RCoE's vision and purpose for all key stakeholders to buy into.
- Format – developing a separate website to TfSE's existing one, to host the RCoE's virtual platform and to establish physical elements of the RCoE.

- Components – this objective will; identify key components of the RCoE platform such as specialised 1:1 support, set up and deliver key components such as connected cohorts, and put in place a procurement framework so that there can be the joining up of existing TfSE/LTA frameworks to ensure consistency.
- Audience – this will engage the intended audience to gain views throughout.
- Content – this will look to collate existing content that is available from across LTAs and other organisations, and ensure that new content is created based on gaps and priorities.
- Development – gaps and priorities will need to be reviewed regularly, and learning pathways will require development. There will also be a requirement to establish owners/partners to deliver events and training.
- Management – governance arrangements to be established, communication channels created and endorsed, and day to day management processes put in place.
- Funding – to agree future funding arrangements.
- Success – establish KPIs through considering existing mechanisms such as via monitoring and evaluation, and set up ways of monitoring and evaluating KPIs and capturing lessons learned.

These tasks are set out in the roadmap in Appendix 1, with their associated costs.

5.6 This establishment is crucial for creating a mechanism to expert knowledge, sharing lessons learned and successful case studies, and drawing in additional resources as required. There is a risk that TfSE and LTAs will struggle to deliver their regional and local transport policies without the level of expertise and support an RCoE would provide.

6. Conclusions

6.1 Board Members are recommended to note progress with the development of a Regional Centre of Excellence.

6.2 Board members are also recommended to agree the proposed three year roadmap which will set out the intention for the Regional Centre of Excellence's delivery.

RUPERT CLUBB
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Regional Centre of Excellence

Introduction

Background

The Levelling Up White Paper published in February 2022 includes a commitment from government to develop Regional Centres of Excellence across the country. As a result, the Department for Transport has asked Sub-national Transport Bodies (STBs) to deliver **Regional Centres of Excellence (RCoE)** in their areas, with a focus on building Local Transport Authorities' (LTAs') capability in:

1. Updating Local Transport Plans
2. Providing support on Quantifying Carbon Reductions
3. Developing effective business cases
4. Ensuring each LTA develops and maintains a pipeline of future schemes.

TfSE have received initial funding from DfT to develop an RCoE concept for the South East. It is important to TfSE that this resource offers value for both national, regional, and local initiatives, such as quantifiable carbon reduction (QCR), Strategic Investment Plan (SIP) and Bus Service Improvement Plans (BSIPs).

Previous studies

TfSE commissioned Arup in October 2021 to undertake a review of the **organisation's roles and responsibilities** and examine how these might evolve as TfSE develops. One of the key actions identified in this work was for TfSE to *“develop its position as a regional resource that tackles emerging transport challenges and develops the capabilities to overcome and capitalise on them”*. As a result, we were able to use this evidence to demonstrate early support, and set out proposals to DfT for a TfSE Regional Centre of Excellence.

DfT awarded TfSE with an additional £300,000 to help **Local Transport Authorities (LTAs)** deliver their **Local Transport Plans**. This focused on boosting capability and identifying recurring skills gaps across the region. One of the interventions identified by LTAs in this exercise was to develop a Regional Centre of Excellence for the South East.

As part of the 2022/23 business plan submission to DfT, TfSE included a request for funding to develop and implement a **Regional Centre of Excellence (RCoE)** in their budget allocation, and this has been accepted. However, to unlock the first tranche of funding, TfSE needs to prepare a credible **Roadmap** for delivering this RCoE. TfSE have therefore commissioned Arup to help develop this Roadmap for delivering a RCoE for the South East over the next three financial years. To demonstrate TfSE's commitment to a Regional Centre of Excellence, a dedicated project manager has been appointed to ensure successful delivery and maintained engagement. This has been funded separately to the Centre of Excellence budget allocation.

Purpose of this note

The rest of this note summarises the work delivered by this commission and presents a Roadmap that outlines how a future RCoE could be developed and delivered. This includes:

- An **overview** of the RCoE project.
- A **definition** of the RCoE concept.
- Examples of best practice **case studies**.
- A review of **existing tools and guidance** (and an indication of current gaps).
- **Core principles** underpinning the design of the RCoE.
- A presentation of the Draft **Roadmap**.
- **Conclusions** and **Next Steps**.

Project Overview

Project aims

The overarching objective for the RCoE is to **help LTAs address capacity and capability challenges**. An RCoE is well placed to deliver this objective and can be designed to ensure it adapts and evolves to changing LTA needs and circumstances, while ensuring alignment with DfT guidance, policy, and legislation. TfSE is clear that the future RCoE should offer bespoke guidance and tools to support the different requirements of all LTAs in the TfSE area, reflecting a wide range of different scales, geographies, and political contexts.

Approach

The project included the following activities:

- Review of **existing information** on the RCoE from previous projects.
- **Stakeholder engagement** with TfSE and LTAs to establish common views, which included:
 - A TfSE workshop was held on 7th February 2023; and
 - An LTA workshop was held on 13th February 2023.
- Review of **best practice** (Case Studies) of existing Centres of Excellence, both nationally and internationally.
- Review of **existing tools** currently offered to LTAs by TfSE.
- Development of a **roadmap** for the RCoE over a three-year period.
- Development of **briefing material** to support the delivery of the RCoE.
- **Presentation to DfT** on 7th March 2023

The Draft Roadmap will be shared at the **TfSE Partnership Board** meeting on 13th March for approval and, following this, a detailed brief will be created to allow TfSE to progress with the next phase of the development of the RCoE.

Definition of a Regional Centre of Excellence

Definition

There are a range of definitions for the term “Centre of Excellence” and there are some principles that appear to be common to other examples of Centres of Excellence (CoE). For the purposes of this project, TfSE is clear that the RCoE will be:

- **Regional:** It will serve the whole TfSE area and reflect the diversity of needs, circumstances, and interests in this area and at the same time ensuring that it aligns to national policy.
- **Centre:** It will have a focus – a group of people responsible for its activities, potentially located in a physical place, and certainly with a clear online presence.
- **Excellence:** It will deliver “excellence” i.e., best practice, high skills, and high-knowledge outputs for the benefits of all TfSE’s LTAs.




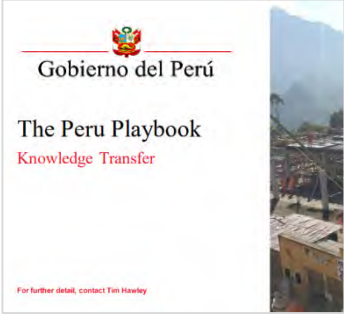
Research into best-practice case studies

The project team has reviewed case studies of similar CoEs and drawn insights from these to inform the development of TfSE’s proposed RCoE. The case studies reviewed include:

- Building Capacity to deliver at scale **Towns Fund Delivery Partner**.
- EU/UN Mayors for Economic Growth **Urban Learning Centre**.
- DfT National Bus Strategy and **Bus Centre of Excellence**.
- Influencing **Transport Lab** by the Transport for the West Midlands.
- The **Peru Playbook** Knowledge Transfer.
- UK Rail Research and Innovation Network – **Centres of Excellence in Digital Systems, Rolling Stock, and Infrastructure**.

Case Study Examples

Further details about three case studies are provided below.

Case Study	Description and insights
<p>Urban Learning Centre Joint funded by the UN and EU</p>  	<p>The Mayors for Economic Growth (M4EG) is a joint initiative of the European Union and United Nations Development Programme that includes a Centre of Excellence designed to “reimagine urban and local spaces for positive transformative change and future-readiness”. To facilitate this, an Urban Learning Centre (ULC) has been established as to provide an “enabling learning ecosystem” – an interconnected system of interacting community members at national and regional level, organised around the practitioner members. This centre is designed to meet a variety of needs by developing peer networks, showcasing successful projects, building knowledge repositories, and building a digital platform to share resources and knowledge.</p>
<p>Centre of Excellence in Digital Systems UK Rail Research and Innovation Network</p> 	<p>The UK Rail Research and Innovation Network (UKRRIN) was set up to create a powerful collaboration between academia and industry through the creation of three Centres of Excellence – it aimed to fill capability gaps in the UK to enable a step-change in realising innovation and accelerating new product development in the rail industry. It was hosted by a number of different universities across the UK and set up by University of who led a consortium of universities, partnered by supply chain partners/rail industry clients to develop proposals. Funding was provided by government and leading industrial partners.</p>
<p>Peru Playbook Peru and UK governments</p> 	<p>The Peru Playbook is a knowledge transfer arrangement that has been put in place by the Peruvian and British governments to help Peru develop its infrastructure. To support this initiative, Arup has developed a playbook that sets out how knowledge could be transferred, which is based on best-practice theory and practical experience. This includes providing best practice advice on processes for knowledge transfer, developing baseline capability assessments, creating communities of practice, partnering with academia to develop and deliver courses, digital solutions (learning management system, expertise finding, knowledge base, lessons learned, monitoring and evaluation.</p>

Review of Tools and Guidance

The project team has reviewed existing and potential future tools and guidance that could be relevant to the role of the future RCoE and could point to gaps in current support:

- **Existing LTP Guidance:** Existing LTP guidance provides advice on the scope of LTPs, the steps required to develop them, and principles for delivering them. These include associated assessments, consultation, management systems and monitoring and evaluation of the Plan.
- **Future LTP Guidance:** While this is not expected to be released until 2023, future guidance is expected to include advice on decarbonisation (including quantifying carbon), directions to incorporate Bus Service Improvement Plans (BSIP) and Local Cycling and Walking Improvement Plans (LCWIPs) into the LTP, an electric vehicle charging infrastructure strategy, advice on using business case approaches and methodologies for the LTP, advice on consultations, and advice on proportionate monitoring and evaluation¹. It is expected that the new guidance will ask LTAs to consider STB transport strategies and evidence.
- **TfSE Analytical Framework:** This is under development and the current plan is to pursue a Common Analytical Framework in a modular way, adopting those tools and approaches that are appropriate to the development of schemes within its Strategic Investment Plan, but recognising that there will still be a need for some bespoke analysis. This will build upon the Analytical Framework that Transport for the North (TfN) initially completed. The TfSE Analytical Framework is likely to include:
 - A quantified carbon reduction tool including consistent data standards.
 - Development of priority rail interventions to Strategic Outline Business Case.
 - Development of the strategic case for Road Investment Strategy 3 schemes.
 - Delivery of strategic studies for large Strategic Road Network interventions.
 - Support for LTAs to develop local highway and mass transit schemes.
 - Research studies to support consistent active travel demand forecasting.
 - New analytical tools for forecasting scheme impacts (e.g., wider economic impacts, embedded carbon impacts etc.).
- **Staff resource and software licenses.** **Strategic Investment Plan (SIP) monitoring and evaluation:** TfSE is planning to develop a set of Key Performance Indicators (KPIs) with targets and trajectories to monitor and evaluate the implementation of the SIP, which will also need to be used for monitoring of each intervention within the SIP.
- **ProjectView:** TfSE launched ProjectView in 2021, which is a data mapping tool, designed to support our work and ensure that decisions about investment in the

¹ <https://www.transportextra.com/publications/evolution/news/71533/new-look-ltps-expected-by-spring-2024-but-no-link-to-funding-until-later>

Appendix 1

South East are based on common and consistent data. With over 100 users and refreshed data sets, it will continue to inform TfSE's strategy and delivery work.

Based on the tools and guidance described above, the RCoE would likely need to provide further support to LTA capability, provide mode-specific support (including a Decarbonisation Toolkit), and provide advice on funding to support scheme delivery.

As a result of the recent local capability workstream, a pipeline of schemes has been submitted to TfSE by their local authorities, which will be used to inform the foundation and continued development of the RCoE.

Core Principles

Framework

The project team has identified several principles that should be explored to create a roadmap for a Regional Centre of Excellence. These principles are presented in the figure to the right.

It is also important to highlight that there are also parallels with knowledge transfer and learning and development with a Regional Centre of Excellence.



Shared principles from best-practice case studies

The project team's review of existing successful CoEs has drawn the following insights about how to develop a CoE, what the focus of the CoE should be, and how to manage the CoE.

To **develop** an RCoE, TfSE should:

- Co-design the RCoE with LTAs, with integrated leadership and development teams.
- Set out clear ownership and responsibility roles.
- Undertake a diagnosis of regional needs and efficient prioritisation exercise of initiatives.
- Avoid completing too much needs analysis work before critical early milestones are met.
- Establish an integrated delivery partner that enables the client and consulting team to work collaboratively together to achieve successful outcomes.
- Set up the RCoE digital platform as quickly as possible, focusing on delivering value to the members quickly, effectively, and consistently.
- Continue collaboration with other STBs to remove risk of duplication, and consider where joint works can be developed/utilised.

The **focus** of the RCoE should be to:

Appendix 1







- Develop peer networks, showcasing successful projects.
- Build knowledge repositories and put in place a digital platform to share resources and encourage collaboration, training.
- Help members develop skills and innovate through advisors' meetings / coaching.
- Provide content in a searchable database, including tools, guidance, and evidence.
- Build collaboration between academia and industry to help realise innovation.
- Develop content based on research outcomes that is tailored to members' needs.

To **manage** the RCoE, TfSE should:

- Ensure the RCoE can 'support' itself, through ongoing collaboration and knowledge sharing between members.
- Enable users to highlight what they want, when engaging with existing content.
- Ensure that the online learning and knowledge sharing platform is always accessible anywhere and, including on the phone.
- Have legacy discussions on what will happen to the resources in the longer term and how will they best be used.
- Ensure that clear actions are taken shortly after any launch event to maintain interest and support in the early days of the RCoEs work.

Key benefits and outcomes of a Regional Centre of Excellence

TfSE believes a future RCoE can deliver the following benefits for the South East:

 <p>Capability and capacity</p>	<p>A future RCoE can focus on building expertise and maximising LTAs' capability and capacity in core work areas.</p>	 <p>Practical advice and support</p>	<p>A future RCoE can provide advice and support and practical help with shortfalls and on the ground delivery.</p>
 <p>Better communication</p>	<p>A future RCoE can be a forum for better communication between LTAs. It can facilitate idea exchange and enable LTAs to work together to solve common problems.</p>	 <p>Better decisions and funding</p>	<p>A future RCoE can support better strategic case making to help obtain more investment from government and deliver funding for schemes.</p>
 <p>Bespoke to the TfSE area</p>	<p>A future RCoE can offer bespoke guidance to reflect different and specific needs of LTAs across the TfSE area.</p>	 <p>Economies of scale</p>	<p>A future RCoE could create economies of scale through sharing resources and best-practices to create consistency and reduce duplication.</p>

The establishment of an RCoE is crucial for creating a specialised framework and mechanism for accessing expert knowledge, sharing lessons learned and successful case studies, and drawing in additional resources as required. This is particularly relevant in response to emerging needs such as the application of decarbonisation and climate strategies.

Appendix 1

There is a risk TfSE and LTAs will struggle to deliver their regional and local transport policies without the level of expertise and support an RCoE would provide.

The RCoE would be an up-to-date, easy to use central hub for information, resources, and connections, tailored to regional characteristics and addressing the differing needs of LTAs through providing an effective feedback loop for users. The RCoE would not be just a training platform – it would aim to serve as a forum for enabling discussion and knowledge and expertise sharing between LTAs to avoid duplication of effort, establish standardised approaches, and facilitate delivery of transport interventions on the ground. It could provide a wide range of support across technical expertise, advanced thinking, supporting the development of business cases and providing assurance-type functions to support governance and decision-making processes. The RCoE would be delivered through a phased approach, starting with targeted provision of necessary information, and gradually evolving using an established feedback loop. As one of the first RCoEs to be developed by an STB, this TfSE initiative will enable lessons to be learned and transferred across the rest of England.

Views on the Regional Centre of Excellence

The project team and TfSE have engaged with colleagues and LTAs to understand their views on the potential future role and format of an RCoE. The key points to emerge from workshops held on 7th and 13th February 2023 are as follows:

- The RCoE should be a hybrid model which includes physical and virtual elements.
- The RCoE should be easy to use and overall provide benefits.
- To begin with, the RCoE should be relatively ‘small’ and focused and rely on existing knowledge rather than creating more work.
- To build expertise overtime and should develop to include expert resource who can assist with challenges, above and beyond a virtual platform.
- The RCoE should reflect the needs of different LTAs, so some require support with LTPs whereas others would like support with topics such as carbon reduction.
- LTAs should be engaged with throughout.
- A long-term funding model is to be agreed but indicative funding is available for 3 years.

Roadmap

The project team has prepared a Roadmap for a three-year business plan that shows how a future RCoE would be. It sets out:

- Each of the tasks to be delivered with a description;
- The organisation responsible for delivering each task;
- The indicative cost band per year for delivery of the task. The cost bands are:
 - **£**: £0 - £10k
 - **££**: £10k – 50k
 - **£££**: £50k-100k
 - **££££**: £100k - £200k

Appendix 1

Further details about proposed purpose, format, components, audience, content, development, management, funding, and success factors for the RCoE are provided in the **Appendix** to this note below.

Conclusions and Next Steps

In conclusion:

- **There is support for developing and delivering an RCoE in the South East.**
There is general support from the LTAs for a Regional Centre of Excellence. Furthermore, DfT have tasked all STBs with creating RCoEs that focus on maximising LTAs' capability in four core work areas: 1. Supporting the production of updated Local Transport Plans, 2. providing support on Quantifying Carbon Reductions, 3. Developing effective business cases and 4. Ensuring each LTA develops and maintains a pipeline of future schemes. TfSE have received initial funding from DfT.
- **While Centres of Excellence vary in size and function, many have similar elements.**
Although the reason and context for having a CoE may differ, the research identified there are many similar elements. This can include either having a physical or virtual platform, space to collate and share knowledge, to encourage communications / collaborations via forums, to include formal training / webinars and to be supported by a technology platform. The overall purpose of the RCoE needs to be clear from the start but it can evolve and develop over time.

In terms of **next steps**, and subject to endorsement of this project by the TfSE Senior Officer Group and Partnership Board, TfSE will:

- Seek delegated authority at the 13th March Partnership Board for full procurement activity so that we can commission a consultant to support TfSE in developing and implementing a predominantly virtual resource, with hybrid options. The intention would be to have a Senior Officer representative as part of the evaluation panel, and a consultant appointed by end of July 2023.
- Continue engagement with local transport authorities to maintain understanding of needs and requirements to deliver on not only DfT's four priorities, but any further bespoke support that may be required.
- Maintain STB Centre of Excellence steering group to continue lessons learned, remove potential for duplication, and explore collaboration for joint procurements/shared expertise.
- Work with the analysis team and TfSE to understand how the delivery action plan, analytical framework, and monitoring and evaluation for the strategic investment plan best sits within this platform.

Appendix

Work area	Summary tasks	Lead	23/24	24/25	25/26
Purpose	Articulate a vision and purpose of the RCoE for all key stakeholders to buy-into. The RCoE should focus on capability and capacity, share expertise and knowledge on various transport related topics, offer bespoke guidance to the TfSE geography, and evolve over time with clear view on outputs and outcomes from the start.	DfT/TfSE /LTAs	£		
	Develop a virtual platform for the RCoE. This could be separate from TfSE website so it has a clear identify, purpose and is viewed to be a collaborative platform for all to use, include background information and shared resources such as knowledge/guidance, be structured by themes, allows users to self-access, encourage collaboration, and be accessible.	TfSE	£££	££	££
Format	Establish physical elements of the RCoE alongside the virtual platform. A physical space will need to be determined for meetings but could rotate across the TfSE geography to encourage knowledge sharing and collaboration.	TfSE	£	£	£
	Identify key components of the RCoE platform. This could include specialised 1:1 expert support on an ad hoc basis and/or expert briefings, training/webinars, Q&A functions, discussion forums such as via Basecamp, Teams, LinkedIn, secondee/rotations/shared resource, and a library of guidance and tools.	TfSE / LTAs	£		
Components	Set up and deliver key components of RCoE. Components such as digital platforms, connected cohorts, and training programmes will be developed for the RCoE under the direction of LTAs and TfSE guidance.	TfSE / partner	££	££££	££££
	Put in place a procurement framework. There will need to be joining up of existing TfSE/LTA frameworks to ensure consistency and economies of scale. A clear overarching set of procurement policies need to be developed.	TfSE / LTAs			££

Appendix 1

Work area	Summary tasks	Lead	23/24	24/25	25/26
Audience	Engage the intended audience of RCoE (LTAs) to gain views throughout. The main users will be LTAs and there will be specified contacts to avoid too many people using it – predominantly the Technical Officers supported by Senior Officers. Other key stakeholders include: DfT, other interested parties such as National Highways and Network Rail. Academics could contribute to the development of the content. It will not be open to the public.	TfSE LTAs	£	£	£
Content	Collate existing content that is available from across LTAs and from other organisations. This should align to DfT’s priorities, refer to their latest guidance, and evolve over time. Key topics could be LTPs, Parking, Road Safety, Active Travel, Business Planning, and Carbon Reduction. It will need to reference work that others have completed elsewhere and should include real examples and case studies. LTAs’ requirements should be considered throughout.	TfSE LTAs	£		
	Create new content based on gaps and priorities. This will be considered in future years and based on LTAs’ needs and also where expertise is required. Experts from across the field could produce this and/or specific work may need to be procured on areas such as business case development, bid production etc. Resources for completing this is to be confirmed, such as whether part of a project team or via consultants. Develop a process for content updates. .	TfSE Others			££
Development	Determine gaps and priorities, review these on a regular basis, and create learning pathways. A phased approach should be deployed, and physical/virtual elements will be developed in parallel to create a hybrid approach.	TfSE	£	£	£
	Establish owners/partners – such as partners to deliver events and training. There will need to be low demands on LTA staff time. There will likely need to be a small working group to support the RCoE design process, which should bring in other partnership groups such as Transport Strategy Working Group, Freight Forum etc. Specialist providers may need to deliver training.	TfSE DfT	£		££

Work area	Summary tasks	Lead	23/24	24/25	25/26
Management	Put TfSE resource in place to manage the RCoE. To manage the RCoE project effectively, TfSE should enhance its services by establishing a core team, a project manager, and scaling resources. The Senior Officer Group should provide guidance, and the LTA partnership must be organised efficiently. Maintaining expertise and resources through academic links is crucial, and the RCoE should not heavily rely on LTA staff resources.	TfSE	££	£££	£££
	Establish governance arrangements in the form of working and steering groups. This needs to be mindful of LTA officer capacity. There may be a need for smaller working groups for co-design with key stakeholders. These arrangements could benefit from an advisory/check and challenge group (which could include DfT and other Sub National Transport Bodies).	TfSE	££	££	££
	Establish communication channels. A Teams channel could be beneficial in reducing emails and consolidating relevant information in one location.	TfSE	£	£	£
	Establish day to day management processes such as uploading content and running events for example. The RCoE should cover subject-based content and business planning materials, avoid duplicating available and updated information, and provide links to other relevant information.	TfSE	££	£££	£££
Funding	Agree future funding arrangements. DfT has set aside funding for the first three years, and so alternative sources will be needed in the longer term.	TfSE			£
Success	Establish KPIs through considering existing mechanisms such as via monitoring and evaluating frameworks. Success should be differentiated from alternatives, should be quick, user-friendly, and provide exclusive content.	TfSE	£		
	Set up way of monitoring and evaluating KPIs and capturing lessons learned. DfT are developing monitoring and evaluation frameworks that could support this task. It will be important to collect both quantitative and qualitative data for KPIs.	TfSE	£	£	£

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: **Technical Call Off Contract**

Purpose of report: **To update the Board on the proposal to procure a technical call off contract.**

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.**
-

1. Introduction

1.1 To date, when specialist advice or technical support has been required, TfSE has drafted a brief and undertaken a procurement exercise to secure a consultant (or consortium) to support the work.

1.2 With the increase in technical work now being undertaken by the team, it is sensible to review how work is being procured and identify if there is a way of streamlining the process. Not only for the resource of the team, but for the pressure on the procurement team within the accountable body.

1.3 The proposal therefore, is to procure a technical call off contract for a 2 year period, with a possible 1 year extension. This contract will cover a number of elements of our programme along with the ability to offer smaller pieces of ad-hoc technical support and resource when required. It will also mean certain pieces of work will be able to be commissioned very quickly without a need to carry out a procurement exercise each time.

1.4 The proposed contract would be worth approximately £4m over the next 2 years, with a possible additional £2m for a third year (subject to DfT funding).

1.5 Due to the specialist nature of the some of the work, it would not be appropriate for this contract to cover every single element of our work programme, so some of the more specialist elements would continue to be procured separately.

2 Background

2.1 TfSE has an ambitious and evolving programme of work to deliver in the next 2 years. The range and scale of work that we want to deliver is diverse and our technical teams will continue to require expert and technical support for external suppliers to

deliver it. The scale of the work programme and the difficulties in recruiting to the Transport Strategy Team mean that resource is stretched. In addition, there are some areas of the work programme where specialised expertise needs to be procured. This contract will provide a call off consultancy arrangement covering a wide range of support to TfSE to ensure delivery of our programme. This might include the transport strategy refresh, regional active travel strategy, analytical framework and centre of excellence.

2.2 This contract would also help to ease the pressure on the accountable body's procurement and sourcing solutions teams as we would not need to procure so many individual contracts. Due to the nature of our funding, this sometimes needs to occur at short notice, so this contract would offer us a good level of flexibility and enable us to deliver against our budget in a timely manner.

2.3 Appropriate measures will be put in place to manage this contract to ensure each piece of work is reviewed to consider whether it should be put through this contract or if another procurement route should be used.

2.4 Another STB, Transport East have just procured a similar contract and have shared their learning with the TfSE team to ensure we can produce a robust brief that covers the workstreams we require.

2.5 We are also working with the procurement team to put in place an appropriate assessment process for a contract of this scale including careful consideration of the balance between cost and quality and building an interview into the process.

2.6 As per the TfSE constitution (part 3, section 16, 16.1, e), TfSE will not delegate (to the Lead Officer) the function of awarding contracts in excess of the threshold for goods and services set out in the Public Contracts Regulations 2015. (This is for any spend over £213,477). Therefore, it is recommended that the Lead Officer be given delegated responsibility to undertake the procurement exercise, and once it has concluded, the outcome will be presented to the Partnership Board to review and make the final decision.

3. Next Steps

3.1 Procurement of the contract will be undertaken within the rules and parameters set out by the procurement team at East Sussex County Council as the accountable body.

3.2 The outcome of the procurement exercise will be presented to the Partnership Board for review and decision. Due to timescales, an extra-ordinary virtual Partnership Board meeting may have to be arranged. The current proposal is to issue the Invitation to Tender in April 2023 and complete all tender evaluations and interviews in May 2023. The Board will then be presented with the outcome for a decision before the contract is awarded and a 10 day standstill period implemented.

4. Conclusion

4.1 The Partnership Board is recommended to note the reasons why a technical call off contract is required. The Board are also asked to agree to delegate authority for the procurement of the contract to the Lead Officer, with an understanding that the outcome will be returned to the Board for a final decision before the contract is awarded.

RUPERT CLUBB
Lead Officer
Transport for the South East

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

Date of meeting: **13 March 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 January – March 2023.

1. Introduction

1.1 The focus of work for TfSE in recent months has been to finalise the Strategic Investment Plan (SIP) document and move into the next stage of development of the SIP delivery action plan, analytical framework and regional centre of excellence.

2. Work of Transport for the South East

2.1 Since the Board met in January 2023, TfSE’s constituent authorities have taken the Strategic Investment Plan through their democratic processes (where required), and a fully designed, final version of the SIP is now being presented to the Board for final decision.

2.2 The 2023/24 business plan has also been completed and will be presented to the Board for approval. The work undertaken in the next year will move TfSE into the implementation phase of the SIP. Some of the thematic studies will reach their conclusion, work will begin on the transport strategy refresh, and the regional centre of excellence will be developed.

Joint STB Work

2.3 As previously identified, all the STBs are 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

2.4 All projects are proceeding well and more information can be found in the technical programme update report - Agenda Item 13.

Events

2.5 On the 26 January 2023 there was a meeting of STB lead officers, DfT area leads, STB sponsors and the DfT Director of Regions and Cities. We were invited to share our regional perspectives, showcase some of the work we have carried out, talk about the benefits of collaborating with each other on current workstreams and what future opportunities there could be.

2.6 On the 20 February 2023 we gave a presentation on the SIP to a variety of DfT colleagues that were interested to hear more about this work.

2.7 On the 08 March 2023 I spoke at the session held by the All Party Parliamentary Group for the South East for their transport infrastructure inquiry 2023.

2.8 Work is underway to prepare for the joint STB conference in June. Preparations have also begun on a TfSE autumn event which will have a focus on delivery of the SIP.

2.9 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

2.10 Further to the update given at the January 2023 Partnership Board meeting, Kate Over joined TfSE in February 2023 as a Transport Strategy Manager.

2.11 In addition, we are now recruiting for the vacant Communications and Public Affairs Manager position.

3 Conclusions and recommendations

3.1 The Partnership Board is recommended to note the activities undertaken by TfSE between January – March 2023.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Report to: **Partnership Board – Transport for the South East**
Date of meeting: **13 March 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 2022/23 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 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.
-

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 January 2023, TfSE is leading 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 provide 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 is due to be completed by the end of April 2023. Thereafter, the webinar recordings and guidance documents produced as part of this project will remain available. During the course of this project, webinars and technical advice notes have been delivered on fares and ticketing, low cost quick wins, building a strong case for bus improvements, demand responsive transport, and bus infrastructure guidance. Monitoring and evaluation are taking place throughout the delivery of the packages which will be used to identify whether there are further areas of support that LTAs would like to see delivered 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 forum for the TfSE area had their first meeting in January 2023 and will continue as a mechanism for LTAs, operators and other interested parties to meet, share guidance and best practice, continuing to support the delivery of better bus services for passengers. The second forum meetings are scheduled to take place in April and will then be held quarterly.

3. Future Mobility Strategy

3.1 The implementation of the future mobility strategy is being supported by WSP consultants. They are providing the following support to TfSE to continue to progress the implementation of the future mobility strategy until the end of May 2023:

- Organising and supporting the meetings of the future mobility forum (next meeting in May);
- Setting up and supporting working groups (as and when they are needed);
- Providing advice and support in key technical areas including the development of an approach to monitoring and evaluation and the development of pilot projects.

3.2 The last Forum meeting was held on 15 February 2023. At this meeting Conrad Haigh from Solent Transport was confirmed as Chair. There were two presentations given: *Mobile Network Data – Understanding Future Transport Demand* (Andrew Gilham, Virgin Media O2) and *Inclusive MaaS* (Djamila Ouelhadj, University of Portsmouth). The meeting also featured a workshop session on the grand challenges of piloting future mobility projects. A summary presentation of the working group on rural accessibility held on 26 January 2023 was also given.

3.3 WSP will also be preparing specifications for the following future mobility-related technical work and studies identified as priority work areas in the future mobility strategy:

- Shared knowledge hub;
- Mode propensity tool;
- Future propulsion strategy.

3.4 The initial scoping of the mode propensity tool was presented to the attendees of the Transport Strategy Working Group (held on 08 February 2023). The specifications for the other workstreams (shared knowledge hub and future propulsion strategy) are still in development.

3.5 At the January 2023 meeting, the Board agreed to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of this further study work. A further update on progress with the future mobility work will be provided at the July 2023 meeting of the Partnership Board.

4. Freight, Logistics and Gateways Strategy

4.1 Work started in October 2022 on a small study to quantify the scale of the lorry parking issue across the South East and how this could be addressed. This work was awarded to AECOM and will extend the work that AECOM have recently completed for the Department for Transport (DfT) and National Highways identifying the scale of the lorry parking problem on the Strategic Road Network. Phase 2 of the project has commenced and will look at future demand forecasts as well as creating facilities and capacity improvements plans.

4.2 The TfSE freight forum that was originally established to oversee the development of the freight strategy will be reinvigorated in the first quarter of 2023/24. Following consultation with procurement specialists from the accountable body, arrangements have been put in place to request quotations from suitably qualified consultants to manage a future programme of freight forum meetings and support the work of the forum and associated sub-groups between those meetings. As part of this work, specifications are also to be drawn up for further technical studies that will take forward the implementation of the freight strategy including:

- A property market review to provide greater insight into the impact of current trends on logistics land and property provision and to provide some forecasting of likely future demand in the TfSE area;
- A study on the future role of coastal shipping and inland waterways for freight transport;
- Develop of an initiative to address public sector “freight blindness” and ensure a greater level of awareness of the needs of the freight sector amongst public sector bodies; and
- Production of a freight consolidation guide to provide clear, evidence-based guidance on the benefits of consolidation, including lessons learned from previous experience.

4.3 TfSE is looking at the potential for partnering with England's Economic Heartland and Transport East on elements of this study work. In January 2023 the Partnership Board agreed to delegate authority for the procurement of these studies to the Lead Officer, in consultation with the Chair.

4.4 TfSE is currently participating, along with England's Economic Heartland and Transport East, in a study investigating where there will be a need across the highway network for alternative fuelling stations providing both EV charging and hydrogen for the road freight vehicles. This work has been procured by Midlands Connect, The first phase of the work is complete and provides base data and a spreadsheet model to be used to identify possible locations to offer these alternative fuels. The consultants Atkins and Cenex have issued the draft of their Phase 1 report.

4.5 Phase 2 of the work will consider how to begin to identify more specific locations suitable for new facilities. This will be undertaken with a range of stakeholders, including local transport and planning authorities. A further update on progress with this work will be provided to the next meeting of the Partnership Board in July 2023.

5 Decarbonisation

5.1 As was reported to the Board in January 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.

5.2 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.

5.3 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 March 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 13 March 2023. The aim is to have the carbon assessment tool ready for use by LTAs once the final version of the guidance is published in the first quarter of 2023.

6 Local capability

6.1 As reported to the Board in January 2023, TfSE was awarded funding from the Department for Transport (DfT) in January 2022 with the aim of identifying the support that LTAs need to accelerate the delivery of their Local Transport Plans and related programmes.

6.2 Following extensive engagement with local transport authorities to identify gaps and solutions, Board members considered the proposals at the September 2022 Board meeting, agreeing that five proposals would be supported.

6.3 Wokingham Borough Council were funded to the value of £30,000 to improve their communications skillset in relation to engaging with residents on transport infrastructure schemes and are currently underway with their procurement processes to appoint a consultant to provide the training to achieve this.

6.4 Brighton and Hove were awarded £40,000 for a project designed to improve their strategic optioneering and communications skillsets. Three workshops have been held and they have also appointed Jacobs to support their communications training. Further officer workshops were held in late February / early March.

6.5 A joint proposal was submitted by the Solent authorities (Isle of Wight Council, Portsmouth City Council, Southampton City Council, and Hampshire County Council) which aims to support the delivery of their existing Solent Regional Transport Model (SRTM). This was awarded £102,000 of funding and procurement of this is progressing with TfSE joining the evaluation panel for the tenders.

6.6 A proposal from Kent County Council for training on the production of quantifiable carbon assessments has also been allocated £18,000 of funding. There are currently 64 officers from across the TfSE area booked onto a full day course with the Institution of Civil Engineers (ICE) on Carbon Management in Infrastructure. Places are also to be made available on a British Standards Institute carbon reduction course.

6.7 Hampshire County Council has been awarded £60,000 to develop guidance and advice documents to support the delivery of local transport plans. TfSE have been involved with scoping this work and will form part of the evaluation panel to ensure a regional perspective is offered. Delivery of this work will be resourced by Hampshire County Council and will be made available to all authorities in the region through the Regional Centre of Excellence.

6.8 Funding for each project of the capability projects must be committed by March 2023. All funding agreements have been collated and funds transferred to the relevant authorities. All the projects are being monitored by Transport for the South East and University of Western England (UWE) with progress being reported to the DfT.

7 Regional Active Travel Strategy

7.1 The aim of a regional active travel strategy will be 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. It would also respond to the SIP consultation responses received, a number of which highlighted the need for a greater focus on active travel across the region.

7.2 TfSE has met with England's Economic Heartland (EEH) and Western Gateway to discuss the lessons learned from their recent regional active travel work. TfSE has used this insight to formulate a draft brief for the work, which outlines the need for a robust baseline understanding of active travel across the region, identification of a strategic network of active travel corridors and hubs, and recommendations for delivery. The strategy will add value, identify clear roles and responsibilities, provide a single voice for the south east region, make most efficient use of resources, and complement the work being undertaken by the constituent local transport authorities and the Department of Transport (DfT). A key part of this work will be engagement with local authorities within the region to understand the opportunities and challenges they face when planning and delivering active travel schemes.

7.3 Members of the Partnership Board are recommended to agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of a regional active travel strategy.

8 Refresh of the Transport Strategy

8.1 The transport strategy was agreed by the Partnership Board in July 2020 with the intention that it would be updated every five years. Since then, there have been a number of important developments which prompt the need for it to be refreshed including the following:

- The economic impact of Covid-19 and the ongoing changes in travel behaviour following the pandemic;
- The ongoing impact of the country's departure from the European Union on economic activity in the TfSE area;
- The increased impetus on the need for rapid to decarbonisation of the transport system;
- The Government's levelling up agenda and the role of improved connectivity in delivering this.

8.2 There have also been a number of national policy announcements, including the national bus strategy and the ongoing reorganisation of the rail sector with the emergence of Great British Railways. The Government has also published guidance on the role of scenario forecasting in managing future uncertainty and common analytical scenarios for use in vision based transport planning.

8.3 All of these developments prompt the need for a refresh of the evidence base that underpinned the transport strategy and the scenario forecasting process that was used to develop it as a vision led plan. It will be important to ensure that any refresh is pragmatic and proportionate. Initial work is to be undertaken to scope what a refresh will need to encompass, the timeline for completing it and the level of

resource that would be needed. A part of this will be to review the approach adopted by both Transport for the North and Midlands Connect in reviewing and updating their transport strategies. A report on the outcome of this scoping exercise will be presented to the Board at their meeting in July 2023.

9 Financial considerations

9.1 The Bus Back Better, EV Charging Infrastructure strategy, decarbonisation, and local capability work are being funded from the additional in year funding awarded to TfSE in January 2022. The future mobility and freight strategy implementation work, active travel strategy development and initial work on the transport strategy refresh are being funded from the DfT grant funding for 2022/23 and 2023/24.

10 Conclusions and recommendations

10.1 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. They are also recommended to agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of a regional active travel strategy. A further progress update report will be presented to the Board at their meeting in July 2023.

RUPERT CLUBB

Lead Officer

Transport for the South East

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

Date of meeting: **13 March 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**

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**
-

1. Introduction

1.1 This paper provides an update on recent communications and engagement activity including support provided to technical projects and upcoming events. Engagement activity relating to the publication of the SIP is covered in Agenda Item 6 (SIP Communications Plan).

2. Recent communications and engagement activity

2.1 We have been planning how we will engage stakeholders with the launch of the final SIP document and have been focussing early engagement activity on a small number of the region's MPs.

2.2 Presentations to cabinet and committee colleagues on the development of the SIP have continued, to facilitate a smoother sign off procedure as the final plan is taken through constituent authorities' democratic processes.

2.3 A communications and engagement plan for 2023/24 has been developed and is intended to be a live document that is updated in line with our work programme.

2.4 Early conversations have been held with some of our neighbouring STBs, beginning to explore how we may be able to streamline engagement with key stakeholders in relation to specific projects that span regional boundaries (e.g. freight).

3. Ongoing stakeholder engagement

3.1 Engagement work is ongoing in relation to our additional workstreams, with stakeholder meetings held for the bus back better, electric vehicle charging infrastructure, future mobility, centre of excellence 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 We continue to work with our neighbouring STB colleagues to explore opportunities to collaborate around stakeholder engagement opportunities and minimise the risk of stakeholder fatigue. This has initially focused on how we may be able to streamline engagement with key stakeholders in relation to specific projects that span regional boundaries (e.g. freight).

3.3 We are working closely with STB colleagues to organise the second joint STB event. Once again, the event will be held at The Vox in Birmingham on 5 June 2023. It will be a multi-modal event presenting opportunities for all seven STBs to showcase their work.

3.4 The Communications and Engagement Steering Group recently met, bringing together communications and engagement leads from constituent authorities, Network Rail, National Highways and other partners. They were all updated on progress with the SIP and plans for the communications activity pending approval. The next meeting is likely to take place in March and will include an update from Transport for London about the extension of the ULEZ.

3.5 The Universities group met virtually on 25th January at 11am. Presentations and discussions covered active travel and the centres of excellence. The meeting was well attended and facilitated some very positive conversations and knowledge sharing.

3.6 The private sector stakeholder group met on 31st January 2023 at the Burges Salmon offices in London. The group explored current challenges and priorities regarding private sector investment in infrastructure. Their next session will focus on how to best attract private sector investment in scheme development.

3.7 Work is ongoing with two parish councillors who are helping us to strengthen the relationship between the numerous town and parish councils in the region and TfSE. Two meetings have been held and links established with the relevant local associations, enabling us to target and streamline communication and engagement activity with this sector.

3.8 Several introductory meetings have been held with new stakeholders, to share information on knowledge and projects, including with the University of Brighton Hydrogen project and the Community Transport Association.

4. Upcoming events and speaker slots

4.1 Previous events/speaker slots

- 17 January 2023 – South Coast Development Conference (Sarah Valentine).

4.2 We are developing a continually evolving forward plan for events and speaker slots that would provide beneficial engagement for TfSE – so far confirmed are:

Future events/speaker slots

- 22 April 2023 Rail Future Annual Meeting
- 10 – 11 May 2023 ITT Hub Conference
- 5 June 2023 Joint STB conference
- September 2023 TfSE annual conference

5. Communication and engagement plan 2023/24

5.1 A communication and engagement plan for 2023/24 has been produced and is attached at Appendix 1. Whilst this plan is written to reflect the anticipated activity for the next 12 months, it is a live document and will be updated regularly to reflect the broader TfSE work programme.

5.2 Two significant early tasks for the 2023/24 financial year are:

- A survey of stakeholders to ascertain a baseline, enabling us to monitor the effectiveness of our communication and engagement activity, and
- A refresh of our stakeholder database to ensure that we continue to comply with GDPR regulations.

5.3 A key focus of the plan is on engagement with the region's MPs, and we will be looking at new and innovative ways to best engage with this sector.

6. Conclusion and recommendations

6.1 We will continue to keep our communications and engagement activities under review using virtual or physical meetings as appropriate at the time.

6.2 The Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

6.3 The Partnership Board are asked to note the contents of the 2023/24 communication and engagement plan, which will be kept as a live document by the communications and engagement team and updated according to the TfSE work programme.

RUPERT CLUBB

Lead Officer
Transport for the South East

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Stakeholder Engagement and Communications Plan 2023-24

March 2023

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Overview

This plan describes our communications and engagement activities over the next twelve months. It outlines how we will communicate and engage with all stakeholders as we work to deliver the priorities set out in our business plan for 2023-24.

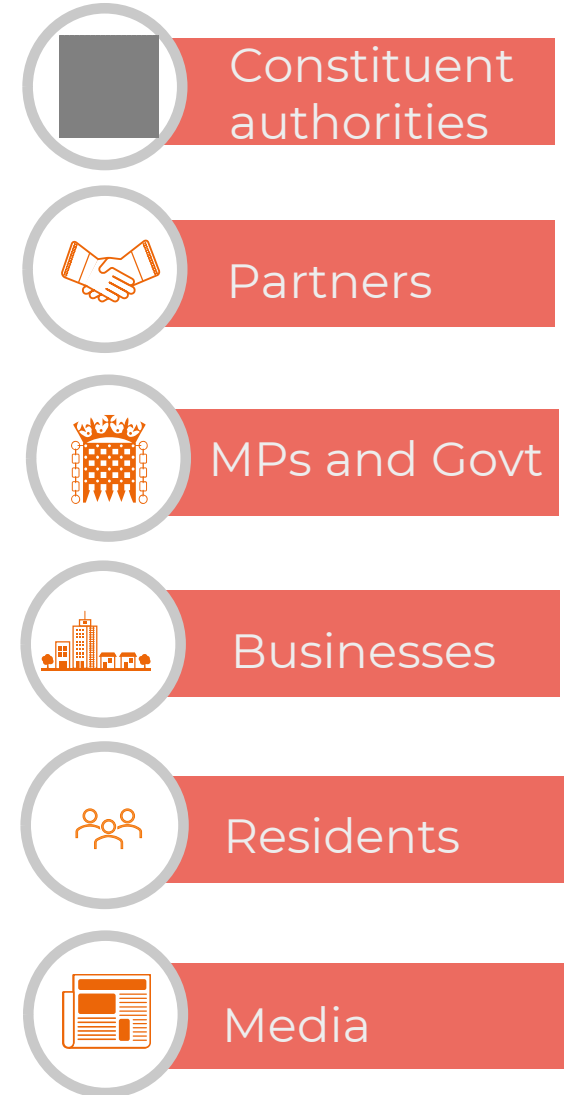
Communicating and engaging with our stakeholders is vital to ensure our stakeholders have confidence in TfSE and feel able to support the delivery of our collective vision of a more productive, healthier, happier and more sustainable south east.

We are proud of our reputation for nurturing positive stakeholder relationships, our collaborative attitude and strong partnership ethos. Everyone at TfSE shares a responsibility to uphold our communications and engagement principles, ensuring that all of our stakeholders remain well informed.

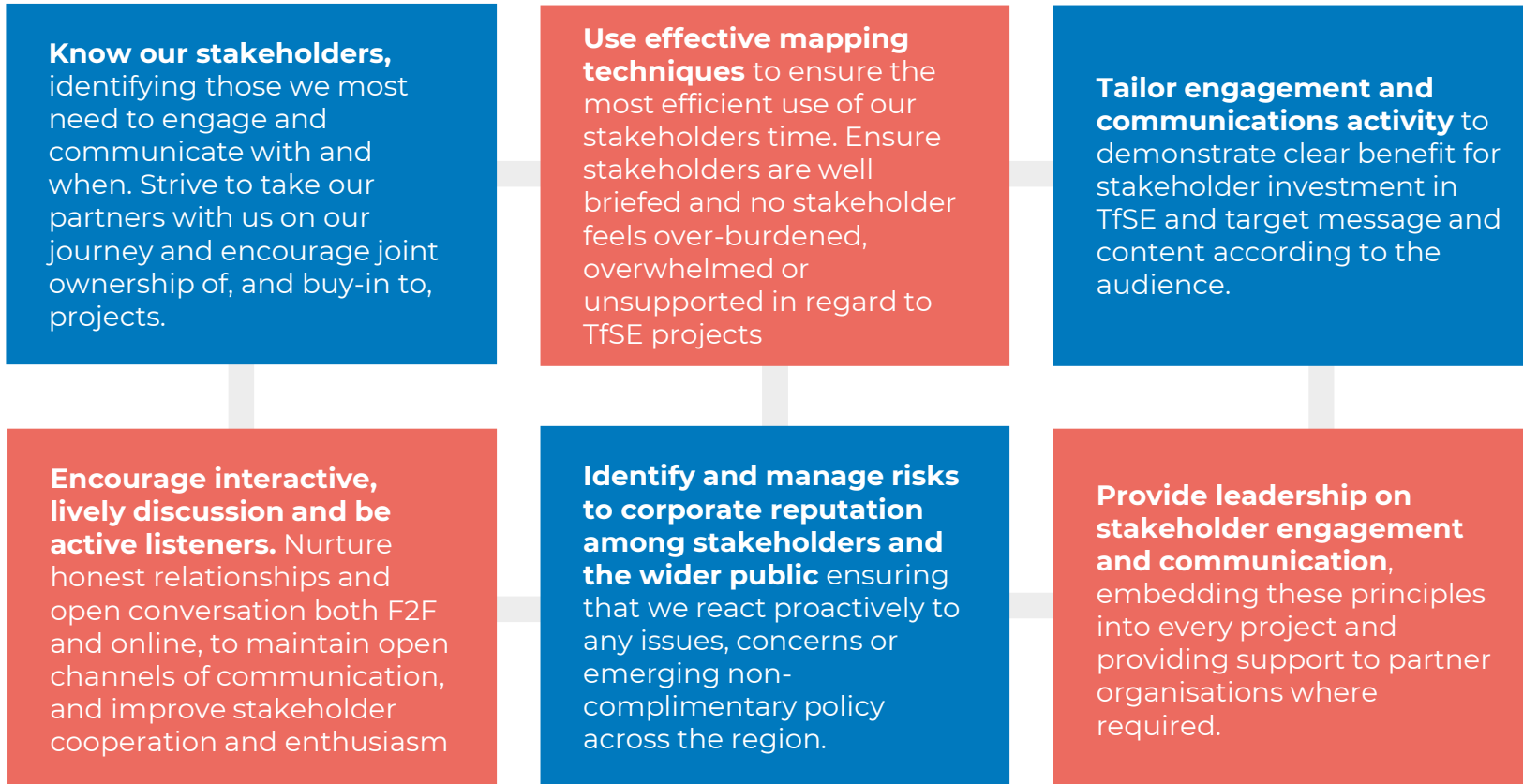
Transport for the South East (TfSE) is the Sub-national Transport Body for the south east of England. We work across boundaries, think long term and advocate for bold action in the interest of our communities. We speak with one voice on the South East's strategic transport needs.

Our stakeholders

- We maintain engagement with c. **3,400 individuals and 1,200 organisations**
- We manage **19 active stakeholder groups**, covering everything from task and finish technical steering groups to the partnership board and there are a further 7 potential stakeholder groups to be initiated in the first quarter of 2023/24.
- c. **500 individuals** are involved in one or more of our current stakeholder groups, representing c. **250 organisations or institutions**.
- **Engagement with the region's MPs remains our biggest challenge** and something we will continually strive to address.
- Awareness of and engagement with residents in the region is improving and is largely facilitated via our **positive relationships with town and parish councils** and with the support of our colleagues in **district and borough authorities**.
- We produce a **monthly TfSE newsletter** that goes to all stakeholders and manage content across **Facebook, LinkedIn, Twitter and YouTube** as well as the **TfSE website**.



The principles of stakeholder engagement and communications at TfSE



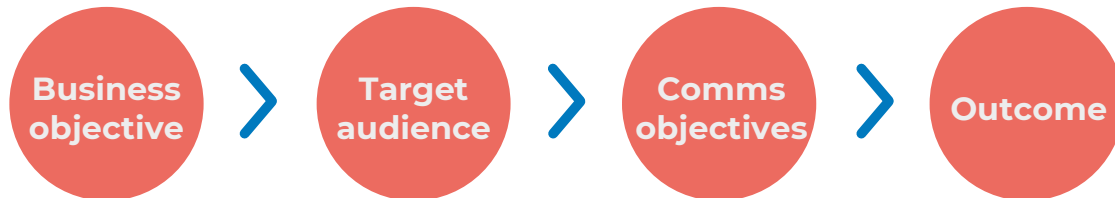
Stakeholder mapping

Managing our relationships

Transport for the South East is a partnership organisation with multiple external influences. It is a complex environment from an engagement and communications perspective, with audiences spanning every level from local residents and small businesses to government ministers. Each stakeholder group requires a different level of engagement and will often need to be communicated with in different ways.

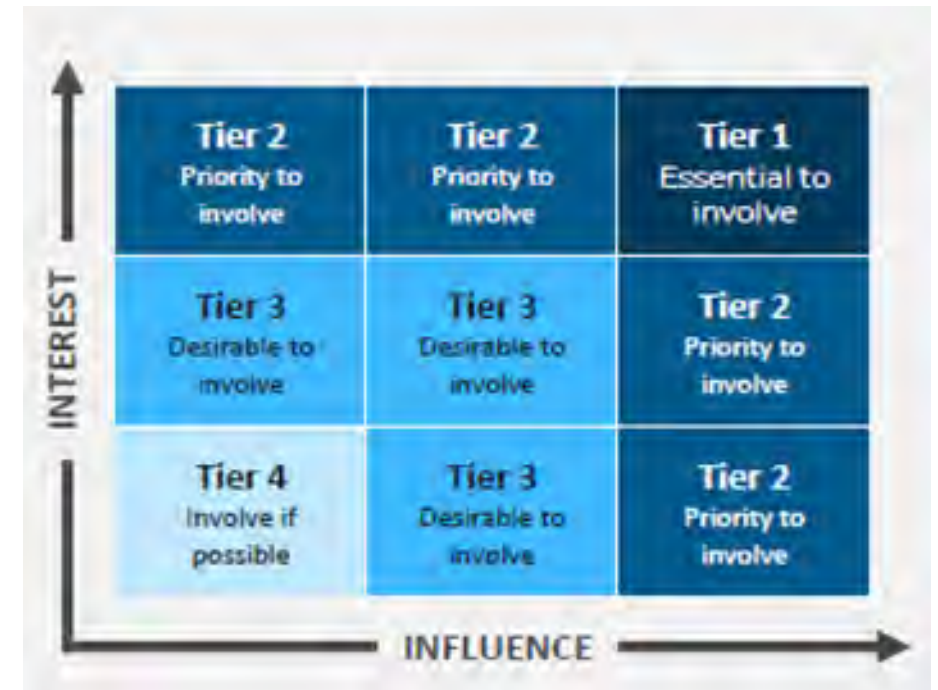
Every stakeholder is mapped according to their level of interest in TfSE and their ability to influence our work. We use a 4-tier mapping process, currently c.40% of our stakeholders are classified as Tier 1 (essential to involve) or Tier 2 (priority to involve), with the remaining stakeholders evenly split between Tier 3 (desirable to involve) and Tier 4 (involve if possible). Stakeholders may be classified in different tiers depending on the specific project or workstream they are involved in.

Jointly, we manage our external relationships through effective strategic communications: establishing clear business objectives, mapping relevant stakeholders and developing targeted communication and engagement plans with defined outcomes.



We are currently reviewing our stakeholder groups and assessing levels of engagement.

As TfSE has grown as an organisation so have our stakeholder lists and with them the number of stakeholder groups. We need to review these on a regular basis in order to avoid stakeholder fatigue from attending too many meetings or receiving too many updates.



Our communications channels

	Tier 1 Essential to involve	Tier 2 Priority to involve	Tier 3 Desirable to involve	Tier 4 Involve if possible
Comms and engagement method	<p>As appropriate, involvement in SPB, Transport Forum (and/or working groups), Senior Officer Group</p> <p>Personalised email or phone contact</p> <p>Access to senior team</p> <p>1:1 briefings</p> <p>'Connections' newsletter</p>	<p>Regular email or phone contact</p> <p>Transport Forum working groups</p> <p>1:1 briefings if unable to attend workshops</p> <p>Access to senior team</p> <p>'Connections' newsletter</p>	<p>Email</p> <p>Transport forum working groups</p> <p>Raise interest through media and social media</p> <p>Access to TfSE comms and engagement managers</p> <p>'Connections' newsletter</p>	<p>Email</p> <p>Raise interest through media and social media</p> <p>'Connections' newsletter</p>

As well as targeted communication and engagement activities, all interested parties have access to TfSE news and updates via:

- transportforthesoutheast.org.uk
- LinkedIn
- Facebook
- Twitter
- 'Connections' newsletter (distributed to entire stakeholder database)
- Blog posts (on our own or partner websites)

In addition, we use Tractivity surveys to gather feedback and views on recent TfSE events and to gather information / data from stakeholders.

Stakeholder engagement & communications action plan: April 23 – March 24

Our priorities

As a communications and stakeholder engagement team this year we will support the delivery of the wider TfSE priorities as set out in the business plan for 2023-24 by:

1. Promoting the work of TfSE and its partners and ensuring all communications are **engaging, informative and accessible**
2. Continuing to build an **engaged database of stakeholders** who support the TfSE vision
3. **Increasing positive social engagement** with our partner organisations including developing social media connections with local authorities
4. Demonstrating through our communications activities that with our partners we are **speaking with one voice for the region**
5. Continuing to **strengthen our relationships** with the Department for Transport, National Highways, Network Rail, TfL and Active Travel England
6. Refreshing our database to **comply with GDPR** standards
7. Developing and **strengthening our relationships with MPs** and their officers through regular engagement and making better use of existing engagement opportunities such as; Early Day Motions, Westminster Hall debates, written parliamentary questions, adjournment debates, oral questions, All-Party Parliamentary Groups.
8. Ensuring all **communications are relevant and targeted** reducing the risk of overwhelming our stakeholders

Activity	Channels/tactics	Audience	Stakeholder engagement & communication priority	When
Identify and promote good news stories that demonstrate the work of TfSE and the benefits it brings to the region	Media releases, newsletters, social media	All stakeholders	1, 2, 3	Ongoing
Support the technical team with the production of written evidence (e.g. strategies and studies) ensuring they are appropriate for the intended audience are accessible and where possible are written in plain English.	Following TfSE style guide and sharing style guide with consultants, following principles of 'writing with clarity and impact' training and web/document accessibility courses.	TfSE team, consultants	1, 4	Ongoing
Support the technical team with the development of relevant stakeholder groups, helping them to grow and establish engaged and active stakeholder lists for each of their projects	??	TfSE technical team	2, 3, 5, 6, 7	Ongoing
Maintain an accessible and current web presence for TfSE			1, 4, 8	Ongoing
Maintain a GDPR compliant database of interested stakeholders			2, 5, 6, 7, 8	Ongoing
Carry out a stakeholder survey to establish a sentiment baseline		All stakeholders	2, 3, 5, 8	Annually
Review of existing stakeholder groups and Transport Forum		All stakeholder groups	2, 5, 6, 8	Q1
Promote publication of the final strategic investment plan	TfSE website, social media, media release, newsletter, F2F engagement with stakeholders including DfT and MPs.	MPs, LTAs, media (trade and local)	2, 3	Q1
Support the development and promotion of a fully accessible platform to host resources for the Regional Centre of Excellence	TfSE website	LTAs, STBs, DfT	1	Q2
Plan and deliver a regional event promoting the work of TfSE		All stakeholders	1, 2, 3, 4, 5, 6	Q3
Develop and publish business plan for 2024-25	TfSE website, Partnership Board meeting	All stakeholders	1, 3, 4, 5	Q4
Develop and publish annual report for 2023-24	TfSE website	All stakeholders	1, 3, 4, 5	Q4

Priorities: 1.Promote the work of TfSE and its partners ensuring all communications are engaging, informative and accessible, 2. Continue building a **engaged database of stakeholders** who support the TfSE vision, 3. **Increase positive social engagement** with our partner organisations including developing social media connections with local authorities, 4. Demonstrate through our communications activities that with our partners we are **speaking with one voice for the region**, 5. Continue to **strengthen our relationships** with the Department for Transport, National Highways, Network Rail, TfL and Active Travel England, 6.Refresh our database to comply with GDPR standards, 7.Develop and strengthen our relationships with MPs and their officers through regular engagement, 8. Ensure all communications are relevant and targeted reducing the risk of overwhelming our stakeholders

Measuring success

Monitoring stakeholder growth



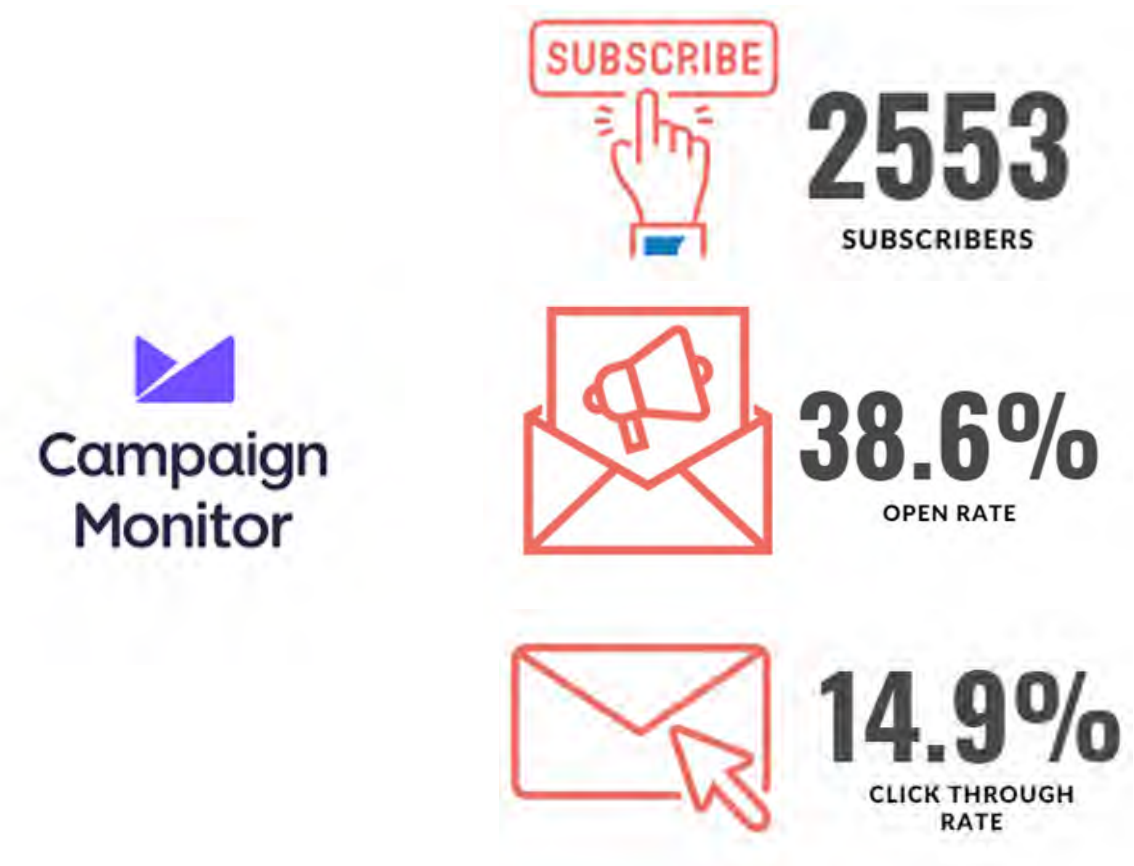
We maintain a list of active stakeholders to ensure engagement remains constant. By regularly updating our stakeholder lists and keeping them engaged with regular updates and two-way conversations we gain a greater understanding of their objectives and overall goals.

It is our ambition to continually grow stakeholder engagement by keeping them updated and informed about the things that matter to them.

In the next financial year, we will;

- Refresh our stakeholder database to ensure that we continue to meet GDPR requirements
- Lead a review of the stakeholder meeting structure including the role and format of the transport forum
- Undertake a sentiments / satisfaction survey to establish a baseline set of data

Monitoring engagement - newsletter



Using Campaign Monitor we issue a monthly newsletter to all stakeholders updating them on our work programme and project progress.

As required, we also issue bespoke newsletters providing targeted communication around specific projects.

In the next financial year we will;

- Segment our stakeholder lists to ensure our communications are targeted
- Continue to grow our subscriber lists
- Maintain or improve our open and click through rates
- Ensure our newsletters consistently surpass industry standards

According to the [Ultimate Email Marketing Benchmarks for 2022](#) the average open rate for newsletters in the Government & Politics sector is 19.4% and the click-through rate is 2.8%.

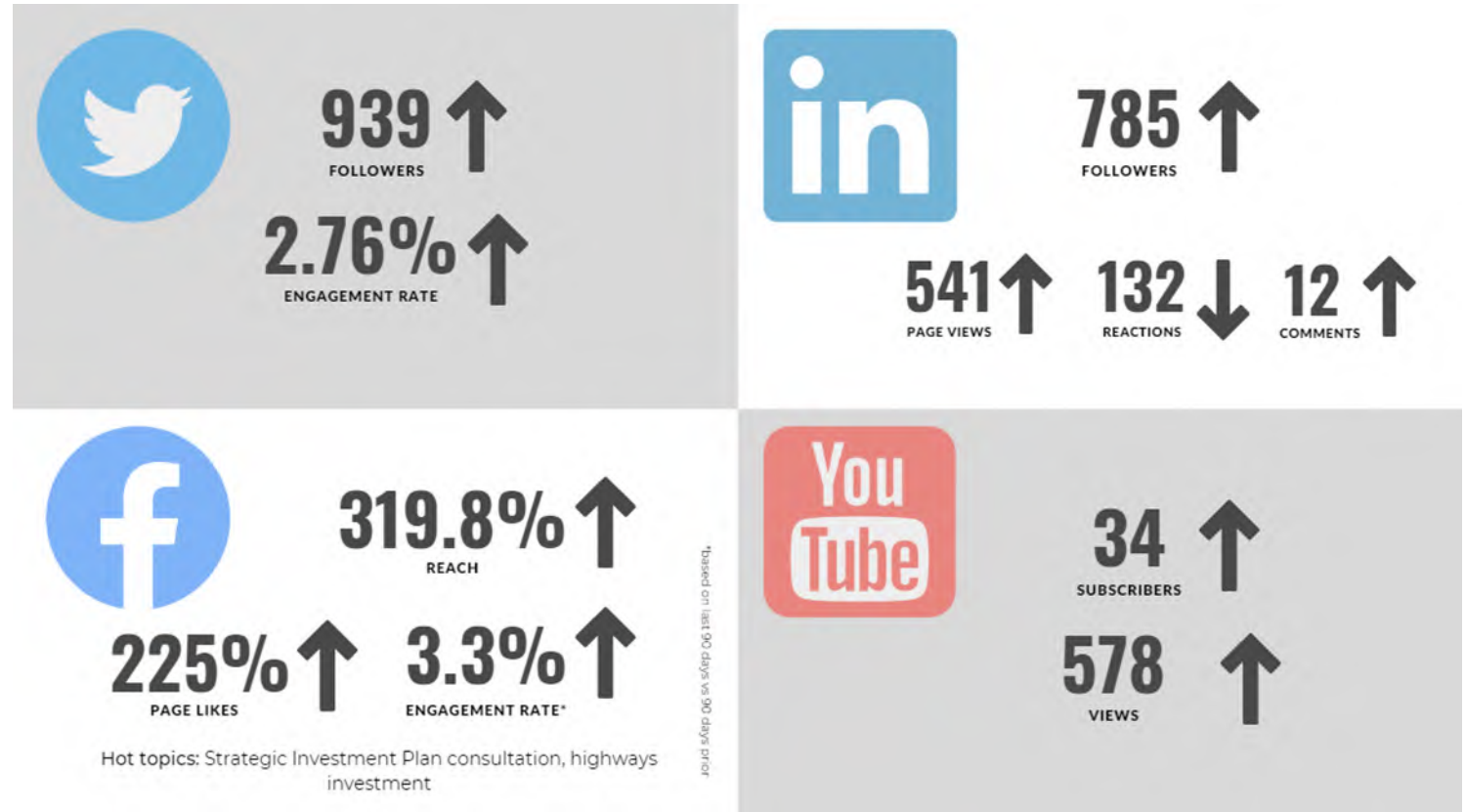
Monitoring engagement – social media

By looking back over the last six months and measuring engagement in our communications activities we can see how our engagement has changed and identify the topics that matter most to our stakeholders.

Delivering more of the content that our stakeholders are interested in will support continual engagement of active stakeholders.

In the next financial year, we will;

- continue to grow our followers/subscribers across all platforms,
- increase engagement, and in particular increase positive engagement in our posts and the work that we do,
- connect with district & borough authorities across the region.



Hot topics: Strategic Investment Plan consultation, highways investment and active travel.

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

Date of meeting: **13 March 2023**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 28 February 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; and**
 - (2) Note and consider the comments from the Forum.**
-

1. Introduction

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

1.2 The meeting took place virtually on Tuesday 28 February 2023 and was attended by more than 30 members of the Forum.

2. Transport related social exclusion

2.1 Tom Jarvis, Senior Evidence and Analysis Officer at Transport for the North gave a presentation to the Forum on the work TfN have undertaken to set out the causes, consequences, and extent of transport-related social exclusion (TRSE) in the North of England and the subsequent creation of a data tool that measures the risk of TRSE across England (which TfSE has access to). This tool combines accessibility analysis with a range of socioeconomic and demographic indicators to provide a systematic comparison of the risk of TRSE. (Applying layers to mapping software to show the level of vulnerability of an area and also their access to transport). It then becomes clear where the high levels of risk are (and where potential improvements could be made) and if there are any patterns.

2.3 The Forum found the work undertaken and the tool that has been developed really interesting and understood how this could be utilised by TfSE in the course of future work.

3. Improving the underlying data for active travel route planning

3.1 Dr Simon Blainey, Associate Professor at Southampton University’s Transportation Research Group gave a presentation to the Forum on the work he is involved in to improve the underlying data for active travel route planning.

3.2 The intention of this work is to fill the gap between the ambition for walking and cycling to be a first choice of travel mode for shorter journeys and be better integrated with public transport for longer journeys and that no comprehensive map data is available to give people the best route for their active travel journeys.

3.3 The team also looked at accessibility of routes, so identifying pavement widths in the data to ensure appropriate routes were mapped out for a user needing at least an average width of paving (wheelchair users for example).

3.4 Dr Blainey confirmed the intention is for this piece of work to continue (dependent upon securing further funding) with the development of an automated methodology, provision of a working demonstrator and then development of methods for enhancing this with other parameters e.g. pavement surface types, street lighting etc.

3.5 Again, the Forum were interested to learn about this piece of work as this could be a brilliant tool in the future to help people make conscious active travel choices.

4. Monitoring and evaluation framework and “State of the Region” baseline report

4.1 Sarah Valentine explained where TfSE are in the development of the monitoring and evaluation framework including the “State of the Region” annual report (which will 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).

4.2 The Forum advised TfSE to be careful with targets and how they are phrased, as they can mean actions taking place for the sake of the target rather than what is actually required or have unintended consequences.

4.3 The Forum expressed their willingness to assist in the creation of the monitoring and evaluation framework and it was confirmed further information on how the forum can be involved in the work will be provided at the next meeting in June.

5. Technical programme update

5.1 Mark Valleley gave a brief update on all strands of the current technical work programme including the work to assist local transport authorities with the delivery of their Bus Service Improvement Plans; and the development of a decarbonisation assessment tool.

5.2 In addition, they were informed that the final draft of the electric vehicle charging infrastructure strategy will be presented to the Partnership Board for review and approval at the meeting on the 13 March 2023.

5.3 It was confirmed that the SIP final draft will be presented to the Partnership Board at the 13 March 2023 meeting, however, although the original intention was to also submit the SIP delivery plan alongside the main SIP document, it has become clear more work is required to ensure this is a useful and robust document. Work is underway to develop this plan with numerous delivery partners. It will involve a prioritisation process which needs further consideration as TfSE has a place based approach to schemes, but the Government fund schemes modally. It is important to

balance how TfSE can make the case for change but also prioritise in a way schemes can succeed with securing funding.

5.4 Forum members confirmed they are looking forward to seeing the final version of the SIP when it is published and working with TfSE on the next phase of this work. The Forum will be updated at the next meeting in June as to how they can and will be involved in the process.

6. Future technical work programme

6.1 Mark Valleley confirmed a brief has been drafted for the regional active travel strategy and WSP are preparing specifications for three future mobility-related technical work and studies identified as priority work areas in the future mobility strategy.

6.2 It was also confirmed that specifications are being drawn up for further technical studies that will take forward the implementation of the freight strategy. Initial work will also commence to identify what a transport strategy refresh would encompass, the timeline and level of resource required.

6.3 Forum members sought (and received) confirmation that electric charging (and hydrogen fuelling) for freight vehicles features as part of the electric vehicle infrastructure strategy and the work following on from the freight strategy.

7. Summary of forum comments for the Board

7.1 A member of the Forum did comment that the group were given lots of information but rarely consulted or involved in the development of TfSE's work. The Forum were advised that this issue had been identified and a review of the working of the Transport Forum is about to commence. With the evolution of TfSE, it is only right to review TfSE's stakeholder meetings and how they are best utilised. The Forum were reassured that they will be involved in the review process with a workshop on this subject taking place in the next meeting.

7.2 The Forum advised TfSE to be careful with targets and how they are phrased when developing the monitoring and evaluation framework to ensure they are reasonable and achieve the desired outcomes.

7.3 The Forum expressed their willingness to assist in the creation of the monitoring and evaluation framework and they will be provided with further information on how they can be involved in the work at the next meeting in June.

7.4 Forum members confirmed they are looking forward to seeing the final version of the SIP when it is published and working with TfSE on the next phase of this work. The Forum will be updated at the next meeting in June as to how they can and will be involved in the process.

8. Conclusions and recommendations

8.1 It is recommended that the Board note the meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders.

8.2 It is recommended that the Board note the comments provided by Transport Forum members.

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

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

Date of meeting: **13 March 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) 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.**
-

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:

- 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**

2. The House of Commons Transport Committee – Call for evidence - Inquiry into Strategic Road Investment

2.1 The strategic road network in England comprises more than 4,300 miles of motorways and major A-roads. The Department for Transport plans improvements to these roads through five-year road investment strategies and sets priorities for the strategic road network. This inquiry is looking into how well the current Road Investment Strategy (RIS2) is being managed, and what the Government's priorities should be for future investment.

2.2 This consultation closed on 06 February 2023 and the officer level response that was submitted is contained in Appendix 1. The consultation response proposed continued collaborative working and greater engagement with STBs to help ensure contribution by schemes to wider local regional and government objectives.

2.3 Pointing to engagement at an earlier stage with National Highways, the response explained that TfSE would welcome the opportunity through its technical work to assist with setting strategic objectives that consider the SRN holistically as part of the wider transport network.

2.4 A number of suggestions based on experience to date were also included to help ensure that RIS3 is achievable and delivers on policy objectives; also highlighting the vital role the SRN has in supporting local transport plans and targets.

3. All-Party Parliamentary Group for the South East – Call for evidence - Transport Infrastructure Inquiry 2023

3.1 Following a report by the Localis Think Tank highlighting the importance of the South East in the UK's post-Brexit export ability and attractiveness to foreign trade and investment, the All-Party Parliamentary Group for the South East is considering the role for transport infrastructure in underpinning Britain's plan to trade and grow in the context of The South East and 'Global Britain'.

3.2 This consultation closed on 24 February 2023 and the officer level response that was submitted is contained in Appendix 2. The consultation response proposes TfSE's Strategic Investment Plan (SIP) as a framework for investment in strategic transport infrastructure, services, and regulatory interventions and summarises key attributes of the resulting evidence-based framework for delivery of the published transport strategy.

3.3 Responses were provided to key questions raised in the consultation: whether the transport infrastructure in the south east is fit for purpose; and how delivery of transport infrastructure will enhance the government's ambitions for Global Britain, in particular pointing to TfSE's Freight, Logistics and International Gateways Strategy and its focus within the SIP.

3.4 Further to this submission, on the 08 March 2023 Rupert Clubb spoke at the session held by the All Party Parliamentary Group for the South East for their transport infrastructure inquiry 2023.

4. The Planning Inspectorate – Registration of interested parties - Application for development consent by National Highways for Lower Thames Crossing

From 09 January 2023 to 24 February 2023 the Planning Inspectorate opened registration of interested parties for the application of development consent by National Highways for the Lower Thames Crossing scheme. Interested parties were required to make a brief relevant representation (a summary of a person's views on an application, made in writing). An Examining Authority is also appointed at the Pre-examination stage, and all Interested Parties will be invited to attend a Preliminary Meeting, run and chaired by the Examining Authority.

An opportunity to submit a more detailed representation will be available in due course.

The officer level response that was submitted is contained in Appendix 3. The relevant representation does express support for the Lower Thames Crossing scheme however it also highlights areas of concern that need to be considered. Particularly in relation to air quality, achieving net zero, lorry parking facilities and ensuring the strategic road network is not considered in isolation due to wider traffic impacts.

5. Conclusion and recommendations

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

RUPERT CLUBB
Lead Officer
Transport for the South East

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Submission from Transport for the South East

Transport for the South East response to Transport Select Committee Inquiry: Strategic Road Investment in England

1.0 Introduction

- 1.1 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.
- 1.2 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.
- 1.3 Transport for the South East welcomes the opportunity to respond to the Transport Select Committee inquiry into Strategic Road Investment in England.

2.0 General comments

- 2.1 Ministers have set out 2 core functions that the Department for Transport (DfT) supports STB's to deliver:
 1. Develop and maintain a transport strategy for our region.
 2. Provide advice to Ministers on prioritising transport investment.
- 2.2 In 2020 TfSE published a thirty-year transport strategy that sets out an ambitious 2050 vision for the area. Through a programme of area studies we identified multimodal packages of transport interventions that will be needed to deliver the transport strategy, alongside developing a freight and logistics strategy, future mobility strategy and decarbonisation pathways work. 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 which will help us create a more productive, healthier, happier and more sustainable south east.
- 2.3 Our SIP aligns with and supports government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion and improve road safety, level-up left-behind communities and facilitate sustainable economic growth in the south east. However, we are clear that it cannot be growth at any cost. We need to make better use of existing assets and corridors and make sure new and emerging technology is used to its full potential to boost physical and digital connectivity. There is a need for more joined up planning,

Submission from Transport for the South East

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.

- 2.4 National Highways operate under a licence through which the Secretary of State for Transport sets out statutory directions and guidance. Given the role and importance of STB's transport strategies in setting out how the whole transport system in their areas should be developed we would ask that Government consider amending the licence to reflect the role of STB's and in doing so require National Highways to formally consider the advice provided by STB's through their transport strategies and investment plans, and to provide a formal response as to how that advice is reflected in the Road Investment Strategy.

3.0 How effectively the current Road Investment Strategy (RIS2) enhancements portfolio has been managed to date;

- 3.1 In common with other STB's TfSE provided advice to Government on the south east's priorities for investment in the SRN through RIS2. However, unfortunately there was then no further engagement as to how that advice was reflected in the RIS2 document prior to its publication.
- 3.2 Through the development and appraisal of schemes, there still seems to be a strong focus on the economic case for the intervention. The HM Treasury "Green book" review stressed the need to provide a greater focus on the strategic case in decision making, to ensure that projects demonstrate how they contribute to wider local, regional and government objectives. TfSE welcomes this approach. Greater engagement with STB's, aligning with our transport strategies and investment plans, is crucial to develop a strong strategic case for interventions to support this aim.
- 3.3 TfSE supports the Office of Rail and Road's (ORR) role and approach to their assessment of the government's and National Highways' plans for the development of RIS3. A key aspect of the ORR's consideration about whether National Highways have met the requirements of their license, is to determine the extent to which they have exercised their duties in a manner that is 'open and transparent', 'positive and responsive', and 'collaborative'. The way in which TfSE and National Highways work collaboratively together has improved significantly over recent years, and this is welcomed. We have agreed a Joint Engagement Action Plan and have strong working relationships across a number of technical work areas.

4.0 Whether risks to the enhancements portfolio for the remainder of the RIS2 period are being well managed;

- 4.1 TfSE has limited information about risk to the portfolio of RIS2 schemes and how it is being managed, and therefore we are not able to specifically comment on this question.

Submission from Transport for the South East

4.2 A number of RIS2 schemes are included within our SIP, and so we would request that any significant risks to scheme delivery in our area should be shared allowing us comment on any proposed mitigation plans, and to consider any impacts on our own wider investment programme.

5.0 What the impacts of delays and cost overruns are on the overall programme, and whether the revised programme can be delivered to schedule and on budget;

5.1 TfSE is not sighted on the detail of delays and cost overruns within RIS2 Programme and therefore cannot comment on this question.

5.2 We understand that there are budget pressures and also that delays to a number of RIS2 schemes is creating a funding tail that will need to be carried forward, potentially impacting on the number of new schemes able to be taken forward in RIS3. A number of RIS2 and RIS3 pipeline schemes are included within our SIP, and so we would request our inclusion in any review of the overall programme or scope of any schemes in our region ensuring that we can consider any impacts on the timing of schemes or broader connectivity issues affecting our own wider investment programme.

6.0 What progress is being made on planning for the next Road Investment Strategy;

6.1 TfSE strongly welcomes the increased engagement and input that we have had with both DfT and National Highways in planning for the next Road Investment Strategy. It is imperative that the evidence base developed through our transport strategy and SIP underpins and drives planning for RIS3.

6.2 National Highways engaged with TfSE and our local authority partners through a series of workshops as they gathered evidence for their Route Strategies, providing us the opportunity to input on the issues, challenges and opportunities for the SRN. This represents a step change from the previous RIS2 planning process. It has enabled the consideration of the regional priorities set out in in our Transport strategy and SIP and provides much greater opportunity for the SRN to be considered as part of the wider transport network and not in isolation. We also welcome the work National Highways have undertaken to consider the role of the SRN in different locations and its impact on the wider environment (particularly in urban areas).

6.3 TfSE have provided National Highways with access to the extensive evidence base developed through our own technical work programme, including our area studies and through the development of our SIP. National Highways colleagues attended our stakeholder groups providing reciprocal information sharing and input, leading to a greater alignment between our respective workstreams and priorities.

6.4 TfSE also provided feedback on the draft Route Strategy Reports relevant to our region and continue to be kept informed of the overall RIS3 development process and programme. We look forward to this

Submission from Transport for the South East

collaborative approach continuing and to providing further input and feedback through the forthcoming consultations on the SRN Initial Report, Connecting the Country strategy and Route Strategies Overview Reports, and as the Draft RIS3 is developed.

- 6.5 TfSE have also been engaged on work carried out by National Highways on a number of strategic studies and “RIS3 pipeline” schemes within our area. Whilst we are pleased to see this more detailed work and individual schemes progressing, this engagement has not been consistent and has not always been as open or collaborative as that for the strategic level of RIS3 development. This is unfortunate as we consider that TfSE and other STB’s can really add value to National Highways work around the early stages of scheme development when the initial cases are being made for the need for intervention. The outputs from our technical work and the local expertise from the respective local authorities can significantly strengthen the strategic cases for schemes, and it is at this stage that we can assist with setting strategic objectives that consider the SRN holistically as part of the wider transport network. We would welcome greater engagement in these early stages of scheme development.

7.0 What lessons from RIS2 need to be incorporated into RIS3 to ensure it is achievable and delivers on policy objectives;

- 7.1 Since RIS2 STB’s have become more established. Recognising our core function to provide advice to Ministers on prioritising transport investment, we consider that the National Highways Licence should be amended to ensure that the advice provided by STB’s through their transport strategies and investment plans is formally considered and responded to as RIS3 is developed.
- 7.2 The improved engagement and collaboration is welcomed and should be continued throughout the whole RIS3 development process to ensure that the objectives set for RIS3 align with the agreed outcomes for the south east set out in our Transport Strategy and SIP.
- 7.3 The SRN is one component of the wider transport network, and it is imperative that it is considered holistically alongside other networks and modes. This should include, but not be limited to, considering the role of the SRN in facilitating travel by other modes, such as public transport and active travel, the interactions between the SRN and the major and local road networks, and any impacts that occur, including those arising from carbon emissions. Should interventions on the SRN adversely impact other networks, it is vital that any mitigation required is planned and provided for accordingly through that holistic view, and not left to local transport authorities to seek rectify through other programmes.
- 7.4 In planning for RIS3, consideration should also be given to the role of the SRN in facilitating development. Historically, network performance considerations have tended to outweigh role of SRN in providing access to much needed new homes, but this needs to change through a more integrated role of highway infrastructure facilitating development.

Submission from Transport for the South East

7.5 The SRN also has a vital role to play in supporting local transport plans and targets, for example with the monitoring and reduction in transport related carbon emissions. A holistic view the across whole network will be essential to drive the reductions in demand necessary to meet those carbon reduction targets.

8.0 Whether the Government's current and forthcoming roads investment programme is meeting the current and future needs of consumers and business;

8.1 The top concerns raised by users through Transport Focus' report in August 2021 tended to focus more on the operational role of National Highways. However, to address these challenges it is crucial to ensure the SRN is fit for purpose, and this requires a more integrated view of the function of the SRN within the wider transport network.

8.2 The RIS2 programme is currently delivering a number of improvements across the SRN within the TfSE area providing benefits to consumers and businesses across the region. However, a number of key challenges remain to be addressed on the network in order to provide consumers and businesses with the safe, efficient, reliable and seamless end to end journeys they expect and need from the road network as a whole.

8.3 Congestion and resilience of the SRN remain issues for the SRN across the south east and this undermines the productivity of our economy. Limited east-west connectivity coupled with the SRN being of an inconsistent standard through the region, mean journeys of a similar distance can take widely differing times depending on which part of the network is used. This means the SRN is unable to fulfil its strategic function and that there are few viable alternatives for motorists caught up in disruption.

8.4 Parts of the SRN pass through protected landscapes and urban areas (for example at Worthing, Chichester, Guildford, and Hurst Green) causing environmental and severance issues which undermines the quality of life for residents and compromises the attractiveness of active travel in those communities. The inconsistent standard of the SRN places communities at a disadvantage, including some of our coastal communities which are already among the least prosperous in England.

8.5 The south east serves several of the busiest ports and airports in the UK. While these are generally well connected, there are challenges with managing disruption on some corridors – particularly to Heathrow Airport, Gatwick Airport, Solent Ports and Southampton Airport, and Port of Dover. There is also a need to support growth – notably at Southampton and Gatwick.

8.6 A significant portion of UK international trade passes through the south east. It is critically important that the highway network has the capacity and resilience to manage future disruption and ensure trade can flow as seamlessly as possible. Linked to this it is crucial that appropriate facilities are provided for Freight, including rest areas. The M2 and M20 corridors are

Submission from Transport for the South East

particularly susceptible to disruption, which can force heavy traffic onto local roads.

- 8.7 TfSE's SIP advocates for a "whole route" approach to planning, not continually adding capacity or creating new corridors, but making existing corridors work for variety of modes. Planning to deliver an end-to-end solution, providing a consistent standard of route that protects landscapes, townscapes and people, supports regeneration and growth, segregates local and strategic traffic and unlocks multi-modal opportunities.
- 8.8 To effectively address these challenges, planning for RIS3 must 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.

9.0 Whether the Government's roads investment programme aligns with other policy priorities, such as decarbonisation, levelling up, productivity and growth;

- 9.1 Through our increased engagement with RIS3 planning and the Route Strategies development, it is clear that a greater emphasis is being given to these wider policy priorities as the SRN Objectives have been developed. It is however vital that there remains a focus on these priorities as individual schemes are developed and investment decisions are taken.
- 9.2 These Government policy priorities are also key priorities within TfSE's transport strategy and SIP. The SIP demonstrates how transport investment in the south east will yield material economic, social, and environmental returns for our residents, businesses, and visitors, improved public health outcomes and support the UK economy enabling Government to achieve its wider carbon, trade, and levelling-up objectives.
- 9.3 The scale of the challenge to meet decarbonisation targets is significant and should not be underestimated. Road transport needs to be rapidly decarbonised if the government's mandated target of achieving net-zero carbon emissions by 2050 is to be met. TfSE's Decarbonisation Pathways work identifies that "in order to facilitate an effective pathway to net zero it is paramount to plan to optimise the role of public transport, active travel, and zero emission vehicle interventions, along with demand management and behaviour change interventions."
- 9.4 Therefore the highways interventions within our SIP represent a step-change away from traditional "predict and provide" capacity enhancements of previous decades. Adopting a "decide and provide" approach, aligned with our vision and supporting not only strategic movement of vehicles but our places and communities. Road based interventions must be complimented by others that manage demand and employ digital technology, reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.

Submission from Transport for the South East

- 9.5 As described above, the SRN has a crucial role to play in levelling up the south east's left behind communities.
- 9.6 To ensure that the Government's roads investment programme aligns with other policy priorities, such as decarbonisation, levelling up, productivity and growth, it is therefore essential that the advice provided by STB's through their transport strategies and investment plans is formally considered and responded to as RIS3 is developed.

10.0 How RIS3 should take account of technological developments, and evidence on ways of increasing capacity on the Strategic Road Network (such as smart motorways and potential alternatives to them).

- 10.1 The transport sector's response to the decarbonisation challenge is gathering real momentum and it needs to be recognised that, on its own, the conversion of the vehicle fleet to clean fuels will not deliver the reductions in carbon emissions that are needed. The Covid pandemic accelerated trends that had been emerging over decades around home working and virtual access to services. The countries response to the pandemic showed that both our need to travel and the way in which we travel is susceptible to change.
- 10.2 Innovative technologies present opportunities and challenges for transport, enabling manufacturers to improve vehicle safety and environmental performance. Also enabling delivery of new more sustainable ways of transport and business models that improve information, accessibility, and choice for travellers. Properly managed, the transport technologies of the future will make journeys faster, safer, greener, easier, more comfortable, and more affordable. They will make our environments quieter and less polluted, and they will enable us to provide mobility as a service, integrated and accessible to all.
- 10.3 In planning future highways investment, there is a need to look wider than the traditional view of a road. To move away from focussing on increasing capacity and to consider highways as multi-modal movement corridors, providing for journeys by electric and hydrogen powered vehicles, bus, and all forms of active travel. This will include also planning for infrastructure to support the uptake of zero emission vehicles. TfSE is currently undertaking work on an EV charging strategy for the region.
- 10.4 There is an increasing likelihood we will need to rely on digital connectivity, and 4G, broadband and emerging 5G connectivity will provide the foundations for many new technologies and associated services that will both change the nature of future travel demand and in some instances reduce the need to travel.
- 10.5 Issues surrounding Smart Motorways need to be resolved to prioritise safety, and until this can be assured TfSE support the current pause to the programme. There are other emerging technologies such as connected and autonomous vehicles that could improve the capacity of the network where this is specifically required. Consideration should also be given to

Submission from Transport for the South East

the opportunities to trial new technologies within the managed environment of smart motorways.

- 10.6 Data that is used or collected within this new technological environment must be shared, in order that the whole transport system may benefit and continuously improve.
- 10.7 It is vital that planning for RIS3 takes account of and maximises the benefits from these changes and opportunities, and that the programme can adapt to new and emerging technologies.

**Transport for the South East
February 2023**

Emailed to: appgsoutheast@secouncils.gov.uk

Friday 24th February 2023

Dear Sir/Madam,

Transport for the South East's response to the All-Party Parliamentary Group for the South East's call for evidence

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) to provide a response to the call for evidence regarding 'The South East and 'Global Britain': what role for transport infrastructure in underpinning Britain's plan to trade and grow?

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

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. Together, our partnership represents more than 8.3 million people and 350,000 businesses in the South East and benefits from invaluable expertise and insight from those responsible for our region's strategic transport networks.

We believe TfSE offers a credible vehicle for devolution and levelling up in the South East. Our partnership has clear democratic accountability, strong stakeholder support and engagement and a track record of delivery in partnership with local and national partners.

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;
- as set out in the legislation to establish sub-national transport bodies, this document is intended to provide advice to the Secretary of State for Transport;
- 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.

Investing in the South East will yield material economic, social, and environmental returns for our residents, businesses, and visitors, improved public health outcomes and supporting the UK economy and enabling Government to achieve its wider carbon, trade, and levelling-up objectives.

We believe Government should be flexible about its approach to devolution and who should co-ordinate levelling-up activity. For those locations, including the South East, that have either not been central to discussions around devolution or are not suited to current approaches around mayoral combined authorities, other ways to devolve should be considered.

Levelling up presents an opportunity to devolve the tools needed to bring about a step change in prosperity that not only benefits the South East but the wider UK economy. We know transport is a major facilitator of growth and the bold ambition of TfSE enables local communities to thrive and attract inward investment. In addition, it provides the key network for the movement of goods and service to the rest of the UK, supporting union connectivity through the South East extensive network of ports and airports.

Is existing transport infrastructure in the South East fit for purpose?

The region's existing transport networks require significant investment and improvement. If we do not act, then many of the investment priorities included in our SIP will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- the south east will not decarbonise its transport system fast enough;
- the south east's transport systems will not adapt to a post-pandemic, post-Brexit environment;
- housing growth will stall and house prices will remain unaffordable for too many of the south east's residents (and potential residents);
- the south east's left behind and more deprived communities will be unable to "catch up"; and
- improved public health outcomes will not be achieved, with disproportionate negative impact on the most vulnerable.

Our plan does not just focus on new build infrastructure. Packages include measures that make better use of existing assets and corridors, and support more efficient business and operating models. For example, there are proposals to enhance cross-regional rail and freight services using the existing rail network without having any detrimental impact on passenger services by utilising capacity released from a decline in five-day commuting. There are also proposals for a High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade.

How will the delivery of transport infrastructure enhance the government's ambitions for Global Britain?

Through our SIP and our [Freight, Logistics and International Gateways Strategy](#), we aim to 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.

Through improving access to global gateways the South East will increase domestic and international trade by reducing trading costs. The interventions in our SIP will facilitate trade in the south east and – at a much larger scale – between the UK and Mainland Europe. This will enable the UK to prosper as it adapts to a new trading relationship with the European Union and recovers from the global COVID-19 pandemic.

Our own modelling suggests the transport interventions included in the SIP alone will generate 21,000 new jobs; an additional £4.1 billion growth in GVA a year by 2050; and additional 550,000 rail trips a day and 1.6 million bus, mass transit and ferry trips a day, and take over four million car trips a day off the roads of the South East. 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 and will require working across institutional, sectoral, and spatial boundaries.

There are several drivers of growth that transport investment supports:

- **Connecting businesses** with faster and more reliable travel times. Our SIP enables the South East's towns and cities to boost their productivity by better integrating and sharing their economic assets, wider sharing of resources and knowledge, and will provide businesses with easier access to a large, diverse, highly educated work force.
- **Expanding the workforce** by easier matching of jobs to people. The SIP will enable firms to access and recruit a larger labour supply and provide wider employment opportunities for workers and those seeking to work.
- **Enabling development** through unlocking sites and locations that were previously poorly connected. The SIP will provide the sustainable transport capacity and connectivity for net zero growth and development.
- **Accessing global gateways** to increase domestic and international trade by reducing trading costs. The SIP facilitates trade in the South East and – at a much larger scale – between the UK and Mainland Europe. This will enable the UK to prosper as it adapts to a new trading relationship with the European Union and recovers from the global Covid pandemic.
- **Directing investment to level-up left behind communities.** The SIP makes the South East an even more attractive place to invest. It will bring areas up that are left behind relative to some other areas of the UK due to structural disadvantaged and resulting outcomes (e.g., low productivity and lower incomes and reduced health outcomes) or places that are held back by transport network constraints (e.g., where development opportunities are stalled due to traffic constraints or local access to key services aren't there by public transport).

Doing nothing is not an option. We believe a range of multimodal and wider policy interventions are needed to realise our vision.

Funding and Financing

TfSE has worked closely with the private sector to develop a funding and financing approach to our SIP which will ensure that we are not solely dependent upon government funding. We have considered a range of ways for TfSE to support funding and financing solutions – especially in terms of:

- developing business cases;
- assessing the broad spectrum of procurement routes (including those that lend themselves to private finance);
- helping identify and secure a broad range of funding sources for interventions (including thinking creatively about commercial revenues, user charges and new value-capture charging mechanisms); and
- supporting the efficient and accountable flow of funds to the interventions for which they are required.

TfSE intends to play an important role in working with the government and other stakeholders on developing potential future options for road user charging. This includes influencing the direction of any national reform, supporting local partners in developing solutions for specific geographies, and more broadly ensuring that revenues from any future interventions can be efficiently and equitably applied to support priority capital interventions in the South East. Full details of our funding and finance ambitions can be found from [page 80 onwards here](#).

We are ready to receive greater powers and responsibilities and we would encourage government to consider a devolved approach to infrastructure investment funding, enabling partnerships such as ours to deliver the kinds of transformational integrated investment programmes needed to support sustainable economic recovery and growth and meet our carbon commitments.

Other relevant comments

We also align with and support government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion and improve road safety, level-up left-behind communities and facilitate sustainable economic growth in the South East. Highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region. While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.

TfSE consents to this response being placed on your webpage and both officers and political leaders of TfSE are more than happy to speak at a meeting of the APPG if further insight is required.

This is an officer response. The TfSE Partnership Board meets on 13th March 2023 and will consider the draft response and a further iteration of this response may therefore follow.

Yours sincerely,



Rupert Clubb

Lead Officer, Transport for the South East

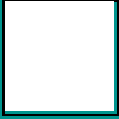
Rupert.clubb@eastsussex.gov.uk

From: NI Mail Distribution <ni.mail.distribution@notifications.service.gov.uk>

Sent: 24 February 2023 15:17

To: Mat Jasper <mat.jasper@eastsussex.gov.uk>

Subject: Registration for project Lower Thames Crossing with the Planning Inspectorate



Planning Act 2008: Receipt of Representation

Thank you for submitting your Representation on the application for development consent by National Highways for Lower Thames Crossing.

Your registration identification number is 20035773.

Please see the Planning Inspectorate's suite of Advice Notes for information about what happens next in the process:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

Please note that the representations received will be published on the project page of the National Infrastructure Planning website as soon as practicable after the Applicant has certified that it has complied with its notification obligations. Details published on our website will be restricted to your name and the text of your Representation.

Please read our Privacy Notice

(<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice/customer-privacy-notice>) which explains how we will store and use your data.

If you did not make this registration then please ignore or delete this email or call the Planning Inspectorate helpline on 0303 444 5000 for more information.

Yours sincerely

Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN
Telephone: 0303 444 5000
<mailto:NIEnquiries@planninginspectorate.gov.uk>

Website: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/lower-thames-crossing/>

Summary of your details

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mat.jasper@eastsussex.gov.uk
07543509325

Your Representation:

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 which includes Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton and the six Berkshire unitary authorities. 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 for the South East' (2020) sets out an ambitious vision for the area. Through area studies, we have identified

multimodal packages of transport interventions. Underpinned by a 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 decision making.

TfSE supports the Lower Thames Crossing (LTC), our Transport Strategy and SIP identified the need for improvements to provide a more resilient corridor connecting the Channel Ports to the M25 and the north. Specifically named in our SIP this is a long standing, nationally significant scheme with considerable impact on the South East's transport system the LTC will:

Improve access to the North and Midlands via the northern part of the M25.

Divert demand away from the south west quadrant of the M25 where there is little scope for increasing capacity and traffic diverts onto local routes.

Help address key international gateway and freight journey challenges.

LTC needs to be delivered with minimal impact on the environment and communities. The points below outline areas that need to be considered:

- Our Transport Strategy highlights the need for improving air quality and achieving net zero by 2050. This scheme must not counteract efforts in improving air quality and achieving net-zero. National Highways must continue to regard environmental impacts. Particularly in relation to air quality, and the impacts on protected landscapes.
- Local opportunities and benefits must not be missed and should be maximised.
- We have previously raised concern over the absence of any rest and service facilities within the design. TfSE's Freight Logistics and International Gateways Study (developed as part of our Transport Strategy) recognised that inappropriate lorry parking is a significant issue in Kent.
- The LTC will increase pressure and have wider traffic impacts on

both the strategic and local road networks. It is vital that the Strategic Road Network (SRN) is not considered in isolation. Wider network improvements including those required on the major and local road networks must be delivered alongside the LTC to maximise benefits and minimise the impacts on local communities.

- o The A229 Bluebell Hill – Large Local Major
- o M2 (J7) Brenley Corner (RIS 3 pipeline)
- o A2 Dover Access (Lydden to Dover) (RIS3 pipeline)