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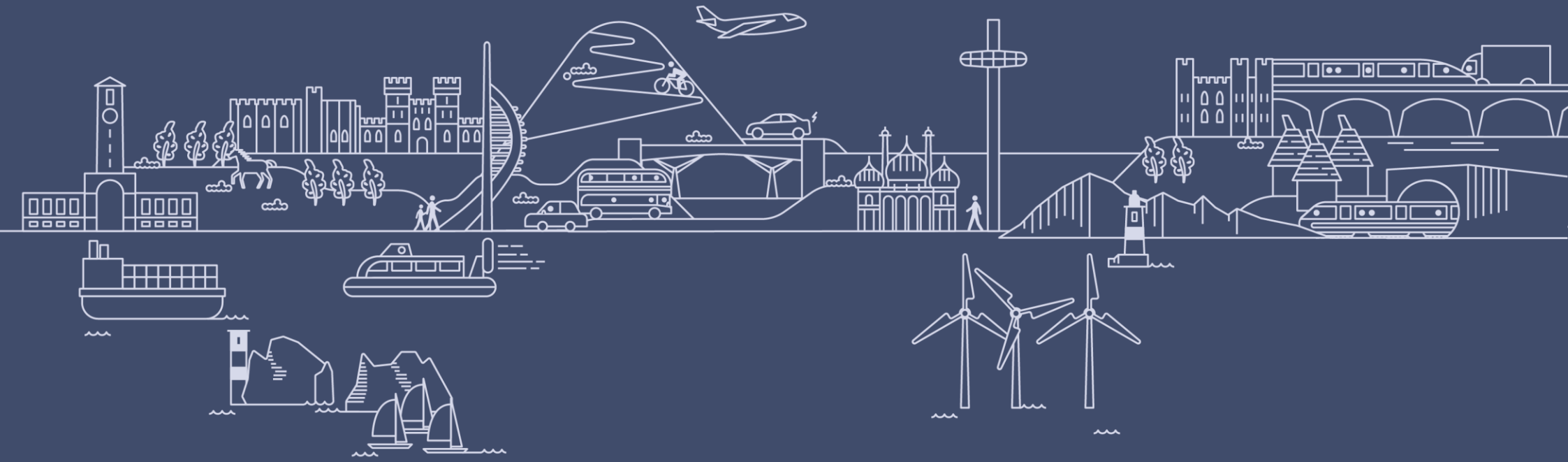
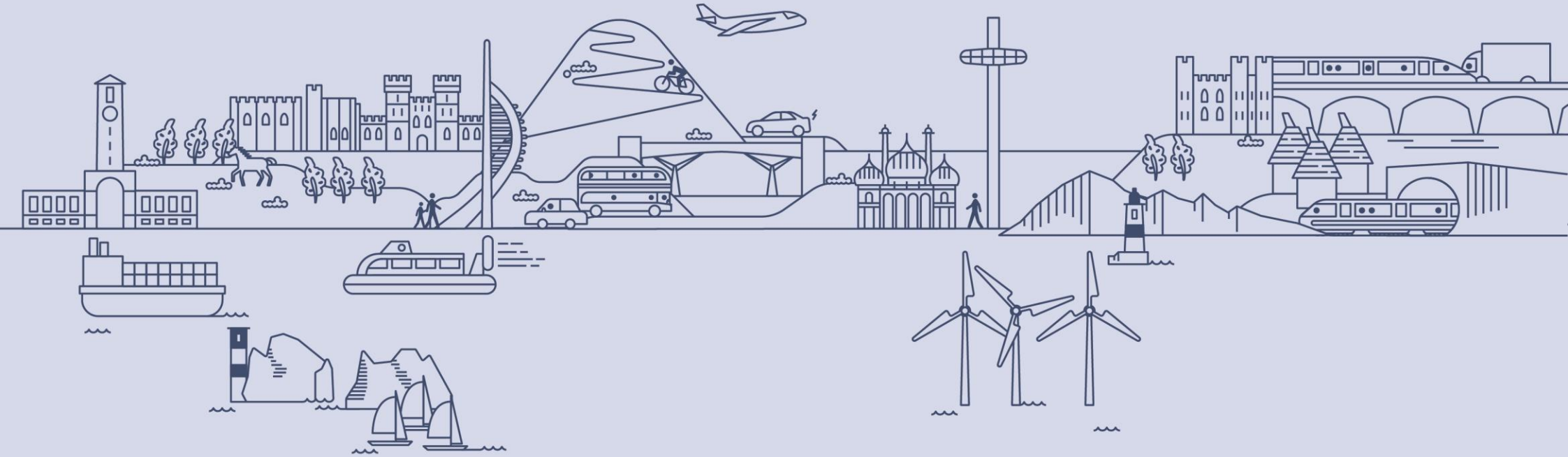


Strategic Active Travel and Micromobility Plan

Version 4

March 2023

TRANSPORT FOR THE South East



Part 1: Introduction

Introduction

Purpose

This Thematic Plan outlines TfSE's ambitions for the South East's Active Travel and Micromobility infrastructure.

This plan forms part of TfSE's Area Study Programme, which developed Strategic Outline Programme Cases for four areas within South East England. It complements five other Thematic Plans (see **Figure 1.1** overleaf) for Decarbonisation; Levelling Up; Rail; Bus, Mass Transit and Shared Mobility; and Highways.

This plan describes the current issues and challenges facing the South East's active travel and micromobility infrastructure network. It also explores how active travel and micromobility could be developed to counter future threats and leverage future opportunities.

Following this, packages of interventions are outlined that have been developed by TfSE's Area Study programme. It describes the potential benefits each package could generate, and presents early estimates for their capital costs. This plan also outlines how the packages of interventions might be delivered, and explores how TfSE can play a role in bringing this plan to life.

Contents

The rest of this plan is presented in six parts, which are listed below.

- **Part 2** describes the **existing conditions and policy context** for active travel and micromobility. It also discusses where both are best placed to add value, and how.
- **Part 3** summarises the key **issues and opportunities** relevant to the active travel and micromobility in the South East's that have been identified by the Area Studies.
- **Part 4** outlines TfSE's long-term strategic **vision and objectives** for the active travel and micromobility infrastructure network.
- **Part 5** describes four **packages of interventions** that have been developed to enable TfSE to secure its vision and objectives.
- **Part 6** presents the estimated **benefits and costs** associated with each package of interventions.
- Finally, **Part 7** considers how to **deliver** the packages of interventions.

Next Step

TfSE's Strategic Investment Plan will make the case for investing in active travel and micromobility.

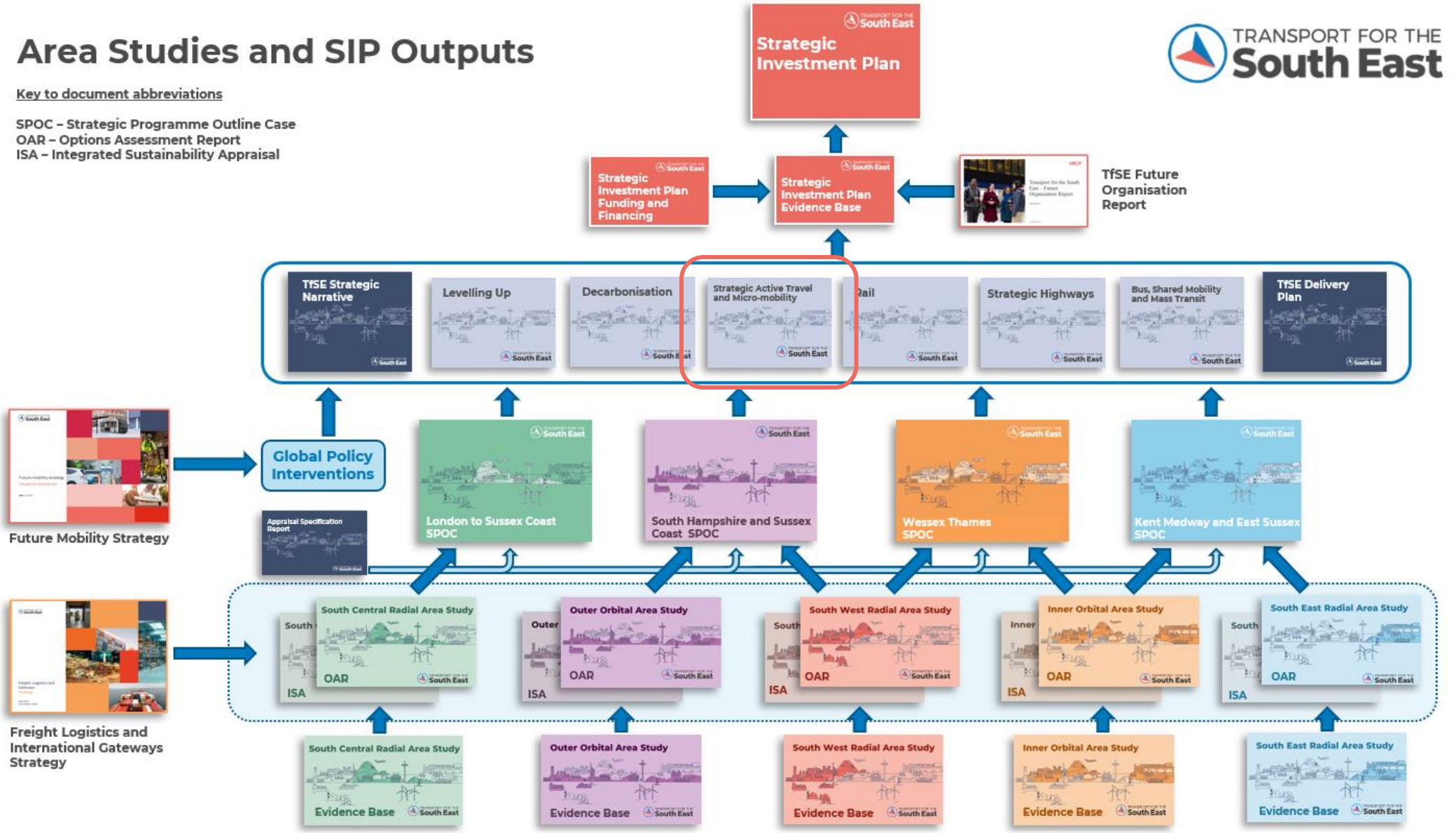
TfSE is developing a Strategic Investment Plan (SIP) that will synthesise the technical work undertaken by TfSE to date and present a compelling case for investment in all modes of transport in South East England.

The SIP will include a more detailed examination of potential funding opportunities beyond Central Government, and it will outline how TfSE, its partners, and its constituent authorities will work together to deliver positive change.

Although the Transport Strategy approved and published in 2020 is not a Statutory Document, the UK government has stated it will give "due regard" to it. The SIP is an integral part of the Transport Strategy development process, articulating the case for investment and a delivery plan to 2050.

Process

Figure 1.1: Area Studies programme and Strategic Investment Plan document hierarchy



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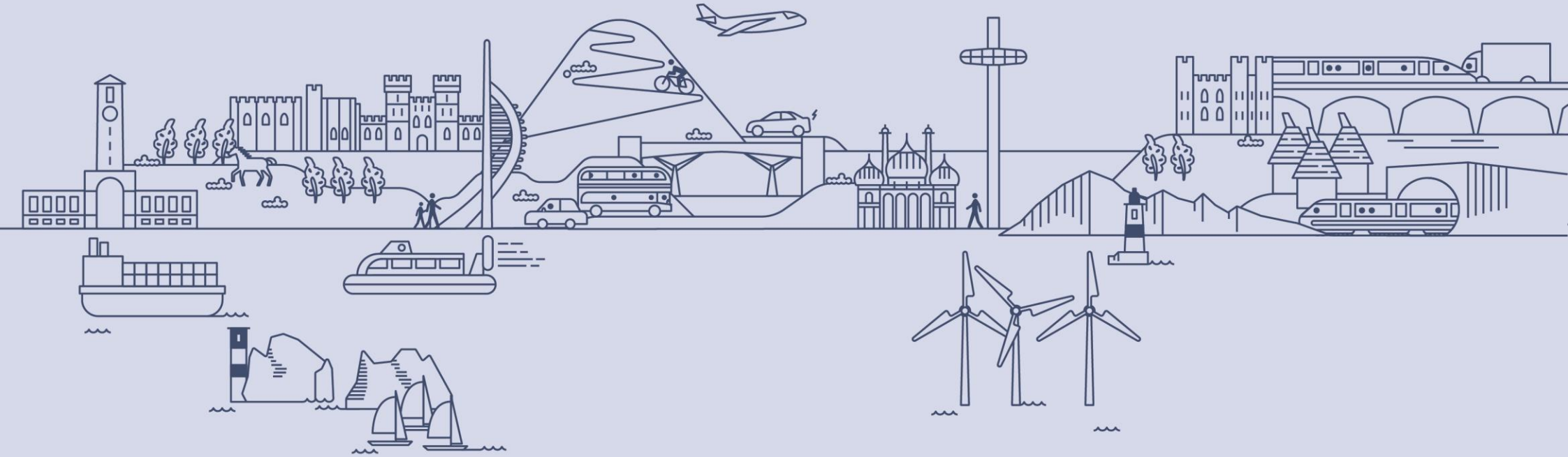


Part 2: Context

Introduction and Context

Introduction

In this report, 'active travel' is defined as walking, cycling, wheeling and scooting. 'Micromobility' is focused on the new electric powered micromobility (e-micromobility) modes such as e-scooters and e-skateboards.

Both active travel and micromobility have an important role to play in helping TfSE deliver its strategy. In dense urban areas, active travel is one of, if not the most efficient and environmentally sustainable ways of making journeys, and on longer distance journeys between towns and cities, it can act as a feeder for the public transport network, enabling people to make multi-modal journeys, without having to use a car.

Furthermore, with the rise of e-cycles, there is an opportunity to grow the reach of active travel. Electric assistance significantly reduces the effort barrier and can effectively 'flatten' undulating terrain and nullify headwinds, making cycling or scooting a viable option even in challenging physical geographies, and for longer distances without the need for specialist equipment or clothing.

Existing conditions

At present, cycling levels within the South East are low, reflecting the national picture, with only a small percentage of people regularly cycling for their day-to-day journeys. This is largely due to the substandard cycling conditions, with little segregated cycling infrastructure or traffic-free routes, meaning that cycling is seen by many as an activity for the brave, rather than a viable transportation option for the majority.

However, with the right policies and investments, cycling can become a normalised way of making local journeys and as part of longer public transport journeys, and it should be possible to grow its mode share towards levels seen in cities such as London, Cambridge, and Oxford.

Policy context

Gear Change[1], published in in July 2020, set out a bold vision for cycling and walking, and outlined the Department for Transport's (DfT) plans to revolutionise active travel with a £2 billion investment. The foreword from the Prime Minister stated that he wanted to see the "most radical change to our cities since the arrival of mass motoring". Gear Change was published alongside Local Transport Note (LTN) 1/20[2], marked a step-change for cycle infrastructure design and planning in the UK. The key message of the note is that cycling must no longer be treated as an afterthought and should instead be a viable means of everyday transport for people of all ages, not just a leisure activity or hobby.

Furthermore, TfSE published its Transport Strategy for the South East in 2020[3], which presents a shared vision for the South East, and how a better integrated and more sustainable transport network can help to achieve it. The strategy emphasises the crucial importance of both active travel and micromobility in achieving the vision.

In addition to cycling, micromobility was also given a boost in 2020, as the government legalised rental trials of e-scooters, permitting them for use on the carriageway within select local authorities[4]. In May 2022, it was confirmed that the use of electric scooters on public roads is set to be made legal under a new Transport Bill unveiled in the Queen's Speech.

Governance

TfSE

TfSE's role will reflect its current and likely future status as an established Sub National Transport Body for South East England.

It is assumed there would be no significant change in the current distribution of powers, funding mechanisms, and democratic accountability in the TfSE area at a local level.

TfSE's role will focus on building consensus, capacity, and funding to deliver its active travel and micromobility priorities, and in so doing, support its constituent Local Transport Authority partners' ambitions, including those contained within the Local Cycling and Walking Infrastructure Plans (LCWIP). It will tailor its approach to the mode, scale, and level of scheme and policy development of each prioritised intervention.

Department for Transport (DfT)

The DfT will provide policy, guidance, and funding to local transport authorities within the TfSE area to help them run and maintain their highway network, including the active travel and micromobility network.

As the primary source of funding for Active travel and micromobility schemes, the DfT has made it clear that local authorities that fail to deliver good quality active travel schemes should expect funding to be withheld.

The DfT also updated the Traffic Management Act (2004)[5] in April 2022, stipulating that "local authorities should continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made".

Active Travel England (ATE)

ATE is a new executive agency, founded in 2022, and will effectively operate as the "*OFSTED*" of active travel. ATE will manage the national active travel budget, awarding funding for projects which meet the new national standards set out in LTN 1/20 (published in 2020). ATE will inspect finished schemes and ask for funds to be returned for any which have not been completed as promised, or which have not started or finished by the stipulated times. ATE will also begin to inspect, and publish reports on, highway authorities for their performance on active travel. Furthermore, ATE will be a statutory consultee on major planning applications.

Local Transport Authorities

Local transport authorities will be responsible for updating and developing LCWIPs, identifying and prioritising potential active travel schemes to address the key issues identified throughout this Plan. Gear Change strongly encourages local transport authorities to develop LCWIPs, setting out ambitious plans to improve walking and cycling infrastructure. This approach will be looked upon favourably in future funding rounds.

Local authorities will also be responsible for applying for and securing funding for active travel schemes, utilising the well-established routes for funding outlined by the DfT, and proactively identifying other funding opportunities from other government pots.

The delivery of schemes will also be the responsibility of local transport authorities, working in collaboration with partners as and when necessary.

Where Active Travel and Micromobility Works Best

Role of Active Travel and Micromobility

For local journeys, active travel and micromobility can transport large volumes of people quickly, safely, efficiently, and in an environmentally sustainable way. Active travel and micromobility can also play a key role in longer distance journeys.

High-quality cycle routes are capable of transporting high volumes of people through a relatively limited amount of road space, making them incredibly efficient within urban environments.

In most cities, active travel and micromobility is a faster, cleaner (both in terms of carbon and air pollution), more space efficient, and safer alternative to driving a car or van. Their competitive advantage against the car is particularly powerful in large urban areas, where average traffic speeds are often below 10mph.

Cycling and micromobility can also play a key role in freight, particularly the 'last mile' of journeys, and in improving accessibility to public transport, replacing the need to drive to the bus or train station.

Key advantages of Active Travel and Micromobility

The key advantages of active travel and micromobility are as follows:

- Active travel and micromobility are incredibly efficient methods of transport, particularly in dense urban areas, giving them a competitive advantage against the car.
- Active travel and micromobility are the lowest cost forms of transport, with minimal overheads, and relatively low entry costs, especially in comparison to private car ownership.
- Active travel is the lowest carbon intensive form of transport, both in terms of production and emissions.
- High quality active travel and micromobility networks can facilitate car-lite or car-free lifestyles, benefiting the environment and reducing the overall cost of living.
- Active travel is the healthiest method of transport. Those who walk and cycle as a method of transport benefit from 'incidental' exercise.

Key limitations of Active Travel and Micromobility

However, it is important to understand the limitations of active travel and micromobility:

- The existing conditions for cycling are not inclusive for all, and extensive changes to the highway network are required to create the conditions that will make people feel safe and comfortable, leading to mass participation.
- Delivering a high-quality active travel and micromobility network inevitably will require allocating specific road space to specific modes. This can be politically challenging.
- Not everyone is able to cycle or use micromobility, and the cost barrier to accessing non-standard cycles or scooters can be disproportionately expensive.
- Active travel is rarely a viable option for long-distance journeys (e.g., more than 10 miles) due to the long journey times and effort required (though this is changing with the prevalence of e-cycles).

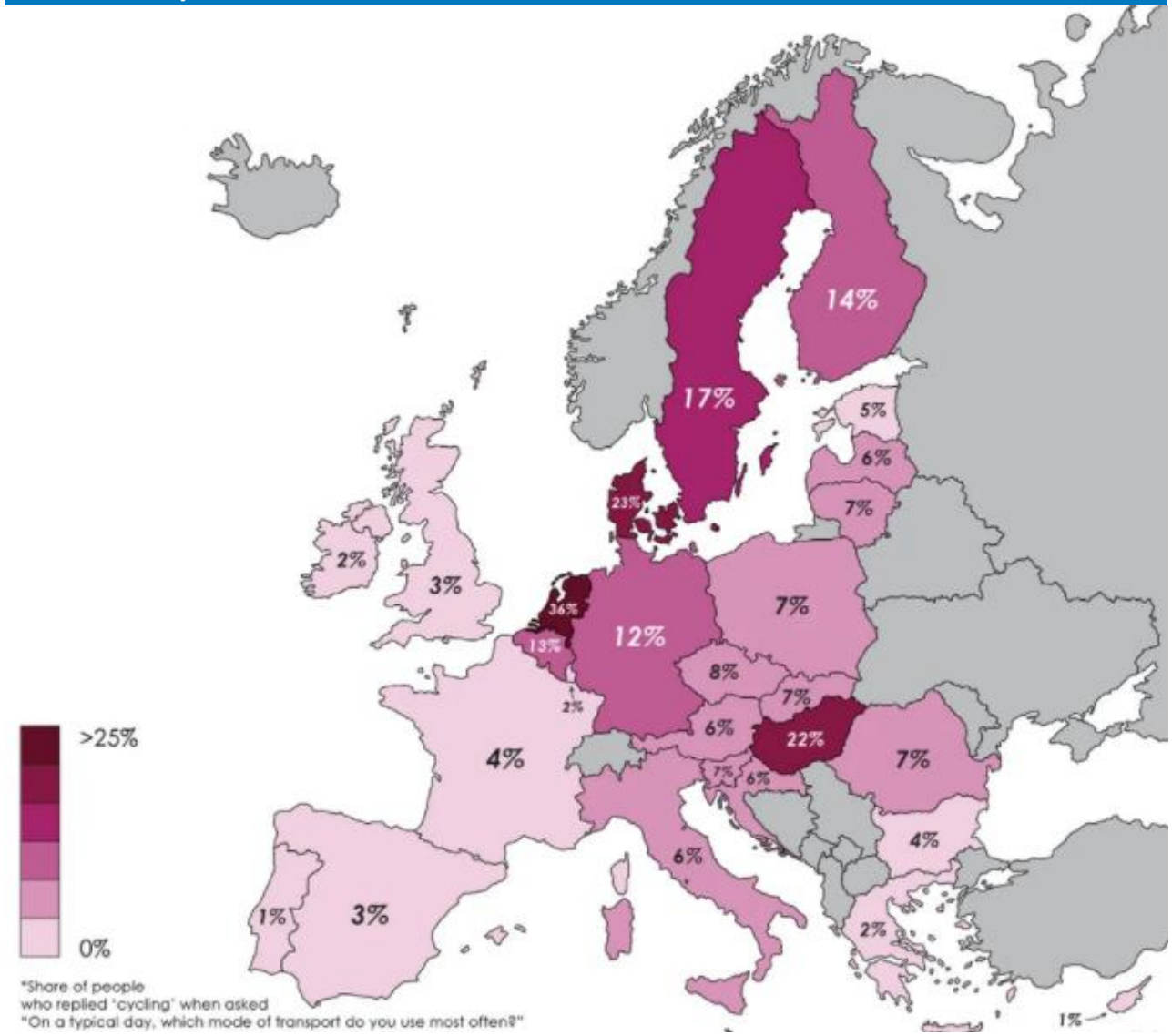
What market share is achievable?

At present, the mode share of cycling in Great Britain lower than many comparable EU countries. However, with the right policies and investments, it should be possible to grow this mode share significantly.

In line with most European countries, cycling in Great Britain has a relatively low mode share. The UK cycling mode share is lower than all but four EU countries (Portugal, Republic of Ireland, Cyprus and Greece), as shown in Figure 2.1. While each country has its own characteristics, the fact that mode share is higher in countries with similar population densities suggests there is significant potential to grow the cycling mode share.

The Netherlands and Denmark have significantly higher cycling mode shares than most countries due to their dense cycling infrastructure, restraint of private car usage in urban areas, significant ongoing investment into cycling, and their commitment to integrating this into new developments and public transport. Countries such as Germany, Belgium and Hungary, each with relatively high mode shares, have grown their mode share over recent years, highlighting what can be achieved when pro-cycling policies are implemented, and investment is made in infrastructure.

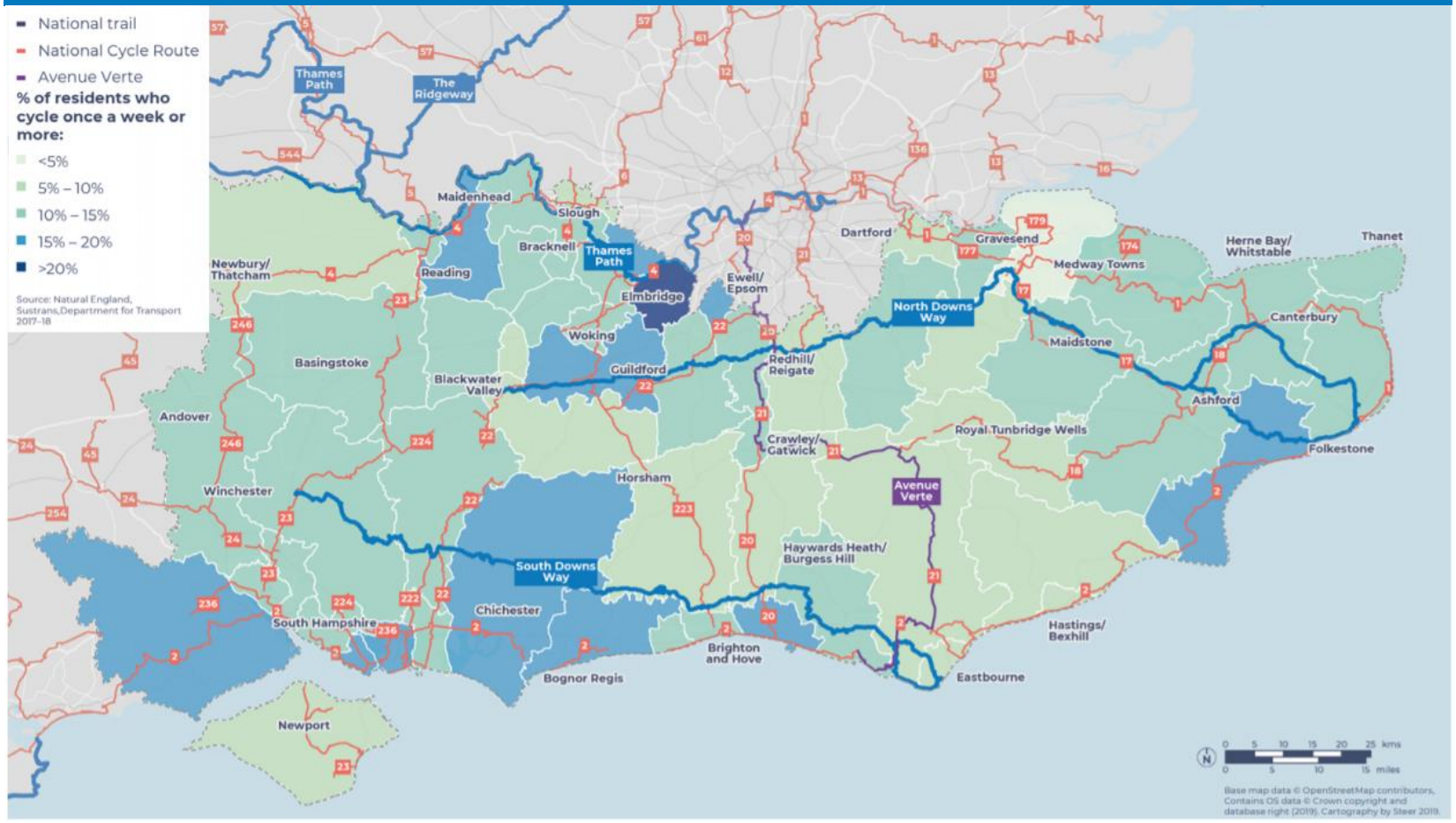
Figure 2.1: Cycling as a mode of transport in the UK & EU (2014, European Commission)[6]



What market share is achievable?

Cycle participation across the South East is relatively low. TfSE analysis has shown a lower proportion of residents in the South East live close to the National Cycle Network than residents in neighbouring regions. The TfSE strategy also presents data showing that fewer than 1 in 5 residents cycle once or more a week. Every Local Transport Authority in this area wants to see a step change in cycling participation in their area, but the infrastructure is not available to support this ambition. Furthermore, cycling infrastructure is seen as an enabler for new technologies such as e-cycles or e-scooters. A lack of infrastructure could be holding the region back from the opportunities these technologies offer.

Figure 2.2: Cycle participation and national/international walking and cycle routes in the South East



Source: Natural England, Sustrans, Department for Transport (2017-18)

Recent Policy and Guidance

Gear Change & Gear Change a one-year review

Published in the midst and context of the Covid-19 crisis, Gear Change sets out that new design guidance will set higher quality and safer requirements (including LTN 1/20) for new walking and cycling schemes which must be met as a pre-requisite for funding. The document sets out the ambition for England to be "a great walking and cycling nation".

A new inspectorate and funding body, Active Travel England, is due to come into force in Summer 2022. This will be led by a Chris Boardman, the newly appointed National Cycling and Walking Commissioner. Active Travel England will be responsible for enforcing the new standards set out in LTN 1/20 and assist local authorities to deliver high quality schemes.

A one-year review of Gear Change was published in 2021[8], summarising the efforts to date in delivering cycling infrastructure across the country. The review predominantly focussed on the Emergency Active Travel schemes delivered during the pandemic.

Local Transport Note 1/20

Local Transport Note 1/20 (LTN 1/20), marked a step-change for cycle infrastructure design and planning in the UK. The note provides updated national guidance for highway authorities and designers and aims to help cycling become a form of mass transit in many more places.

The key message of the note is that cycling must no longer be treated as an afterthought and should instead by a viable a means of everyday transport for people of all ages, not just a leisure activity or hobby.

LTN 1/20 does not prescribe a one-size-fits-all approach to cycling infrastructure and is not about delivering physically segregated cycling infrastructure on all roads, though this does form a key aspect of the guidance. The guidance provides intervention types depending on context, factoring in motor traffic volumes, motor traffic speeds, and anticipated flows of cyclists.

Therefore, the document is equally as applicable to TfSE's rural villages as it is to it's large urban conurbations.

Cycling and Walking Investment Strategy[7]

The Cycling and Walking Investment Strategy was published in 2017 and outlines the government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040, and ultimately to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year.

The policy paper also sets out the objectives and the aims and target that the government will work towards in the shorter term, provides details the financial resources available, and includes a number of indicators that will help us understand how we are performing.

Furthermore, the policy paper sets out the governance arrangements that will be put in place and outlines actions that have already been taken, as well as actions planned for the future.

Recent Policy and Guidance

Active Travel: Local Authority Toolkit[9]

In April 2022, the DfT published guidance to help local authorities understand the benefits of active travel and how to promote it in local communities.

This toolkit includes advice on how local authorities can work with local government associations to:

- Develop Local Cycling and Walking Infrastructure Plans (LCWIPs)
- Develop and implement Travel Demand Management Plans
- Plan for and improve active travel infrastructure
- Promote behaviour change to enable active travel

The toolkit is a collation of existing policy and guidance, complemented by successful case studies, and links to funding sources for active travel schemes.

Recent Central Government Investment

Recent Central Government Investment

- **Department for Transport Active Travel Fund[10]:** In April 2020, the government provided a funding package to help local authorities to deliver safe spaces and routes for active travel in response to the COVID-19 pandemic.
- Tranche 1, the initial funding pot for active travel schemes, supported the installation of temporary projects in direct response to the COVID-19 pandemic, funding schemes such as temporary 'pop up' cycleways, footway widening for social distancing, and School Streets.
- Tranche 2, the follow-up funding pot, supports the creation of longer-term projects to deliver mode shift, making a number of the experimental schemes permanent.
- Schemes that did not meet LTN 1/20 standards or were removed without good reason, resulted in local authorities having their funding withdrawn, and were advised that future transport budgets could be reduced.
- **Levelling Up Fund[11]**: Introduced in March 2021, the Levelling Up Fund brings together the Department for Transport; the Department for Levelling Up, Housing and Communities; and HM Treasury to invest in infrastructure that improves everyday life across the UK. The £4.8 billion fund is intended to support town centre and high street regeneration, local transport projects, and cultural and heritage assets.
- Though the fund is open to every local planning authority area, it is especially intended to support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns, and coastal communities – those identified as "Level 1" of three levels.
- In October 2021, the first successful bidders for Round 1 of the Levelling Up Fund were announced. This included projects in TfSE areas such as Medway (Town Regeneration) and East Sussex (Exceat Bridge).
- **The Towns Fund[12]**: Providing £3.6 billion to drive the economic regeneration of deprived towns and deliver long-term economic and productivity growth.
- **Highways Maintenance and Integrated Transport Block[13]** provided funding support to local authorities for transport capital improvement schemes worth less than £5 million and highway maintenance, including for active travel networks.
- **The Local Growth Fund[14]** provided funds to local enterprise partnerships or LEPs for projects that benefit the local area and economy. £684m of this funding was spent across the country on active travel infrastructure. As outlined within the **Levelling Up White Paper[15]**, details are due for the imminent **Shared Prosperity Fund** replacing Local Growth Fund**.**
- **Additional funding sources** are outlined on the Active Travel Info website[16] (funded by the DfT and developed by Sustrans, Living Streets and Cycling UK).

Recent Reports

Paths for Everyone[17]

In 2018, Sustrans presented a new vision for the National Cycle Network (NCN) in their Paths for Everyone review. This review makes 15 recommendations to improve the NCN and bring it up to a "very good standard" by 2040 that can be used by all.

Sustrans intend to deliver these improvements in partnership with local authorities, private and charitable landowners, national governments, agencies, users, local communities and other organisations.

To achieve the new vision for the Network, Sustrans will lead across five themes:

- Run it – bringing together partners and users to deliver it
- Fix it – own a living plan to make the Network safer and more accessible
- Grow it – grow the quality miles by doubling the traffic-free sections
- Love it – inspire people to use the NCN
- Fund it – work to raise funds

A map of the NCN network within the TfSE area can be seen in Figure 2.3.

The Future of E-Scooters[18]

Published in 2022 and developed by the Urban Transport Group (who represent the transport authorities for Greater Manchester, Liverpool City Region, London, Tyne and Wear, South Yorkshire, West Midlands and West Yorkshire) 'The future of e-scooters – what powers do cities need and what standards should be set?' document outlines the first principles to consider in any regulatory reforms around micromobility.

Detailed recommendations are also provided on powers to control the micromobility rental market and on construction and use standards specifically for e-scooters, given concerns around the private e-scooter market.

The recommendations were developed via a series of workshops with Urban Transport Group members, informed by lessons learnt from e-scooter trials and other dockless services.

It is anticipated that this document will assist with coordinating a national approach to regulating and managing e-scooters and other forms of micromobility.

Future of Mobility: Urban and Rural Strategies[19]

The Future of Mobility: Urban Strategy was published in March 2019. The Strategy sets out the approach Government will take to "seize the opportunities from the changes happening in urban transport". The Strategy outlines the benefits that the Government wants mobility innovation to deliver, and the principles that will help to achieve these. Four key priorities are identified:

- Implementing a flexible regulatory framework – focusing on micromobility, MaaS and modernizing bus, taxis and PHVs
- Supporting industry and local leaders – in preparing the urban environment and thinking forwards
- Ensuring Government decision making is robust – through additional research and analysis
- Continuing established technology-specific programmes – such as zero emission vehicles and CAVs

A Rural Strategy is due to be published soon, following a call for evidence in late 2020.

Recent Reports

Walking for Everyone[20]

In May 2022, Sustrans published “Walking for Everyone: Making walking and wheeling more inclusive”. The guide sets out an ambitious and inclusive agenda for the future of walking and wheeling across diverse communities.

The guide is designed to support national and local governments including transport and spatial planning professionals, organisations helping to improve the lives of people who may be marginalised, and anyone helping to make walking and wheeling more inclusive.

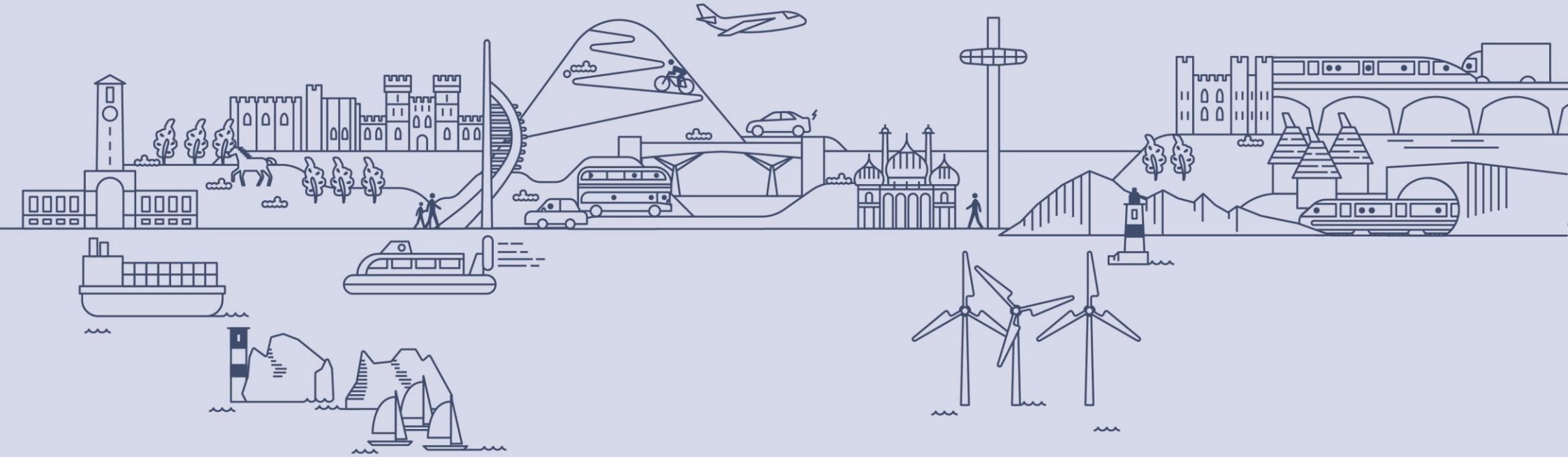
The guide contains information on how to improve governance, planning and decision making, how to create better places for everyone to walk and wheel. Furthermore, numerous successful and inspiring examples are presented where places have made walking and wheeling more inclusive.

National Cycle Network in the South East

Figure 2.3: Transport for the South East's Regional Cycling Network

Source: Natural England, Sustrans (2022)

TRANSPORT FOR THE South East



Part 3: Issues and Opportunities

Issues and Opportunities

Introduction

A number of key issues and opportunities for active travel and micromobility have been identified.

These are summarised below, and expanded upon in more detail over the course of this chapter:

Issues

- **The need for carbon reduction –** setting out the existing situation with carbon emissions and the need to reduce them
- **The challenge of public health** – outlining the current problems with lack of activity and the consequences on public health
- **Congestion and air pollution** – caused by over-reliance upon private motor vehicles
- **The need to improve resilience** – explaining the need to diversity the transport offering to increase resilience and reduced the inequalities caused and exacerbated by car dependency

Opportunities

- **Increasing equality and levelling up** – setting out how active travel and micromobility can play a key role in improving equality
- **Improving connectivity and enabling mode shift** – outlining the opportunities to improve connectivity and enable mode shift to active Travel and/or micromobility
- **Growth of micromobility** – explaining how this growth can help the region achieve its strategic transport goals
- **Untapped potential of public transport integration** – outlining the gains that could be achieved through better integration of active travel and micromobility with public transport
- **Relatively high levels of leisure cycling** – providing context on existing leisure cycling levels
- **A commitment to upgrading the NCN to enable people of all ages and abilities to use the network** – setting out how this could be built upon to improve infrastructure

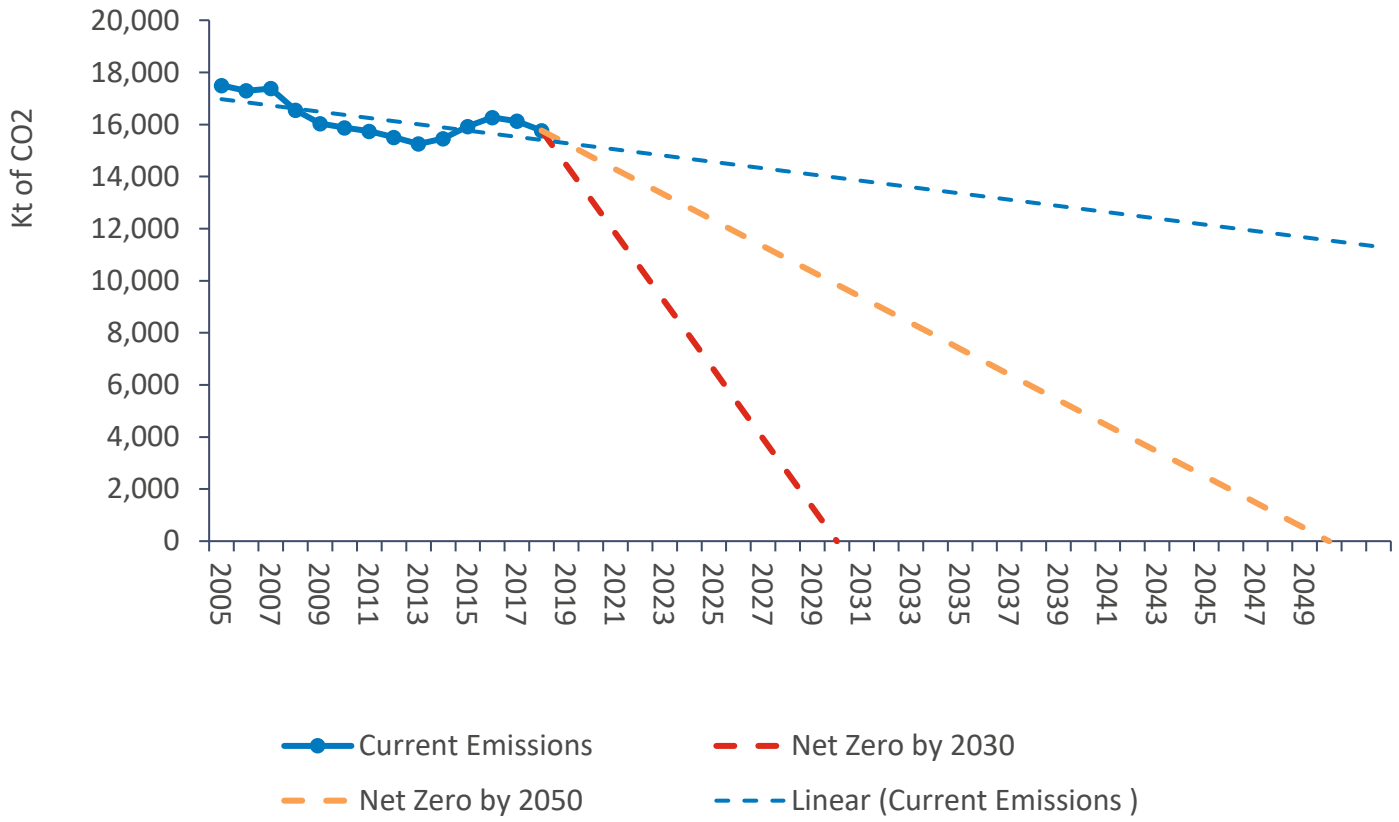
Issues

The need for carbon reduction

In the South East, many local authority areas have declared “Climate Emergencies” and set targets to reach net-zero carbon emissions by 2050. Greenhouse gas emissions from road transport make up around a fifth of UK greenhouse gas emissions. In the South East, 28% of transport emissions are classed as minor road carbon emissions, meaning there is a big opportunity to decarbonise via mode shift.

Reaching a net zero carbon transport network by 2050 (yet alone 2030) will be very challenging. As Figure 3.1 shows, Carbon emissions from transport in the South East are declining, but not at a rate fast enough to reach net zero by 2050 or 2030. Economic growth and carbon emissions have become decoupled at both a national and regional scale (since 1990 the UK Economy has grown 72% while the country’s carbon emissions have dropped by 42%) meaning that decarbonisation should be seen as an economic opportunity, rather than a burden.

Figure 3.1: Carbon Emissions Trajectory for the South East Area



Source: BEIS Local Authority and Regional Carbon Dioxide Emissions National Statistics (2021)

Issues

The need to improve resilience

The pandemic highlighted the need for a resilient transport network, with active travel acting as a crucial way for key workers to move around while public transport was suspended or severely restricted. High quality cycling networks provide day-to-day resilience and reliability against physical, social and economic challenges. Primarily, investment in active travel infrastructure improves mobility options. They fill a vital transportation gap, for example in areas where public transport does not run 24 hours a day or is limited in service, or in areas of deprivation where people cannot afford to own a private car.

There are also ancillary benefits to investment, such as to public health as people are healthier due to regular exercise, the economy as people walking and cycling/scooting are more likely to stop and shop than those in cars, and air quality, as active travel and micromobility emit little to no emissions at source. Through investment in active travel and micromobility, it is possible to strengthen various aspects of the South East, increasing the overall resilience of the area.

Congestion and air pollution

Congestion is a key problem in several major economic hubs across the TfSE area, with too many people making trips via private car. Congestion adds additional time to journeys, hinders public transport, and ultimately has a direct impact on business which can stifle economic growth.

With congestion also comes air pollution. Idling motor vehicles can produce up to twice as many exhaust emissions as an engine in motion. Though the move towards electric cars is underway, they're not the panacea for all air pollution concerns due to the particulates which they emit from braking and tyre wear, as well as the embedded carbon of their production.

High quality cycling infrastructure than offers a viable alternative to car usage can help with alleviating pressure on the road network in urban areas, decreasing the need to use a car and ultimately reducing air pollution. At present, there are strategic gaps in the cycle network (see Figure 3.2 for an example for Kent and Medway) which is directly limiting the potential for mode shift.

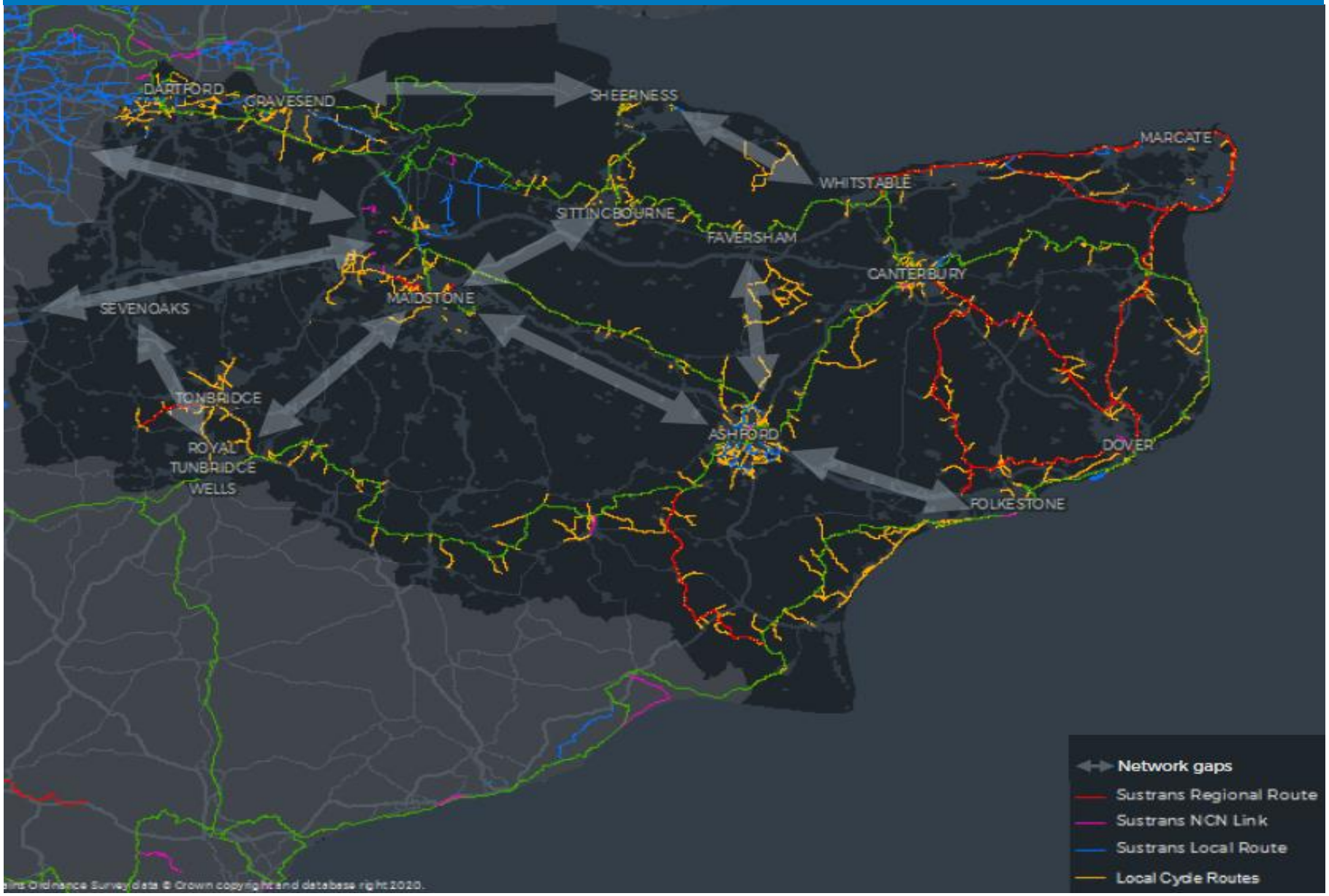
The challenge of public health

Although (pre-pandemic) most people were living longer than ever before, England faced significant public health challenges. Improvements in life expectancy were stalling, health inequalities had widened, and we compared poorly with other countries on many key health outcomes.

Physical activity, like cycling and walking, can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression[21]. Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone) (Gear Change, 2021).

As presented in Figure 3.2, cycle participation across the South East is low. Active travel can be one of the easiest ways to build in daily activity to people's lives, improving their physical health and reducing the burden placed upon the NHS. Furthermore, mode shift from private car to active travel will also assist with reducing air pollution, which will also benefit public health.

Figure 3.2: Example of Kent and Medway's National and Local Cycle Network and strategic gaps[22]



Opportunities

Micromobility

Advances in technology will contribute to TfSE's objectives, and many are already in use or being tested, including electric scooters ('e-scooters') and electric cycles ('e-cycles').

These new mobility options can make cycling or scooting a viable option even in the most challenging of physical geographies and widen the demographics who could feasibility use them ahead of private cars, facilitating a car-lite lifestyle, an ultimately reducing car dependency. As these forms of micromobility grow their market share over the coming years, the cost per unit will decrease, further widening their potential and appeal.

In order to broaden the potential user base of micromobility vehicles, the physical infrastructure on which they can be used needs to be coherent, direct, safe, comfortable, and attractive. As with cycling, people will only use micromobility vehicles when they feel safe enough to do so, and when there are clear competitive advantages over alternative modes (for example time or cost). What is good for safe cycling is also good for micromobility.

As such, cycling infrastructure can act as a direct enabler for new technologies such as e-scooters or e-cycles.

Failure to invest in high quality cycling routes today will not only prevent cycling from being anything other than a fringe method of transport, but it will also hinder the wider adoption of micromobility vehicles in future. This could hold the region back from the benefits and opportunities these technologies offer.

The opportunity for micromobility is well understood by TfSE. In July 2021, TfSE published a Future Mobility Strategy[23]. The Strategy outlined TfSE's approach to ensuring that future mobility and technology supports the overall vision of making the South East better connected, more inclusive, more productive, and more sustainable.

The future mobility 2035 vision is *that "by 2035, the South East of England will have a globally leading sustainable mobility ecosystem accelerating the move to net zero. The region will be at the forefront of innovation, integrating new technologies, modes and services with digital communications and energy networks. People and all the places they live, work, learn and play, will steer our actions, ensuring the future of mobility is inclusive of and responsive to their needs and provides opportunities and choices for all".*

Future mobility will play a central role in helping decarbonise the transport ecosystem through the provision of electromobility modes and services to help reduce dependency upon the sole occupancy, private car irrespective of propulsion type.

Advances in technology will enable micromobility to fully contribute to TfSE's objectives, and many are already in use or being trailed.

The continued growth in micromobility technology also has the potential to open up micromobility and cycling to a wider range of people. This includes younger people who currently rely upon public transport or family members to drive them around, and older people, as electric assist reduces the physical aspect of cycling, and can make non-standard forms of cycling, such as hand cycles or recumbent cycles far more accessible.

Opportunities

Untapped potential of public transport integration

Better integration between cycling and transport interchanges could increase demand for travel by rail and bus. Cycling and e-micromobility can significantly increase the catchment area of rail/bus stations, making it quicker and more convenient people to make longer distance journeys.

In countries with better integration between cycling and public transport, cycling acts as a feeder system for public transport. In the Netherlands, more than 50 per cent of rail journeys starting by bicycle. With appropriate investment into active travel corridors and Low Traffic Neighbourhoods, TfSE could reduce reliance on the private car to start longer, multi-modal journeys.

Better integration with public transport is picking up pace on an international level too. In March 2022[24], the 193 members of the United Nations General Assembly adopted a resolution stating that the bicycle was a tool for combatting climate change. The (non-binding) resolution called on member states to *"integrate the bicycle into public transportation, in urban and rural settings in developing and developed countries."*

Increasing equality and levelling up

Cycling and micromobility offer a low-cost form of transport, with virtually no overheads, making them highly accessible to those on lower incomes who may struggle to afford private car ownership, or regular public transport trips.

Investment in cycle infrastructure and training can disproportionately benefit those on lower incomes, if support is provided to assist with initial outlay of purchasing a cycle or alternative form of micromobility. This is especially important with higher cost electric assist cycles, which can facilitate car-free lifestyles, however at present are seen as only accessible to those on higher incomes.

Figure 2.2, published in TfSE's Transport Strategy (2021), shows low and variable levels of cycling participation across the South East. Cycling participation is especially low in Medway, Dartford, and several districts in the Weald area – areas where potential for growth are high. The TfSE strategy also presents data showing that fewer than 1 in 5 residents cycle once or more a week. Travel To Work data also shows cycling has a low mode share, particularly outside Brighton and Hove.

Improving connectivity and enabling mode shift

The majority of local authorities within the South East want to see a step-change in walking, cycling, and often micromobility participation in their areas, but the infrastructure is not available to support this ambition.

The existing active travel networks are not at a consistent standard and there are strategic gaps in the parts of the area's cycle network. TfSE analysis has shown a lower proportion of residents in the South East live close to the National Cycle Network (NCN) than residents in neighbouring regions. This is a metric that many stakeholders wish to see improve.

There is a great opportunity to improve these connections across the wider TfSE area through developing and delivering LCWIPs, particularly when developed in collaboration across wider areas, such as urban conurbations.. The NCN also has a role to play in providing connections between the LCWIP areas, or through them if they are part of a longer route.

Opportunities

Relatively high levels of leisure cycling

The South East in general is a popular area for leisure cycling, with sweeping country lanes and Areas of Outstanding Natural Beauty a draw for people across the south of England and elsewhere in the UK. Several London 2012 cycling events were held at the northern end of the South Central Radial Area corridor within the Surrey Hills (Box Hill), and similar events such as Ride London have been held in the area in the past.

The area is also home to the London to Paris cycleway "Avenue Verte", which follows a long route from London to Paris, and is supported by variable quality infrastructure (e.g. significant sections are unpaved and/or unlit).

A relatively high number of people participating in cycling for leisure in the South East shows that when the cycling environment is attractive and fit for purpose, people enjoy cycling and will take to it.

This provides a strong foundation to build upon, and an opportunity to enable people to consider cycling for everyday journeys as well as for leisure.

A commitment to upgrading the National Cycle Network to enable people of all ages and abilities to use the network

Sustrans have committed to improving the NCN over the next 20 years, and will work with local authorities and other stakeholders to upgrade large sections of the network, bringing it up to a standard that can be used by people of all ages and abilities.

The NCN runs throughout the South East, though has the potential to expand to reach new corners and increase its overall catchment area. TfSE analysis has shown a lower proportion of residents in the South East live close to the NCN than residents in neighbouring regions. Furthermore, at present, large sections of the network do not meet expectations, particularly those on the carriageway.

With Sustrans' plan to improve the network, and desire from all transport authorities to improve the cycling environment, the South East could benefit significantly, creating routes that people feel safe and comfortable cycling on.

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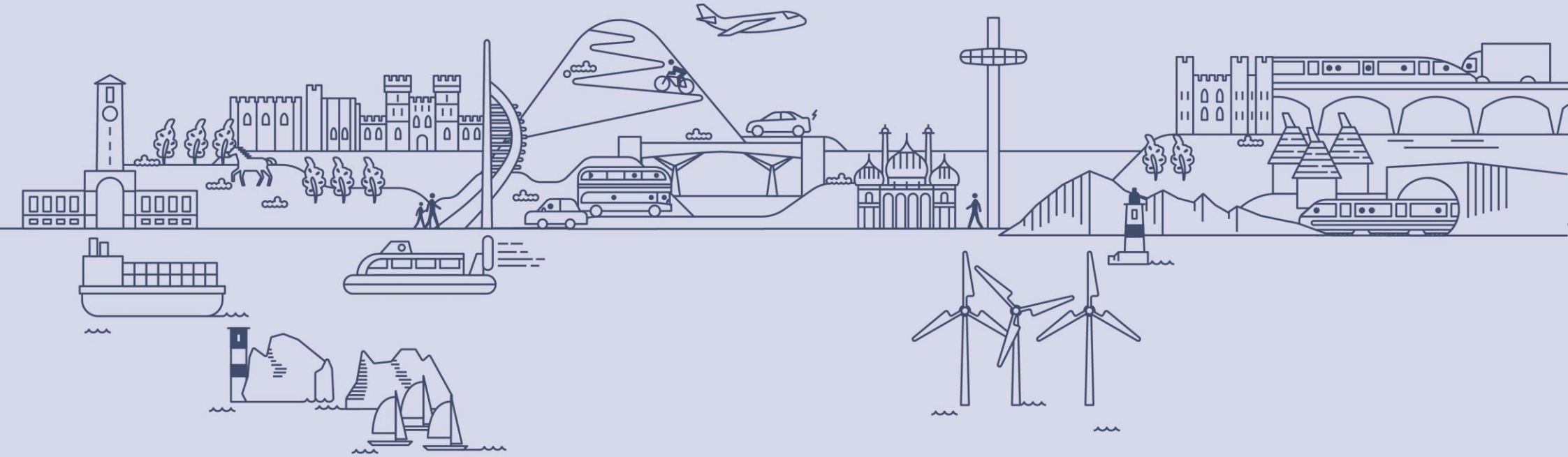

Part 4: Vision and Objectives

Vision and Objectives

TfSE Strategy

The vision and objectives for the South East's active travel and micromobility are designed to align and support the wider vision and objectives set out in TfSE's Strategy and Area Studies.

The vision for the active travel and micromobility reflects the TfSE Transport Strategy Vision, which is presented below:

"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."

Area Study Objectives

The key objectives emerging from the Area Study Programme are centred around an ambition to deliver a transport system that:

- Enables a more prosperous, resilient, and equitable economy.
- Delivers better socioeconomic outcomes, especially in deprived areas.
- Protects the natural and historic environment.
- Achieves the UK Governments goal of Net zero carbon emissions.
- Improves safety for all highway users.
- Improves health and wellbeing.
- Promotes sustainable housing and employment growth.
- Unlocks regeneration opportunities, especially in coastal communities.
- Strengthens the resilience of the transport system and economy.
- Delivers high quality connectivity for freight, especially between the South East's international gateways and the rest of the country.

Need for Intervention

Without intervention, cycling and micromobility will remain a predominantly leisure activity within the TfSE area and will not be seen as a viable mode of transport for most people.

In turn, the region will miss out on the potentially vast economic, health and wellbeing benefits, as well as improvements to congestion and air quality that mass cycling has been proven to deliver (and what micromobility is likely to bring).

Failure to deliver a high-quality active travel and micromobility network is also likely to push people towards car usage for shorter trips (or as part of longer, multi-stage journeys) as they deem roads too dangerous and busy to ride on, creating a negative feedback loop and exacerbating the issue.

Given the crucial and urgent need to decarbonise the transport network, improve efficiencies in moving people throughout the region and reduce air pollution, improving the physical environment to enable people to switch trips is a relatively low-cost intervention with significant payback.

Strategic Narrative

Key Strengths of the South East

The Strategic Investment Plan sets out a Strategic Narrative underpinning the case for investing in the South East.

This narrative starts by highlighting the key strengths of the South East, including:

- a highly productive economy;
- a highly educated workforce;
- strong links and access to London;
- strengths in Financial/Professional Services, Advanced Engineering/Manufacturing, IT, Marine/Maritime, Defence, Transport/Logistics, Tourism, Low Carbon, and Creative Industries;
- several national and world leading universities;
- a favourable investment environment;
- available land for regeneration and development;
- a varied and highly valued natural environment; and
- a rich cultural and historic environment.

Key Challenges of the South East

The South East faces several challenges and threats, which in the Strategic Narrative are grouped into eight themes.

The first four focus on broader issues where action is required across multiple sectors:

- **Decarbonisation** of the transport system is not happening fast enough.
- The South East's transport systems need to adapt to a **new normal**- i.e. post pandemic, post Brexit environment.
- There is a need to **"level up" left behind communities.**
- There is a need for sustainable **regeneration and growth.**

The second group of these four themes have a more direct relevance to transport:

- The South East's largest conurbations lack **world class urban transit systems.**
- **East – West Connectivity** is poor.
- Radial Corridors lack **resilience** in places.
- There are gaps and vulnerabilities in the networks that provide serve **Freight and Global Gateways**.

Problem Statements

A Bottom-up approach for identifying key issues

The Area Study Programme identified specific problems (weaknesses and/or challenges) that many stakeholders wish to see the Strategic Investment Programme address.

Some of these problem statements refer directly to active travel and micromobility, while others are broad but could still be relevant. A list of the Global Problem statements that could be addressed (at least partially) through active travel and micromobility interventions is provided below:

Global Problem Statements

- Transport is not decarbonising fast enough.
- Climate change threatens the resilience of transport networks.
- Freight is heavily reliant on highways, especially for first-mile-last-mile deliveries.
- Numerous parts of the South East have unacceptably poor socioeconomic outcomes.
- Demand for public transport has been negatively affected by COVID-19.
- There are several congestion, road safety, and air quality “hot spots”, particularly in Town Centres and at major junctions.
- The benefits of new technologies are not accessible to everybody.
- We need better coordination between land-use and transport planning.
- Rural communities are being left behind in digital, active travel, and public transport connectivity.
- Too many transport services and networks are inaccessible to all users.
- For many people, public transport fares are too high and too complicated.
- There are too few “strategic mobility hubs”, offering high quality integration and interchange between different transport services, outside town centres
- Urban highway congestion is a problem in several major economic hubs.

Active Travel and Micromobility Specific Problem Statements

- Cycling participation and provision is too low and there are strategic gaps in the parts of the area’s cycle network.
- Cycling accounts for a small proportion of commuting and business trips.
- The existing conditions for cycling are not favourable, and extensive changes to the highway network are required. This can be politically challenging.
- Delivering a high-quality, best in class active travel and micromobility network inevitably will require the reallocation of existing road space in certain locations. This requires bold political decisions and support which may need to be built over time.

Problem Statements

How Active Travel and Micromobility can Address the Problem Statements

Active travel and micromobility can play a significant role in addressing the eight key challenges highlighted in the Strategic Narrative:

- Active travel and micromobility are low carbon modes of transport that can support decarbonisation by attracting motorists to walk, cycle or scoot.
- Active travel and micromobility can increase access to key services for a broad range of communities, improving connectivity and empowering local communities.
- Active travel and micromobility can form part of a world class public transport system, acting as a feeder for rail and bus hubs, enabling mode shift and decreasing the reliance on private car usage.
- Active travel and micromobility corridors are strongly resilient to climate change, and other mitigating factors (for example, during a pandemic).
- Active travel is the healthiest method of transport. Those who walk and cycle as a method of transport benefit from 'incidental' exercise.
- Active travel and micromobility are incredibly efficient methods of transport, particularly in dense urban areas, giving them a competitive advantage against the car. This is particularly advantageous for freight, with e-cargo bikes capable of more efficient 'last mile' deliveries.
- Active travel and micromobility are the lowest cost forms of transport, with minimal overheads, and relatively low entry costs, especially in comparison to private car ownership.
- Walking and cycling are the lowest carbon intensive forms of transport, both in terms of production and emissions. People switching their mode to walking, cycling or scooting can assist with reducing transport emissions.
- High quality active travel and micromobility networks can facilitate car-lite or car-free lifestyles, benefiting the environment and reducing the overall cost of living.
- High quality active travel networks can also be attractive to employees, attracting more diverse investment and talent when businesses locate in places that have good active travel and public transport options

The following Part outlines Packages of Interventions that have been designed to address the challenges listed above.

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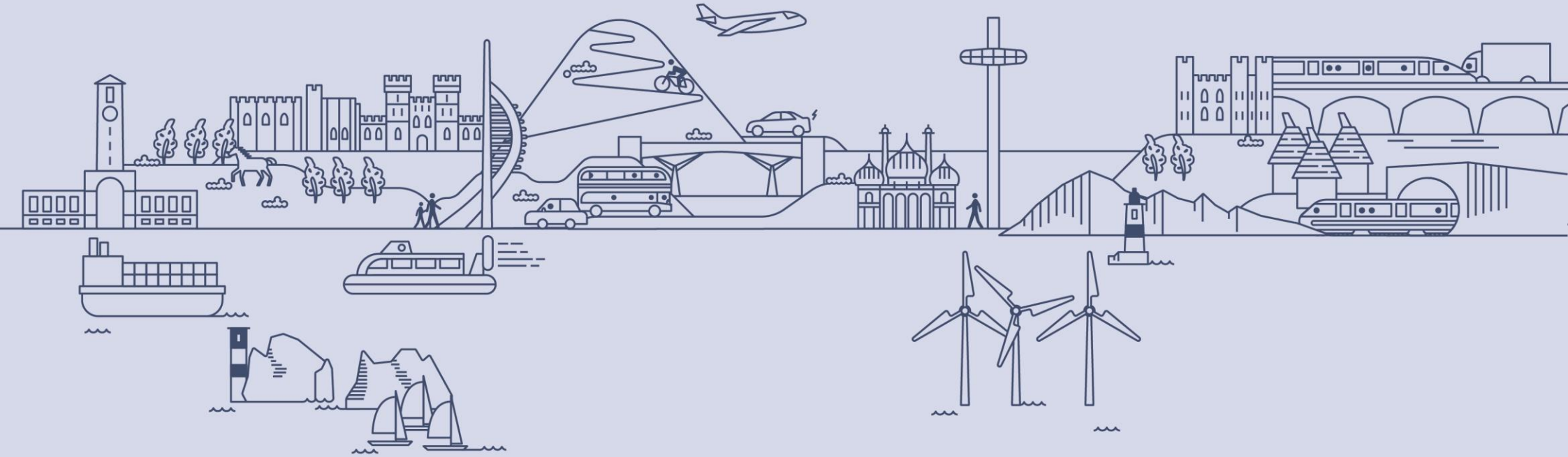


Part 5: Packages of Interventions

Introduction

TfSE has worked with key stakeholders and technical advisors to develop six coherent Packages of Interventions that aim to deliver TfSE's vision and objectives for active travel and micromobility in the South East.

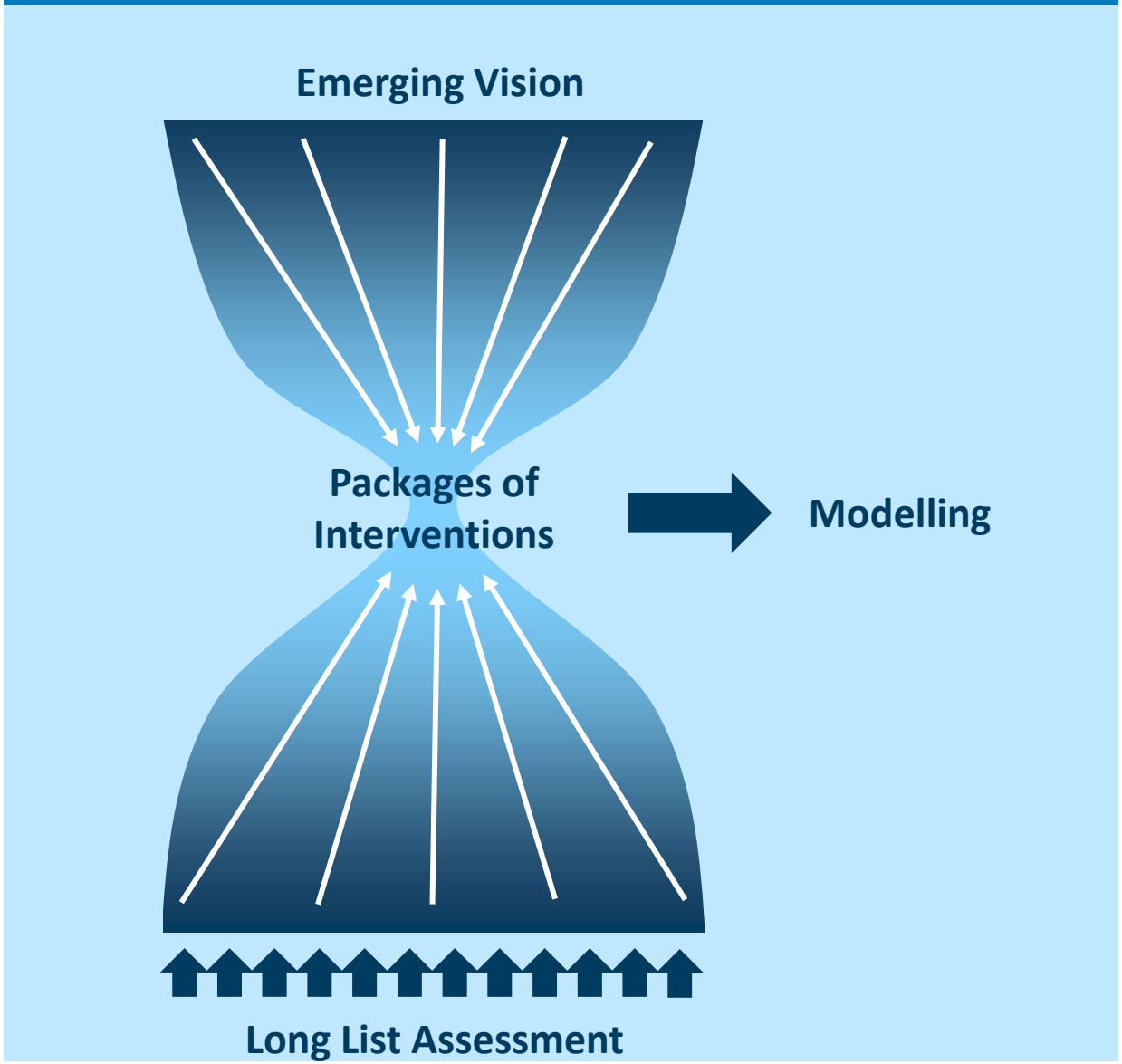
These Packages have been developed through workshops, discussions, and careful analysis of results of the assessment of the long list of interventions described earlier.

The Packages combine an overarching vision for the Area Studies with the results of the Multi Criteria Assessment Framework.

In essence, this reflects both a 'top down' i.e., vision led approach and a 'bottom up' i.e., individual intervention assessment approach. Figure 5.1 illustrates the essence of this combined approach.

TfSE has used a land use and transport interaction model to simulate the impacts of these Packages of Interventions. The results from this modelling exercise are presented in Part 6.

Figure 5.1: Approach to Package development



Packages of Interventions

The Area Studies Programme has identified the following **six Packages of Interventions** for active Travel and micromobility. The Interventions included in these Packages are presented in further detail over the following pages, with active travel specific (or heavily featuring) interventions listed below.

Package E: South Hampshire 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

Package M: London – Sussex Coast 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
- **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"

Package H: Sussex Coast Active Travel

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

Packages of Interventions

The Area Studies Programme has identified the following **six Packages of Interventions** for active Travel and micromobility. The Interventions included in these Packages are presented in further detail over the following pages, with active travel specific (or heavily featuring) interventions listed below.

Package Q: Wessex Thames Active Travel

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

Package W: Kent, Medway, and East Sussex 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

Global Interventions

These Global Interventions will assist TfSE in delivering the thematic plan and its wider goals set out within this Plan. These include interventions such as wider cycleway reviews and the delivery of micromobility infrastructure.

Package E: South Hampshire Active Travel

Overview

All three Local Transport Authorities in the Solent have ambitious plans to improve cycling and walking in their areas. This ambition is supported by this study.

Active travel interventions across South Hampshire support a number of key priorities, including reducing congestion, helping to tack climate change, improving air quality, and supporting placemaking - creating high-quality attractive, liveable towns and cities.

Enhanced infrastructure also benefits bike hire schemes, e-bikes and e-scooters.

Several highway interventions – including the Southampton West Quay Road scheme – will unlock opportunities for pedestrians and cyclists by freeing up more public space in town and city centres.

The Portsmouth Clean Air Zone (CAZ) is also identified. Whilst being delivered, it is held up as good practice, a model to be built upon by other authorities as well as expanded within Portsmouth.

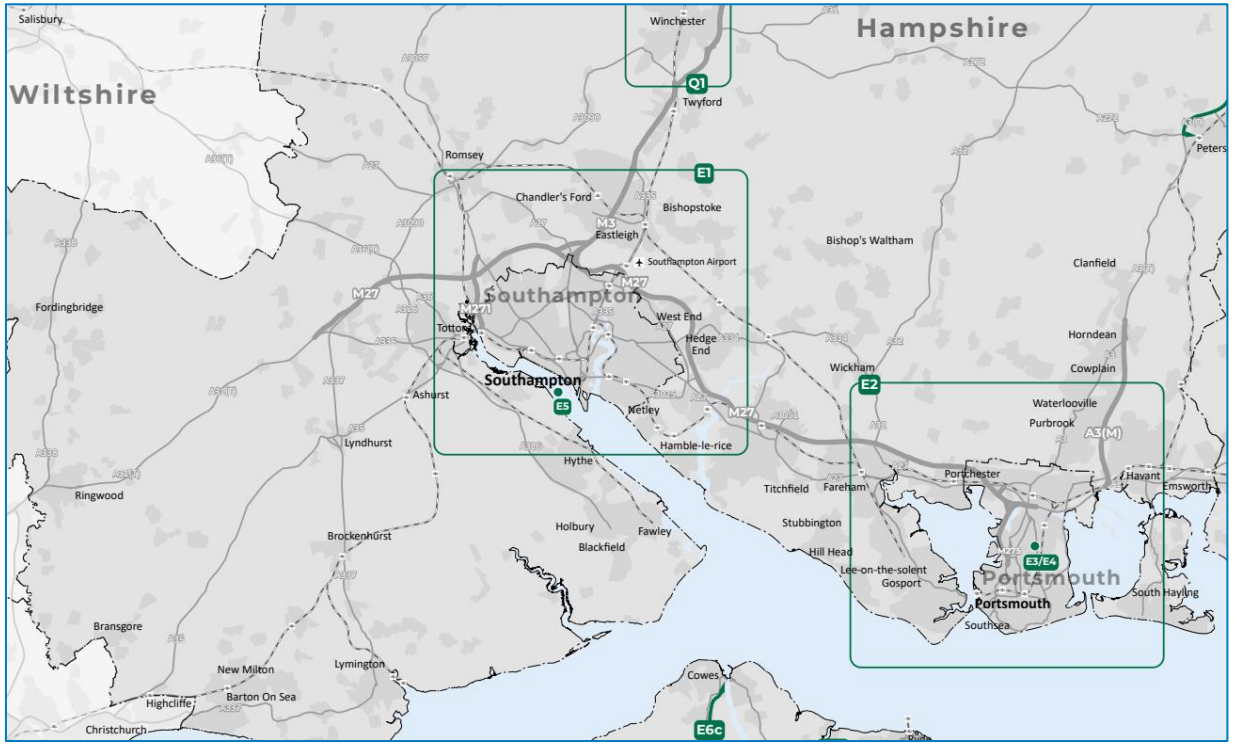
As with all sustainable mode packages, behaviour change interventions, locally, are required to optimise benefits.

Benefits

- **Material improvements to the urban realm** of the Solent Built Up Area, unlocking active travel, placemaking and regeneration/development opportunities
- Improvements in **air quality** in urban areas
- Significant **mode shift** from car to active travel, with associated health benefits

Modelling Results

£10m	GVA uplift per annum (by 2050, 2020 prices)
45,000	More return active travel trips per weekday
40,000	Fewer return car trips per weekday



TRANSPORT FOR THE South East

Package H: Sussex Coast Active Travel

Overview

All three Local Transport Authorities on the Sussex Coast have ambitious plans to improve cycling and walking in their areas. This is fully supported by this study.

Within Brighton & Hove, there is a sizeable intervention to renew seafront structures to support active travel.

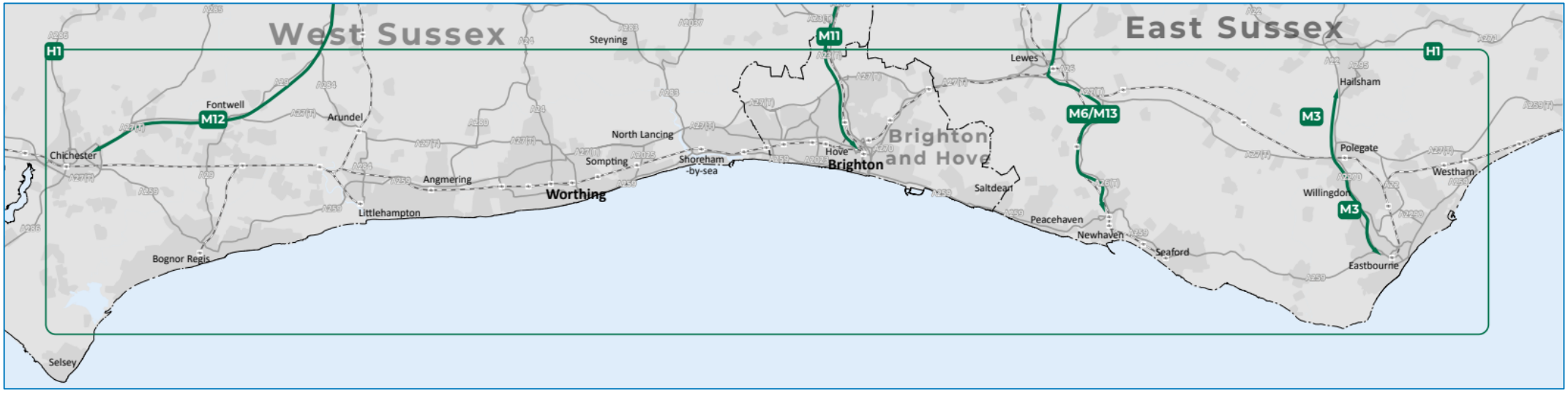
Several smaller scale highways interventions are also proposed to support housing growth along the Sussex Coast. Most of these interventions include public transport and active travel elements, such as those being proposed for the A29 between Bognor Regis and Littlehampton, and the A259 between Chichester and Bognor Regis.

Benefits

- **Material improvements to the urban realm** of the Sussex Coast Built Up Area, unlocking active travel and regeneration opportunities
- Improvements in **air quality** in urban areas
- Significant **mode shift** from car to active travel, with associated health benefits

Modelling Results

£5m	GVA uplift per annum (by 2050, 2020 prices)
25,000	More return active travel trips per weekday
20,000	Fewer return car trips per weekday



TRANSPORT FOR THE South East

Package M: London to Sussex Coast Active Travel

Overview

All four Local Transport Authorities in the London to Sussex Coast area have ambitious plans to improve cycling and walking in their areas. This ambition is supported by this study.

The **Active Travel Package** expands on this, delivering improvements to enable reinstatement of the National Cycle Network routes between Crawley and Brighton & Hove, Crawley and Chichester, Hardham and Midhurst/Petersfield, and Midhurst and Chichester. This will be complemented by a more direct Avenue Verte, serving international leisure trips.

The package also includes continued roll out of regional cycleways in the four Local Transport Authorities. This will involve development of consistent branding and wayfinding and creation of an integrated network with assurance of cycle path quality.

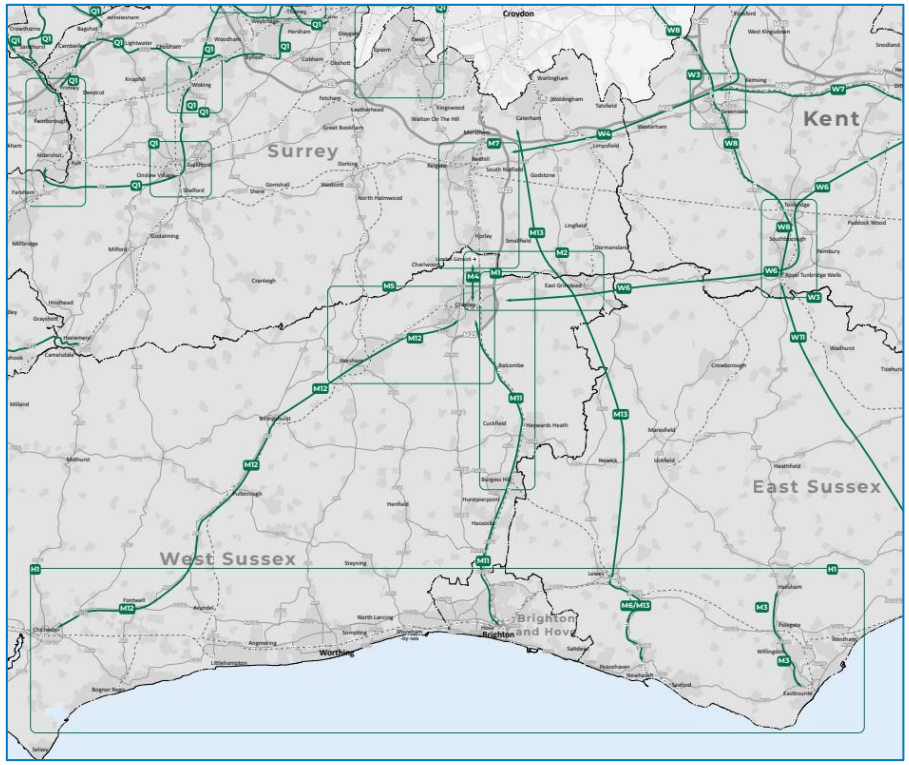
Several highway interventions – including bypasses at Godstone and improvements to the Uckfield bypass – unlock opportunities for pedestrians and cyclists by freeing up more public space in town centres.

Benefits

- Significant **mode shift** from car to active travel, with associated health benefits
- Improvements in **air quality**, particularly in urban parts of the area
- Improvements to the urban and rural public realm in South Central Area, improving **quality of life** and unlocking **regeneration** opportunities

Modelling Results

£10m	GVA uplift per annum (by 2050, 2020 prices)
40,000	More return active travel trips per weekday
35,000	Fewer return car trips per weekday



Package Q: Wessex Thames Active Travel

Overview

Local Transport Authorities supports the creation of extensive walking and cycling networks that serve the requirements of local residents and connect key destinations within centres such as railway stations, schools, hospitals and promote local placemaking.

For each of the centres and corridors identified previously which stand to benefit from bus service enhancements, priority, and Mass Transit, the opportunity for a series of urban mobility interventions which increase the attractiveness of active travel have been identified. Innovations such as e-bikes now make cycling longer-distances between centres possible. Through providing segregated cycling infrastructure in line with LTN 1/20 where capacity permits, there is opportunity to make these cycle trips safer, more accessible and faster for users. Inter-urban mobility corridors can also support cycling for leisure and other purposes for those who live along or near corridors. Lastly, they can support local placemaking, with new mobility infrastructure acting as the spine which supports a transformation of public places.

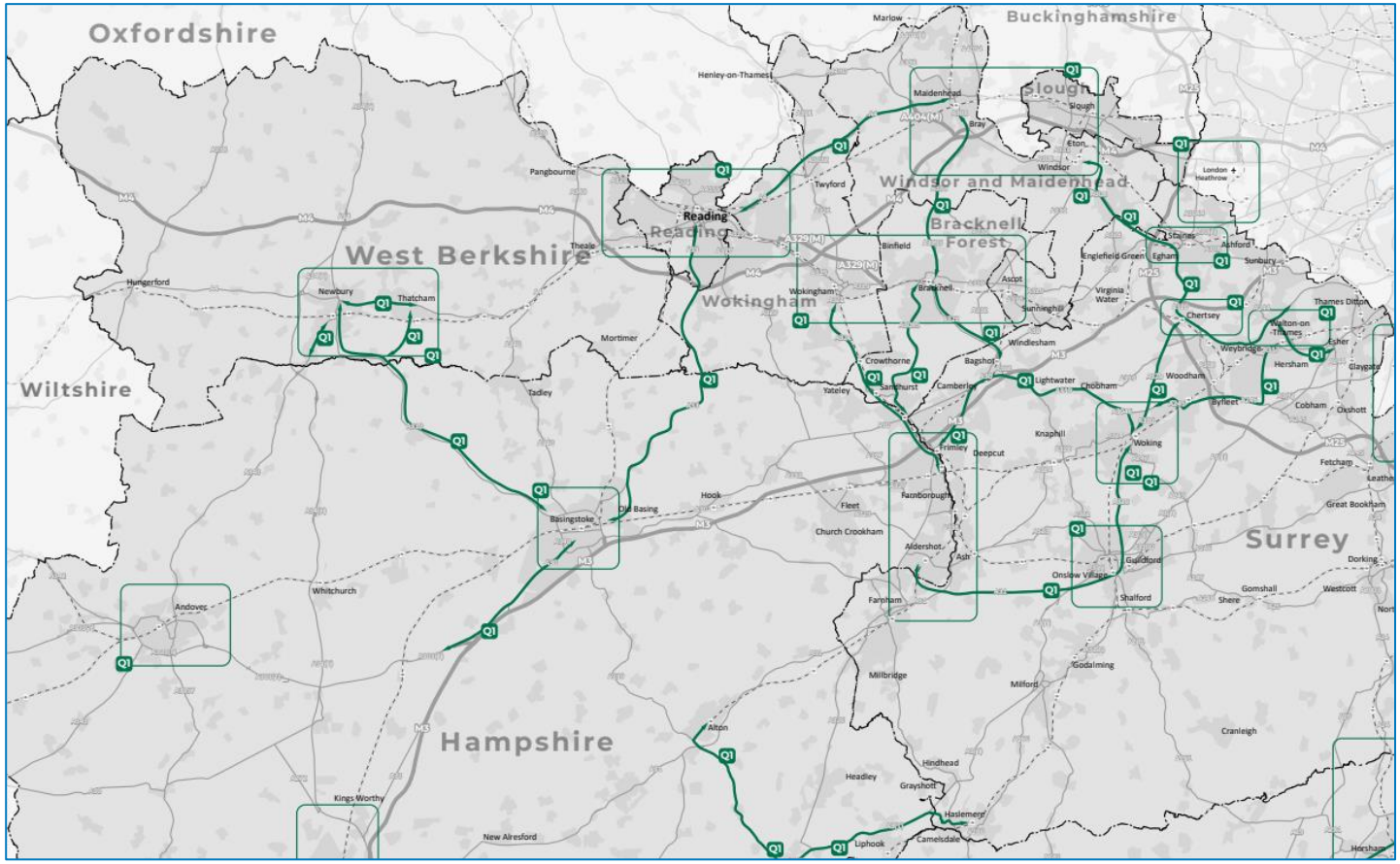
Benefits

- Significant mode shift from car to active travel, with associated health benefits
- Improvements in air quality
- Improvements to the urban and rural public realm, improving quality of life and unlocking regeneration opportunities

Modelling Results

£35m GVA uplift per annum (by 2050, 2020 prices)

135,000 More return active travel trips per weekday



TRANSPORT FOR THE South East

Package W: Kent, Medway, and East Sussex Active Travel

Overview

This package delivers general uplift in the quality of walking and cycling infrastructure, particularly in urban areas.

Kent County Council has identified inter-urban corridors on the cycling network and identified several gaps in national and regional cycle networks that many stakeholders wish to see addressed. Urban areas are identified with most need and potential for investment.

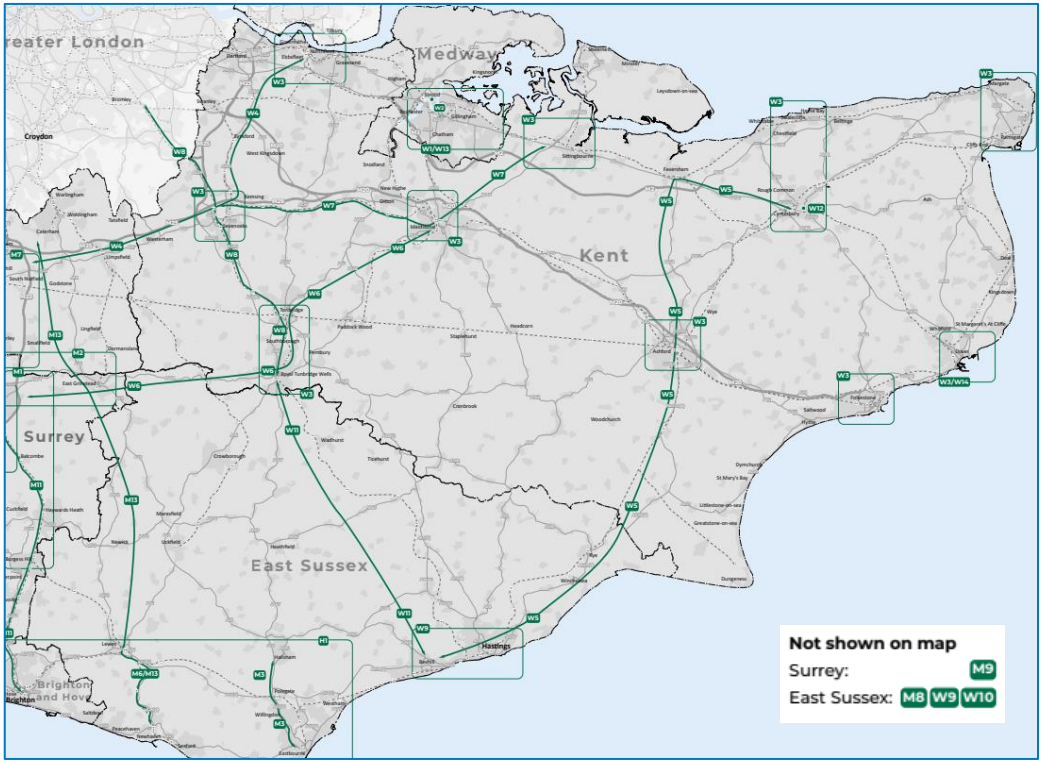
Similarly, East Sussex County Council has developed a Local Walking and Cycling Infrastructure Plan which provides details of network of routes for its main towns including Bexhill, Hastings, Battle and Rye.

Benefits

- **Material improvements to the urban realm** of urban areas, unlocking active travel and regeneration opportunities
- Improvements in **air quality** in urban areas
- Significant **mode shift** from car to active travel, with associated health benefits

Modelling Results

£15m	GVA uplift per annum (by 2050, 2020 prices)
55,000	More return active travel trips per weekday
50,000	Fewer return car trips per weekday



Global Interventions

Overview

While the Area Study Packages focus predominantly on the development and delivery of physical infrastructure, particularly cycle routes, it is acknowledged that infrastructure is only one aspect of delivering a step-change in mode shift and the overall quality of the active travel and micromobility offer.

The development of an attractive, safe and integrated active travel and micromobility network requires a wider system approach, and must include consideration of the following:

Design and maintenance

- World class design in line with the recently published LTN 1/20 standards, including extensive community engagement in the planning and design process.
- Good maintenance and safety enhancements to the existing network including addressing carriageway condition, vegetation and "blind bends", lighting, security cameras etc.

Wider interventions to support seamless journeys

- High quality, legible signage and wayfinding so that people are able to conveniently access the network and navigate it with ease.
- Safe, secure, well-lit parking at all destinations, making cycle parking as ubiquitous as car parking.
- Changing, showering, and cycle repair/servicing infrastructure at key trip generators including workplaces.
- World class integration with public transport to support car-lite or care-free lifestyles.
- Improvements to train rolling stock and carriage design to enable people to take their cycles (of all types) on trains.

Behavioural change

- Local community champions and marketing / promotional campaigns.
- Education and training such as DfT's Bikeability programme.
- Wider behaviour change interventions such as community and workplace challenges.

Governance

- Aligned funding, policy and decision making, including local political champions to ensure that schemes are funded and delivered.

Global Interventions

Therefore, in addition to location specific interventions in the Area Studies Packages, a list of interventions has been identified that, in general, would apply across a large area (if not all) of South East England. These are known as Global Interventions.

These Global Interventions go beyond infrastructure, are intended to directly complement the Area Study Packages, maximising the potential benefits they will bring. Ultimately, they will help to deliver the thematic plan and its wider goals set out within this Plan. The list of Global Interventions relevant to active travel and micromobility is presented below:

Active Travel

- National Cycle Network/Regional Cycleway Review
- Regional Active Travel Activation Plan
- Local Cycleway Review
- Low Traffic Neighbourhoods

Global Interventions

Global Interventions (cont.)

Micromobility

- Electric cycle, scooter, and micro-mobility infrastructure, including dockless or docked hire schemes for the public and businesses
- Integration into economic, spatial and transport policy, as well as major sites and assets
- Monitoring and evaluation framework and Shared Learning Hub (including active travel)
- Future of Rural Mobility Forum
- Local authority micromobility behavioural change
- Local micromobility trials
- Policy response to emerging technologies
- South East Future Mobility Forum

Delivery of Interventions

The intention is that these Global Interventions are delivered by local transport authorities across the TfSE area, with strategic, overarching support delivered by TfSE.

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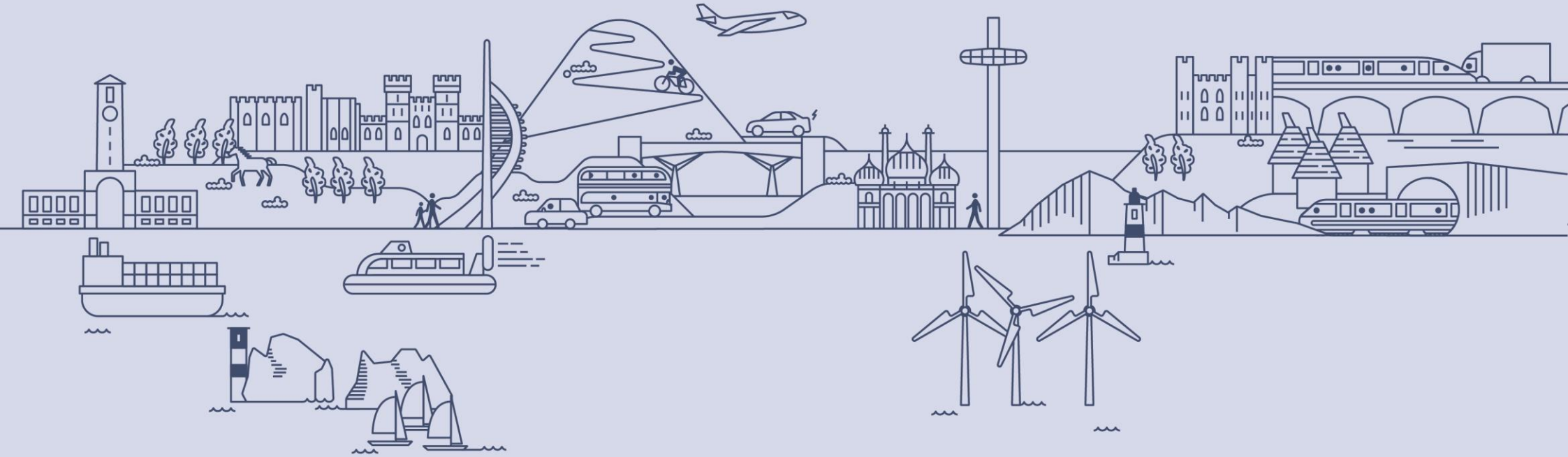

Part 6: Benefits and Costs

Benefits and Costs

Modelling Approach

In 2018, Transport for the South East commissioned Steer to develop a model to test the impact of the scenarios developed in support of the development of a 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.

SEELUM produces detailed reports on:

- changes in land-use in each zone (i.e., housing units and business premises);
- changes in households, population and the workforce in each zone;
- changes in employment (jobs filled) in each zone and the unemployment rates;
- changes on CO_2 emissions from transport activity;
- 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 Active Travel Generalised Journey Times (GJTs) within and between each zone (by mode).

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 (BaU), which is based on the Department for Transport's National Trip End Model (NTEM) that also projects employment and population growth to 2050.

The results of the modelling of the Packages of Interventions is presented in Table 6.1.

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.

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 contractor's preliminaries and overhead and profit, temporary works and traffic management where required. Allowances for professional fees and STATS upgrades/ relocation have also been added to the construction cost estimate. To reflect the maturity of the design a risk allowance has been applied.

Operations, Maintenance, Renewal and impacts on tax revenue are excluded from these costs.

Benefits and Costs

Table 6.1: Benefits and Costs

Package	Population	New jobs	GVA (£m)	Total CO_2	Car Trips	Active Mode Trips	Cost (£m)
South Hampshire Active Travel	150	50	10	(10,000)	(40,000)	45,000	350
Sussex Coast Active Travel	<50	<50	5	(5,000)	(20,000)	25,000	250
London to Sussex Coast Active Travel	50	<50	10	(10,000)	(35,000)	40,000	1,100
Wessex Thames Active Travel	500	<50	35	(30,000)	(120,000)	135,000	400
Kent, Medway, East Sussex Active Travel	450	250	15	(10,000)	(50,000)	55,000	100
Micro Mobility and Active Travel Global Policy	550	200	50	(35,000)	(135,000)	155,000	U/K
Sum of Packages	**1,700**	**500**	**125**	**(100,000)**	**(400,000)**	**455,000**	**2,200**

Modelling Results

- All packages, as expected, significantly increase the number of active travel trips made with place specific package impacts, increasing the number of daily return trips by between 25,000 and 136,000.
- Importantly, all packages reduce the number of car trips – the majority of walk and cycle trips are made by car drivers and passengers shifting modes, with a corresponding reduction in carbon emissions.
- There is a small economic response in terms of additional development increasing housing/population and job numbers, with a corresponding uplift in GVA.
- The sum of the mid-range capital cost estimate for construction in 2020 prices is £2.2 billion – approximately £9 per person per year in the TfSE area for 30 years, but noting that several packages include interventions that are not solely focussed on active travel or micromobility.

Modelling Notes

- GVA (Gross Value Added) is GVA per annum in 2050 in 2010 prices
- Carbon emissions are CO_2 tonnes equivalent between the base year and 2050
- Cost is in 2020 prices
- Changes in trips are weekday return trips

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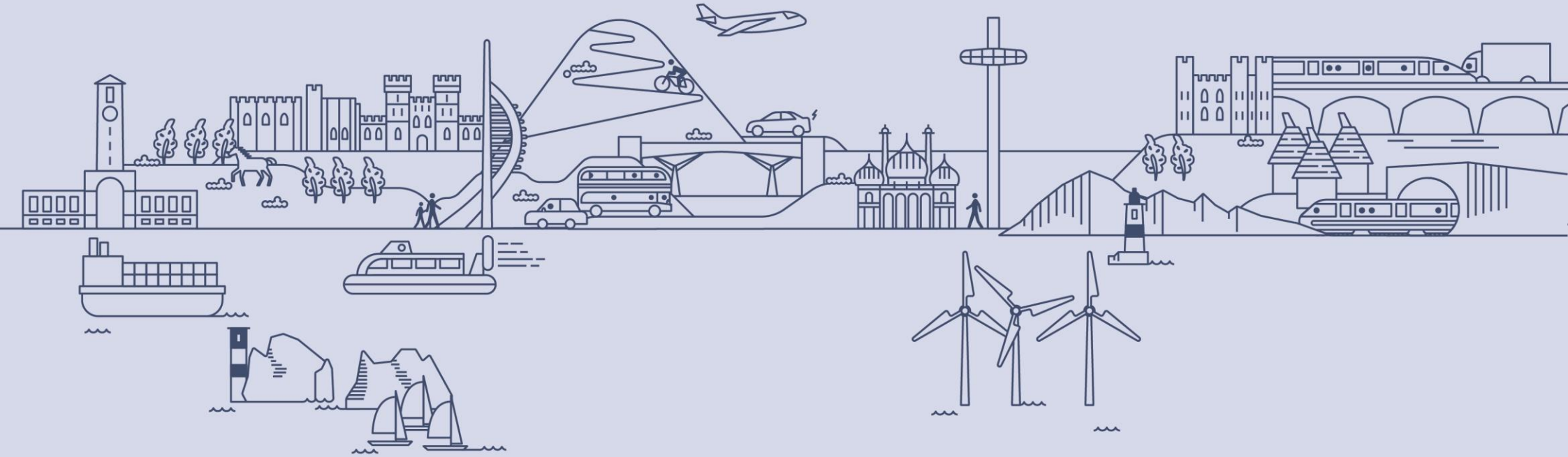

Part 7: Delivery

Introduction

TfSE will work with partners to deliver the Global Interventions, infrastructure and services outlined in the previous Part.

The delivery of the Packages of active travel and micromobility interventions will need consider:

- timing and phasing;
- roles and responsibilities;
- funding and financing; and
- monitoring and evaluation.

This Part provides an overview of a suggested approach to the topics listed above.

Timing and Phasing

All Active Travel and Placemaking Packages have been identified as being deliverable, and scheduled for delivery, within the first eight years of the Delivery Plan's programme. This includes the global intervention for mobility.

Active Travel, Micromobility and Placemaking interventions often present "quick wins" for Local Transport Authorities and other delivery parents.

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.

Roles and Responsibilities

As outlined in the Introduction, local transport authorities will typically be responsible for delivering the Area Study Packages and Global Interventions, with support from partners where necessary.

TfSE's role will reflect its current and likely future status as an established Sub National Transport Body for South East England. It is assumed there would 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 building consensus and capacity to deliver its transport strategy through others. It will tailor its approach to the mode, scale, and level of development of each prioritised intervention.

A suggested approach for delivering the Packages of Interventions – including Global Policy Interventions – is provided Table 7.1 overleaf.

Roles and Responsibilities

Table 7.1: Roles and Responsibilities

Intervention	Lead Authority	TfSE Role
Global policy interventions (e.g. wider behavioural change programmes, area wide micromobility schemes etc.)	• Local Transport Authorities / Active Travel England / Sustrans National Highways / TfSE	• 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
Area Study Interventions	• Local Transport Authorities / Active Travel England / Sustrans National Highways / TfSE	

Other Delivery Considerations

Funding and Financing

The Strategic Investment Plan will consider funding and financing options in detail.

This topic is are best considered from a pan-regional, multi-modal perspective, as there may be opportunities for developing linkages between modes at a local level.

Ultimately, a Full Business Case will need to be developed for each intervention, and this will be instrumental in making the case for investment. The best way of securing funding is, therefore, to prioritise those schemes that offer the most compelling case for intervention.

It is vital to recognise that the DfT, via ATE, have made it clear that local authorities that fail to deliver good quality active travel schemes should expect funding to be withheld.

Furthermore, local authorities that are deemed to be under performing on the delivery of active travel may have funding withheld from them in future. Therefore it is imperative that funding bids are ambitious, and schemes meet the latest design guidelines. Delivering schemes that meet these expectations will require bold political leadership, particularly when it comes to reallocating road space or limiting access to motor vehicles. Without these interventions, it is unlikely that a high-quality active travel and micromobility network could be delivered that brings meaningful and necessary change.

Funding for active travel and micromobility infrastructure can be sourced from:

- central government funding;
- central government loans/bonds;
- local government contributions (e.g., Workplace Parking Levy, Business Rate Supplement); and
- private investment to authorities (e.g. developer contributions – s106 & CIL).

Additional funding sources could include:

- Council Tax and Business Rates (including precepts);
- borrowing against future revenues;
- land value capture;
- alternative income streams (e.g. advertising); and
- parking revenue and road pricing hypothecation).

Given the scale of investment proposed and the range of transport infrastructure interventions, a portfolio of funding sources will be required reflecting the nature of beneficiaries and the criteria for the funds.

Governance

TfSE and local transport authorities should establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy (particularly the larger and/or more complex interventions). The arrangements will vary according to the type of intervention and its stage of development.

Monitoring and Evaluation

A set of Key Performance Indicators (KPIs) should be used to monitor and evaluate the implementation of this strategy. A selection of potentially suitable KPIS for monitoring and evaluation the Packages of Interventions in this Plan are presented in Table 7.2 on the following page.

Theory of Change Monitoring and Evaluation Framework

Table 7.2: Key Performance Indicators

Inputs	Outputs	Outcomes	Impacts
• **Policy and guidance** shaping the nature of the schemes developed • **Funding** invested in Active Travel and Micromobility packages • **Staff resource** to create, design and deliver schemes	• **Delivery of Global and Area Study interventions:** Number of schemes delivered across area • **Improved active travel and micromobility routes**: Kms of safe and convenient routes to LTN 1/20 standards in urban and rural environments • **Expanded cycle parking**: Number of high quality, fully accessible cycle parking locations increased, cycle hubs provided • **Placemaking and public realm:** Improvements as part of active travel schemes and integration with area based schemes such as Low Traffic Neighbourhoods • **Integration of active travel and micromobility with public transport:** Accessible routes connect towns and villages to public transport hubs, creating seamless networks • **Behavioural change initiatives:** Linked to long-term behavioural change targets, and measured regularly	• **Increases in active travel and micromobility**: More people are walking, cycling or using micromobility due to new infrastructure (this could be targeted at currently under-represented groups first) • **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, increasing passenger numbers accessing public transport before or after an active travel trip	• **Improved air quality:** Due to fewer people driving and reduction in congestion • **Reduced congestion:** Due to fewer people driving local journeys. This is likely to benefit journey times, particularly for freight and public transport. • **Road safety improved:** Due to high quality routes protecting people cycling from motor traffic • **Public health improved:** Due to more people getting daily exercise while using active travel • **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

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