

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

Date of meeting: **30 October 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**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the progress of a range of workstreams that will support the delivery of the Strategic Investment Plan.

1. Introduction

1.1 This report provides an update on a range of 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 Transport for the South East (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 provides an update on the work that is currently underway to prepare for the delivery of the interventions, ensuring the required analytical tools are available, supporting our partners as they develop and deliver schemes, and reporting on benefits realisation arising from both place-based and global interventions included in the SIP.

3. SIP Delivery Action Plan

3.1 The SIP contains nearly 300 multi-modal scheme and policy interventions that are required to be delivered across the South East over the next 27 years, to realise the vision for 2050 as set out in the TfSE Transport Strategy. Delivery of this programme of interventions will require the input of a number of different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2 The Delivery Action Plan for the SIP, agreed in draft by the Board at the 3 July 2023 meeting, has been finalised. This plan focuses on the next 3 years and sets out the current position with each of the proposed schemes, details next steps and who will undertake them, and confirms TfSE's role in supporting delivery.

4. Interactive Story Map

4.1 Alongside development of the Delivery Action Plan, at the July meeting the Partnership Board also agreed the publication of an interactive map that has been developed. This shows both the narrative of the Strategic Investment Plan and the detail of the Delivery Action Plan in a map based, interactive and engaging platform. This will be a valuable resource for TfSE and our partners to support a holistic multi-modal approach to delivery of the SIP, as well as being a useful engagement tool for our wider stakeholders.

4.2 Particular care has been taken with the level of detail available within the map, to ensure that whilst being geographically accurate, no inference of specific scheme alignments can be drawn where these do not exist.

4.3 The story map was showcased at the TfSE annual conference (Connecting the South East) in September and was very well received. It is currently undergoing final checks before being made available on our website.

5. Scheme Development Work

5.1 The TfSE budget for 2023/24 includes allocations to work with partners to undertake and support scheme development work to deliver SIP schemes, although the reduction in the level of DfT funding received means there is less support available than had initially been intended.

5.2 Expressions of interest were sought from constituent authorities for schemes that could receive assistance within this financial year, and these were then sifted and prioritised using information from the Delivery Action Plan. Four schemes have subsequently been offered assistance within this financial year, as shown in the table below. Legal agreements are now being drawn up with the receiving authorities, and the work is being commissioned. Three schemes are utilising the new TfSE technical call off contract, whilst Kent County Council are commissioning the work through their own framework contract.

Authority	Scheme	Support for	Funding
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	£51,297
Medway Council	New Strood Interchange	Feasibility Study	£20,000
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	£30,000
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	£100,000

5.3 Whilst it is disappointing to not be able to offer as much support to delivery partners as had been planned for this financial year, it is also important that we continue to make the case for and plan for further support in future financial years. Therefore we will be continuing to work with delivery partners to identify a pipeline of schemes for support funding in forthcoming financial years. Schemes will be prioritised based on the knowledge within the Delivery Action Plan and using the scheme prioritisation work, alongside discussions with delivery partners to ensure that limited resources are not only shared across the region, but also targeted to priority schemes.

5.4 TfSE continue to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme.

5.5 All MRN/LLM schemes are required to submit monitoring returns to DfT, we can confirm that all schemes within the TfSE area submitted their 2023/24 Q1 returns with no major changes from Q4 2022/23. Progress is being made with scheme development and delivery but there has been a slight slippage regarding the estimated submission dates for business case milestones for six of the thirteen schemes in the region. The relevant scheme promoters are in communication with the DfT and TfSE. We are aware that several schemes are still awaiting DfT/Treasury approval for their business cases, and we are liaising with DfT officials on this issue.

6. Monitoring and Evaluation Framework

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

6.2 The draft TfSE "State of the Region" report was approved by the Partnership Board at the meeting on 3 July 2023. The final desk top published version of the report is now available and will be published on our website in November. The data analysis will be repeated every 2 years and an updated report produced.

6.3 The Delivery Action Plan forms the baseline from which monitoring and evaluation of delivery of schemes within the SIP will be measured. We will be updating the current position of each of the proposed schemes with delivery partners over the coming months in readiness for reporting progress in the TfSE annual report.

7. Analytical Framework

7.1 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.

7.2 A range of updates to our SEELUM model are underway which will provide greater functionality to allow the assessment of wider economic impacts and an

enhanced quantified carbon impact assessment. These updates are anticipated to be completed in November, and will be ready to support the modelling work required for the refresh of the transport strategy.

7.3 We are also working with Transport for the North (TfN) on the roll out of TfN's D-Log system which will provide a standard method for collecting and maintaining local plan data, and the roll out of TfN's EVCI (electric vehicle charging infrastructure) tool, as part of the development of the STB common analytical framework.

7.4 Following a successful recruitment exercise, a new Analysis Manager, who will provide expertise in this area and be responsible for developing our analytical capability, is due to join the TfSE team in mid December/early January.

8. Conclusions

8.1 Board Members are recommended to note the progress of a range of workstreams that will support the delivery of the Strategic Investment Plan.

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