

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: **Policy Position Statements**

Purpose of report: **To approve the seven policy position statements for publication on the TfSE website.**

RECOMMENDATION:

The members of the Partnership Board are recommended to approve the seven policy position statements.

1. Introduction

1.1 This report provides an update on the seven policy position statements that were being developed alongside the Delivery Action Plan.

2. Background

2.1 At the Partnership Board meeting on 03 July 2023, members were informed that seven policy position statements were in development and would be brought to the Board in Autumn 2023 for review.

2.2 Whilst the Delivery Action Plan for the schemes within the Strategic Investment Plan (SIP) was being developed, a suite of policy position statements were also being produced in order to set out the actions to be taken to deliver the policy interventions that were set out in the SIP.

2.3 All the information included in these policy position statements has been drawn directly from the Area Studies Thematic Plans and the Strategic Investment Plan. However, the information is now presented in a more concise way to clearly identify the issues, and the specific actions Transport for the South East (TfSE) and its partners collectively will take to deliver on the policy changes as set out in the SIP.

3. Policy Position Statements

3.1 Seven policy position statements have been prepared on:

- Active Travel and Micromobility,
- Transport Decarbonisation,
- Transport and Social Inclusion,
- Future of Rural Transport,
- Bus Shared Mobility and Mass Transit,
- Rail; and

- Highways.

3.2 The policy position statements can all be found in Appendix 1.

3.3 The documents each follow the same format. They set out the context of the issues relating to the theme of the document and they outline the TfSE organisation, vision and how these statements have been drawn from previous TfSE work. The documents then explain what actions TfSE (working collectively with partners) will take to deliver the 2050 vision.

3.4 The policy position statements have been reviewed by the transport strategy working group and the senior officer group, who are satisfied with the content of the documents.

4. Conclusions and recommendations

4.1 The Partnership Board is recommended to approve the seven policy position statements to be published on the TfSE website.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Sarah Valentine

Tel. No. 07701 394355

Email: sarah.valentine@eastsussex.gov.uk

Context

The UK is not decarbonising fast enough to meet its commitments to reach net zero carbon by 2050. Emissions from travel are now the largest emitting sector nationally, representing 24 per cent of all emissions in 2020, with 91 per cent of these emitted directly from vehicles.

'Tailpipe' emissions will continue to reduce as both road and rail-based vehicles are electrified or otherwise decarbonised. However, to meet budget-based commitments, a more integrated approach is required to decarbonisation. One which includes reducing the need to travel by cars, vans and lorries; and gets people and goods moving around the region by more active modes (walking, wheeling, cycling and scooting) and public transport (bus, tram, train, ferry and hovercraft).

Embodied carbon emissions – those emissions from the construction and maintenance of transport infrastructure and manufacturing of new vehicles – are substantial. They are potentially greater than tailpipe emissions and will become a growing proportion of the net zero challenge as we move to zero emission vehicles and more sustainable travel patterns. Making better use of existing road and rail infrastructure will help avoid these embodied emissions and make better use of public funds.

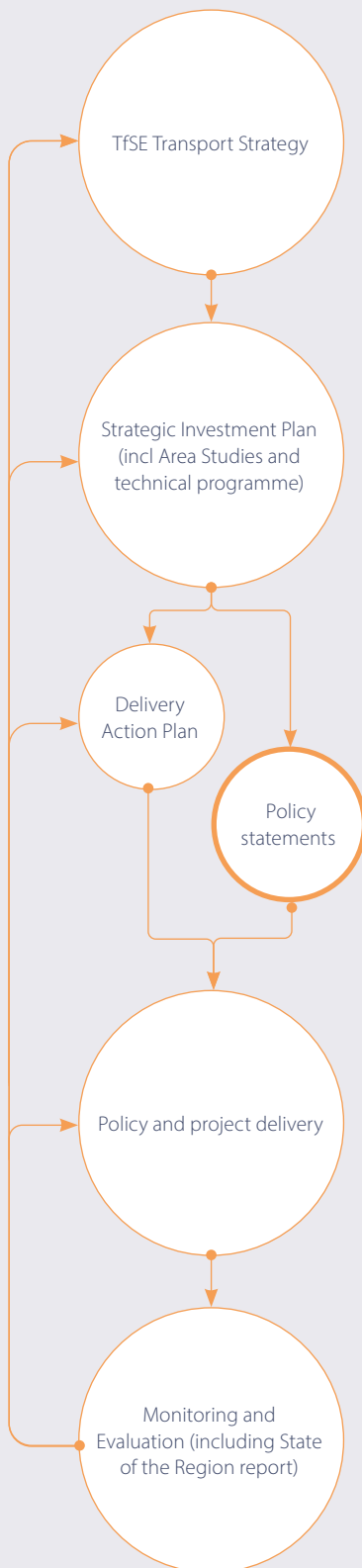
Meeting the climate challenge will involve a dynamic mix of policy and operational decisions, including:

- improving digital connectivity and reducing the need to travel;
- improving bus, cycling and walking/wheeling journeys;
- shifting private vehicle journeys to rail; and
- innovative technologies and ways of working to reduce the peak demand our transport network has been designed to accommodate.

This will require targeted investment in the multi-modal solutions laid out in our Strategic Investment Plan.



Transport for the South East



The south east needs a different approach if we are to address the challenge of decarbonisation whilst ensuring no part of the south east is left behind. Doing nothing is not an option and “business as usual” will not work either. The goals we seek require an integrated, multi-modal approach that makes best use of what we already have and one which integrates with wider policy for spatial planning and development, digital and energy policy, and local service provision.

Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, it sets out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

The Strategic Investment Plan is supported by thematic plans, including one about **decarbonisation**. This document builds on the thematic plan and presents Transport for the South East’s position on transport decarbonisation in achieving our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



We will continue to work with our local transport authorities as well as planning authorities, network operators (including National Highways and Network Rail), statutory bodies and communities to deliver the interventions and infrastructure improvements across the network identified in the Strategic Investment Plan. We have identified three priorities to support delivery:

- advocacy and promotion;
- guidance and policy development; and
- furthering the evidence base.

Advocacy and promotion

It is recognised that the scale of transport decarbonisation required in the south east is extensive, with a suite of integrated and effective sustainable transport needed to meet the challenge.

When setting out this challenge, it was recognised that each local authority has a unique range of people, place and movement types. This insight was utilised to develop a People, Place and Movement Framework, which recognises the efficacy of policies and interventions will vary considerably, but the guiding principle is deploy a framework where we plan for people and places, over planning principally for vehicles.

Action 1 – Advocate for sustainable transport investment

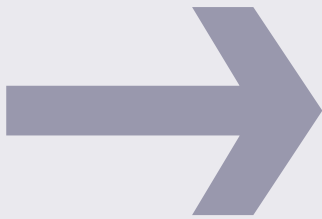
Through our Strategic Investment Plan, we will look to advocate and promote investments which align with the principles of transport decarbonisation, which are both integrated and effective. For example, highways-based interventions which facilitate travel by car rather than public transport are likely to negatively impact decarbonisation and unlikely to be prioritised.



Guidance and policy development

To achieve our aim of decarbonising the south east's transport networks and contributing to the UK's national net zero carbon and carbon budgeting commitments. As a result, we will need to further the plans already developed.

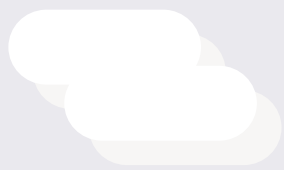
This includes the Decarbonisation Pathways Report, which presented the state of play of decarbonisation in the south east, including forecasting what decarbonisation trajectories would look like based upon the delivery and operation of interventions set out within the Strategic Investment Plan.

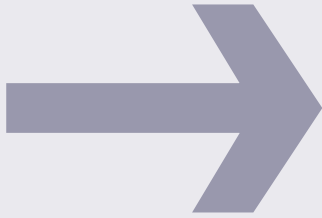


Action 2 – Facilitate the further development of national and local partners' work

Further develop the work produced within the decarbonisation pathways report to inform the development of our own and our national and local partners' decarbonisation-adjacent policies, plans and strategies.

To effectively present the challenge and opportunities of transport decarbonisation it is recognised our constituent local authorities require an effective evidence base to support the case for funding decarbonisation-aligned interventions.

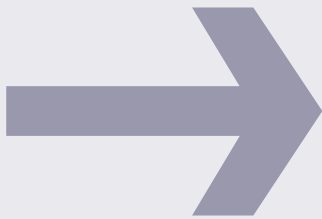




Action 3 – Develop a carbon assessment tool

Promote the further development of the carbon assessment tool developed jointly with other Sub-national Transport Bodies to better assess the impact of local transport interventions on emissions.

It is also recognised that decarbonisation constitutes one of numerous priorities when conveying the roles and benefits of specific investments. There is a need to secure investment which works across and integrates all modes for the greatest community benefit while ensuring the region is on a clear pathway to net zero by 2050.

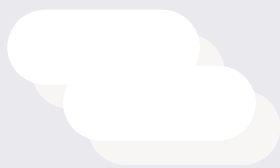


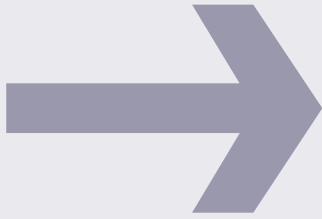
Action 4 – Develop guidance on investment prioritisation

Develop guidance on how to prioritise interventions which reduce emissions through influencing the demand and reasons for travel, alongside the delivery of interventions facilitating modal shift and zero emission vehicle uptake.

Furthering the evidence base

Long term management of the region's transition to net zero and its carbon budget will remain critical. TfSE will work with our partners in effective monitoring of transport emissions and to maintain a workable strategy to manage total emissions beyond 2050 in line with the goals of the Paris Agreement.

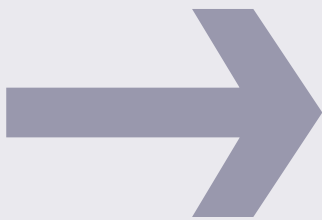




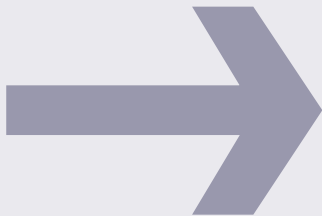
Action 5 – Develop trajectories aligning with the UK’s carbon budgeting approach

Work with stakeholders to present the paramount need to deliver policies and projects which align with the UK’s adopted carbon budgeting approach, including identifying budget-based trajectories and intervention pathways for all local transport authorities.

One of the most significant opportunities for managing demand and capacity on our roads, as well as reducing travel emissions, is from road pricing and amending parking supply and charges. Both have the potential to reduce travel demand and encourage a shift away from less efficient or sustainable vehicles.

**Action 6 – Investigate the potential of road pricing**

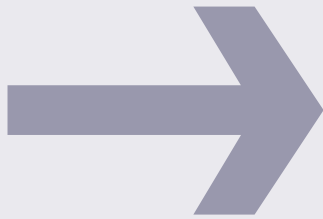
Undertake a study on the potential for different road pricing mechanisms to establish the feasibility and impacts of such interventions. This will include stakeholder engagement with central government, local partners, and businesses.

**Action 7 – Promote the need for national road user charging**

Advocate for studies of road user charging at a national level to understand the impacts across the south east on different communities and realising our 2050 vision, and how it could operate in practice.



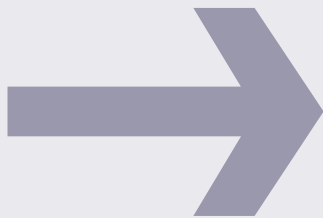
A better understanding of embodied emissions (i.e. the emissions it takes to make a physical product like a car) will assist future policy decisions on managing emissions. This includes but is not limited to the manufacturing of vehicles, construction of infrastructure, alternative fuel vehicles, and domestic and international aviation and maritime transport.



Action 8 – Investigate the impact of embodied carbon emissions

A number of national organisations are undertaking studies to assess the impact of embodied carbon emissions. TfSE will explore whether or not these studies can be used as an input for future work.

TfSE will work with central government, other Sub-national Transport Bodies, and local authority partners to develop its analytical framework. This will ensure we are better able to quantify and assess the impacts of policies and interventions, including the impact of interventions on carbon emissions, to inform decision-making at the highest levels.



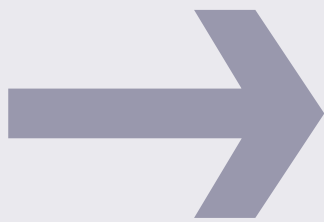
Action 9 – Develop a stakeholder-informed analytical framework

Develop our analytical framework with central government, local partners, other Sub-national Transport Bodies, and our wider stakeholders including academia and the private sector.



A monitoring and evaluation framework and plan will allow us to accurately measure inputs such as expenditure and staff resource. This also applies to scheme outputs such as length of road space reallocated to more sustainable modes of travel, improvements in journey time reliability, or reductions in collisions and carbon emissions.

Monitoring and evaluation will also allow us to establish lessons learnt to feed back into strategy and scheme development.



Action 10 – Produce a partner-driven monitoring & evaluation framework

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure carbon emissions and gather insights and lessons learnt.

Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

Contact us

For more information contact us via tfse@eastsussex.gov.uk or 0300 3309574



You can reach us at:

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

tfse@eastsussex.gov.uk

[@TransportfSE](https://twitter.com/TransportfSE)



Active Travel and Micromobility Policy Position Statement

V7.0 October 23 2023



Context

“Active travel” covers walking, wheeling (e.g. by wheelchair, mobility scooter, children in a pram), cycling, scooting and horse-riding. Micromobility refers to a range of personal mobility vehicles, such as cycles, scooters, skateboards, wheelchairs, and roller skates; all of which can be electric or non-electric and may be part of a hire scheme.

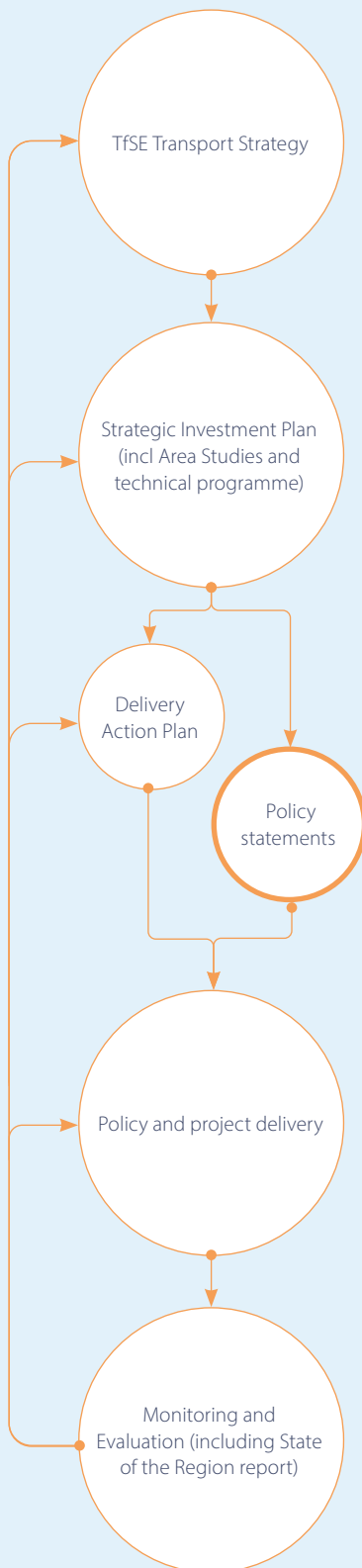
The benefits of active travel and micromobility are wide and often active travel is the most efficient, affordable, and sustainable way of making shorter trips.

For longer journeys between towns and cities or to and from rural areas, active travel can act as a feeder into and from our public transport networks. Electric bikes can make trips previously made by only the most seasoned cyclist an attractive alternative for a far greater number of people. Active travel also plays a key role in helping us to tackle challenges such as poor public health and air quality, tackling climate change and addressing congestion.

Currently, however, active travel levels within the south east are low, though not dissimilar to national levels. This is largely due to a lack of high-quality infrastructure and a lack of effective promotion, meaning that people do not see active travel as a safe, attractive, or convenient way to move around.

To maximise the benefits that active travel and micromobility can bring, an attractive, safe, and integrated network is required and will need to be developed across the region. This will need to be promoted via enhanced education, training, marketing, and communications campaigns to promote infrastructure and the benefits of “getting active”.

Transport for the South East



Both active travel and micromobility have an important role to play in helping us to deliver our Transport Strategy’s vision. However, unless we prioritise active modes, they may never be seen as viable choices for most people. TfSE will take a strategic-level role in realising this vision, coordinating, guiding, and supporting our local authorities to make the necessary changes across their towns and cities. Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

The Strategic Investment Plan is supported by thematic plans, including one about **Strategic Active Travel and Micromobility**. This document builds on the thematic plan and presents Transport for the South East’s position on active travel and micromobility in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



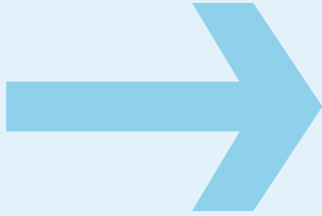
We will take a strategic-level role in realising our vision for active travel and micromobility, coordinating, guiding, and supporting our local authorities to make the necessary changes across their towns and cities. We have identified four priorities to support delivery:

- develop robust and integrated strategy, policy and guidance;
- support scheme development at pace;
- delivering our targeted priorities; and
- learning from our delivery.

Guidance and policy development

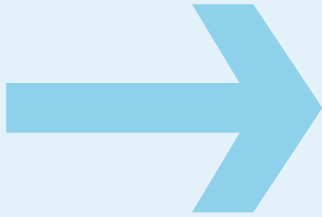
To achieve our aim of growing the number of people walking, wheeling, cycling and scooting as part of their daily lives, we will need to develop a plan for the south east. This plan will provide evidence and the need for intervention, identify specific opportunities areas, and lay out principles for the implementation of interventions which have been proven to have success in creating the conditions in which active travel can thrive. This could include interventions such as such as:

- road space reallocation and better kerbside management for new protected cycle lanes and other supportive infrastructure;
- provision of cycle / scooter parking related facilities at transport interchanges such as railways stations and bus stops;
- bike, electric bike and electric scooter hire schemes;
- traffic management schemes for filtering and prioritising active modes; and
- behaviour change programmes for promoting active travel and micromobility through increased levels of education and training and effective marketing and communication campaigns.



Action 1 – Develop a Regional Active Travel Strategy

To set out our plan of action on delivering high-quality active travel infrastructure and interventions and supporting our local transport authorities to deliver schemes.



Action 2 – Support local authorities with behavioural change initiatives

Through our Regional Centre of Excellence we will provide guidance for local transport authorities on the delivery of effective marketing and behavioural change campaigns to facilitate modal shift.

Advances in micromobility technology will contribute to our Transport Strategy's objectives, and many are already in use or being tested. However, without investment in the infrastructure which surrounds them, these modes are unlikely to be anything other than a fringe method of transport. This could hold the region back from the benefits and opportunities these technologies offer. As such, investment will need to be made in electric cycle, scooter, and micro-mobility infrastructure, including dockless or docked hire schemes for the public and businesses.



Action 3 – Integrate micromobility into transport policy

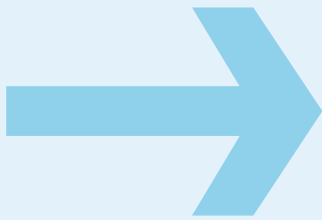
We will seek ways to integrate micromobility into transport policy, as well as developments, key destinations, and transport hubs.



Supporting scheme development at pace

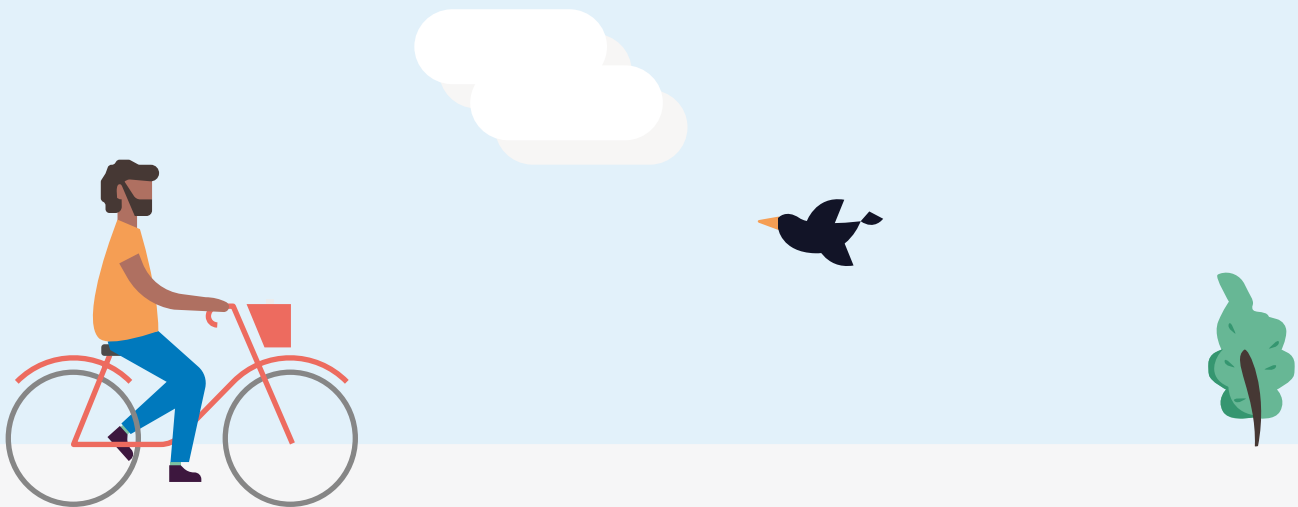
New and improved infrastructure will need to be designed to the highest standard to ensure that our walking and cycling networks are coherent, comfortable, direct, attractive, and safe. We will also need to ensure that existing infrastructure is subject to regular maintenance and safety enhancements, including addressing carriageway conditions, vegetation, and lighting. Space for cycle parking, mobility hubs, and cycle/scooter hire facilities will need to be found on the kerbside, as well as places for people to sit and rest.

Destination facilities, such as secure cycle parking, showers and charging points, are a crucial component of building a world class cycle network and influence modal shift. Therefore, high-quality facilities will be expected to be provided by developers at new homes, offices, and everywhere in between in order to make active travel as convenient as getting into a car.



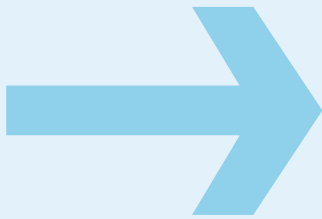
Action 4 – Secure and allocate funding

Through our Regional Centre of Excellence, provide guidance on the development and application of Movement and Place Frameworks and share best practice in the reallocation of road space for delivery of multi-modal solutions.



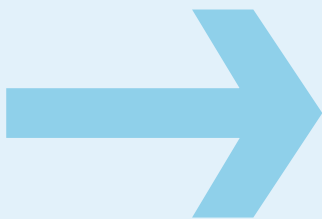
Partnership, advocacy and promotion

In addition to the actions outlined above, we will ensure that we are flexible enough to take opportunities to enable active travel and micromobility to grow, as they arise. We will take a wider systems approach, considering ways to encourage people to give walking, wheeling, scooting, and cycling a try. This will involve a range of techniques to both 'nudge' and entice people to change.



Action 5 – Work with Active Travel England and local authorities

Establishing how we can work together with Active Travel England and ensure that high quality infrastructure is delivered across the south east, including integration with other major transport investments and developments and the reallocation of road space to support new infrastructure.

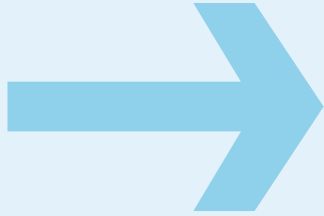


Action 6 – Champion active travel through key figures

Work with political and industry figures to champion active travel and the need for cycling improvements across the region.

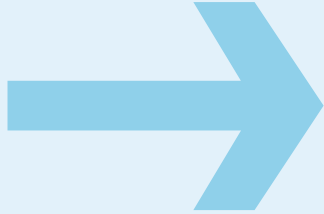
Cycling and micromobility can significantly increase the catchment area of rail and bus stations, making it quicker and more convenient for people to make longer distance journeys. With proper investment into active travel and micromobility networks, reliance on the private car can be reduced. This can support car-lite or car-free lifestyles.





Action 7 – Work with train operating companies

Work with bus and train operating companies and Network Rail to improve integration between cycling parking and bus and rail services, including at stops/stations and onboard



Action 8 – Advocate for changes in legislation

Continue to advocate for legislation to safely legalise e-scooters and other new mobility modes, including gathering evidence to support the case.

Learning from our delivery

Without a monitoring and evaluation framework and plan in place, it is not possible to accurately measure the inputs such as spend, staff resource and other project management metrics. Effective monitoring and evaluation will also allow us to establish lessons learnt to feed back into strategy and scheme development.



Action 9 – Develop monitoring and evaluation frameworks

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure delivery and performance and gather insights and lessons learnt.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

Contact us

For more information contact us via tfse@eastsussex.gov.uk or 0300 3309574



Future of Rural Transport Policy Position Statement

V7.0 October 23 2023



Context

Facilitating improvements to transport in rural areas is a considerable issue for local authorities and Sub-national Transport Bodies across the UK. This is no different in the south east of England.

For many people living, working, or visiting rural areas, driving may be seen as the only viable option. Delivering attractive alternatives to the private car as well as maintaining rural highways for all road users can be challenging. Without a change in travel patterns, however, we will not tackle climate change nor address equity challenges for rural residents who do not have access to a car.

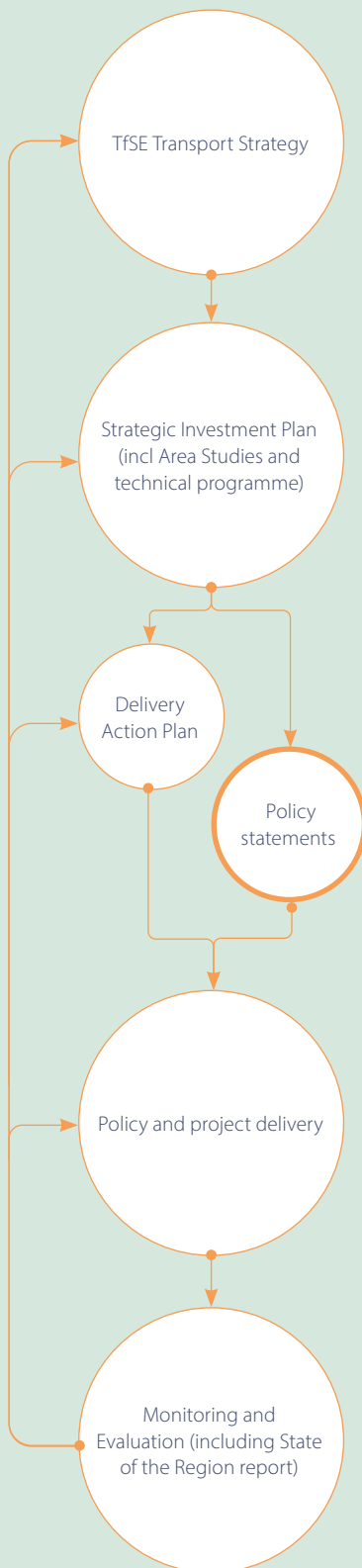
Nonetheless, there are great opportunities to improve transport provision and wider connectivity for rural areas. This can be through increasing the accessibility and connectivity of bus services; development of on-demand transport services and other community transport; enhanced active travel networks and rights of way; as well as improved digital connectivity and remote service provision.

Rural areas exhibit a range of definitions but generally incorporate those outside of settlements with over 10,000 residents. Some larger settlements, known as hub towns (between 10,000 and 30,000) serve wider rural hinterlands.

England's population living in rural areas has increased since 2011 from 9.3 to 9.7 million, with most living in rural towns, villages and hamlets and their fringes. This illustrates the need for effective intervention in dispersed areas, alongside hamlets, villages, and smaller towns.



Transport for the South East



We need an approach suited to the south east to address the challenges of rural transport and ensure that no part of the south east is left without access to safe, amenable, and affordable public & active travel networks. Without intervention, those living and working in rural areas will become more car dependent, impacting villages and towns, and reducing the south east’s ability to decarbonise effectively.

Doing nothing is not an option and “business as usual” will not work either. The goals we seek require an integrated, multi-modal approach that makes best use of what we already have.

Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

What we're going to do to deliver our 2050 vision



We will continue to work with local transport authorities as well as planning authorities, statutory bodies, and communities to deliver the interventions and infrastructure improvements within rural areas identified in the Strategic Investment Plan. Priorities to achieve this vision will include improving public transport & active travel service provision and reducing car-dependency.

Our role will focus on advocacy and promotion, guidance, and policy development, and collaboration and engagement.

Advocate for enhanced rural transport connectivity

To make effective, targeted improvements to rural transport in the south east, there is an integral need to engage stakeholders across the region regarding the challenges of rural transport. This will include presenting specifically at forums focussed both on the south east but also those neighbouring.



Action 1 – Continue to advocate for enhanced rural transport connectivity

Continue to advocate for enhanced rural transport connectivity through our Future Mobility Forum and cross Sub-national Transport Body forums and extend the discussion to other existing forums where appropriate.

Developing a robust evidence base and effective strategy for rural transport

For many, the south east is characterised by its substantial areas of rural and dispersed communities. Many of these communities' exhibit transport accessibility challenges. TfSE's Transport Strategy and Strategic Investment Plan and supporting analysis evidence these challenges.

Now, there is a need to build on this, develop additional insight regarding rural and dispersed mobility in the south east and support constituent local transport and planning authorities with evidence to support their Local Transport Plans and Local Plans respectively.



Action 2 – Develop a rural and dispersed community-specific evidence base

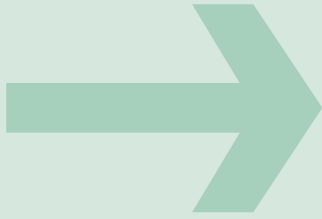
Develop a rural and dispersed community-specific evidence base, incorporating insights developed for existing strategies and plans, alongside new insight.

Improving rural public transport

Bus services often top the agenda for stakeholders who are involved in rural transport, and for good reason. The reduction in service frequency, or the complete removal of service from rural areas, can be devastating to residents, particularly those without access to a car. This can increase social exclusion from wider society.

However, rural bus services have continued to be cut by local authorities struggling to afford the extensive subsidies often required to maintain them. Other funding mechanisms are available that could help maintain these services such as through Bus Service Improvement Plans and developer contributions. Interventions generally benefitting bus services are likely to benefit those operating in rural contexts, including priority infrastructure such as bus land and bus gates in urban contexts which could have knock-on improvements on reliability and efficiency.





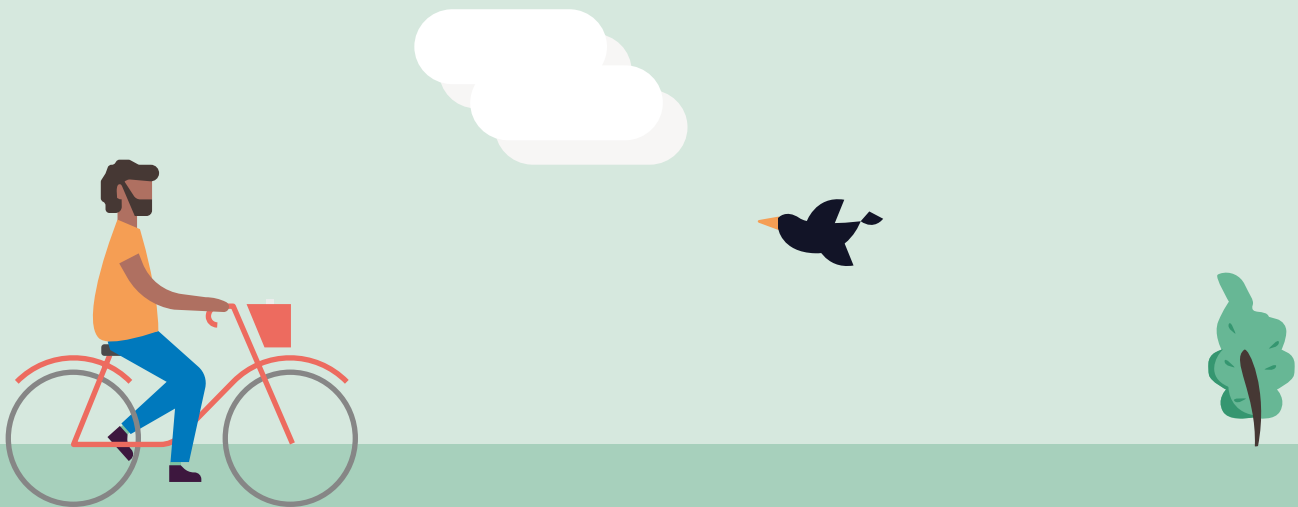
Action 3 – Develop a local bus service evidence base

Work with local authorities to develop a regional evidence base regarding the loss of rural bus services, identify where pockets of poor bus accessibility exist, and develop alternatives.

Enabling demand-responsive transport

Demand-responsive transport trials have recently been undertaken across the UK, including urban, suburban, rural, and dispersed contexts. In general, the trials have demonstrated that these services are more effective within rural and dispersed contexts in comparison to urban areas.

They have also identified the benefits these services bring both to operators and users through their flexible nature, and the improved customer experience in comparison to traditional fixed-route bus services. However, there are number of challenges regarding digital inclusion for booking travel which does require effective mitigation (e.g. phone lines to book travel).





Action 4 – Review and facilitate demand-responsive transport trials

Review current demand-responsive transport trials which have been delivered elsewhere in the UK. Support Local Transport Authorities in planning and delivering trials, incorporating guidance delivered through the Rural Centre of Excellence (RCoE).

Facilitating mobility hub development

There is an opportunity to implement mobility hub principles into public transport improvements, particularly within small market towns and villages, alongside tourism destinations where viability is increased. These mobility hubs, in rural contexts, should look to integrate with the town/village hub, and specifically integrate bus services with car share vehicles, cycle parking and electric vehicle charging facilities. Furthermore, hubs should look to provide good interchange facilities and high-quality service information.



Action 5 – Review mobility hub guidance

Review existing guidance on the planning, design and delivery of mobility hubs including examples of best practice to provide to local authorities. This should incorporate guidance delivered through the Rural Centre of Excellence (RCoE).



Developing accessible active travel networks

Rural and dispersed communities have significant accessibility challenges regarding walking and cycling networks in comparison to those in urban environments. Additionally, increased distances between points of interest within rural areas, alongside challenging landscapes may make active travel less amenable for many. Notwithstanding this, there may be opportunities in some areas, particularly around the south east's existing National Cycle Network.

Villages often lack safe and lit pavements and public rights of way networks, reducing road safety and facilitating car dependency. Rights of Way Improvement Plans (ROWIPs) and Local Cycling and Walking Infrastructure Plans (LCWIPs) aim to tackle these challenges, which are used strategically to improve the quality of networks.



Action 6 – Support improvements to local walking and cycling networks

Support authorities to improve the quality of walking and cycling networks, through advocating for funding to deliver these improvements and facilitating authorities in updating LCWIPs and ROWIPs, as well as local transport plans.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

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BN7 1UE

tfse@eastsussex.gov.uk

[@TransportfSE](https://twitter.com/TransportfSE)



Transport and Social Inclusion Policy Position Statement

V7.0 October 23 2023



Context

The UK is a prosperous nation that for most of the past 50 years has experienced economic growth. However, during this time, inequality has risen.

There is a direct relationship between inequality, deprivation, and people's access to transport, key services, and amenities such as job opportunities, education and healthcare. Travelling, whether it be by car or public transport can be disproportionately expensive for individuals and families on lower incomes. The costs of travel can, therefore, exacerbate deprivation, particularly for those with limited access to services, amenities, and wider opportunities.

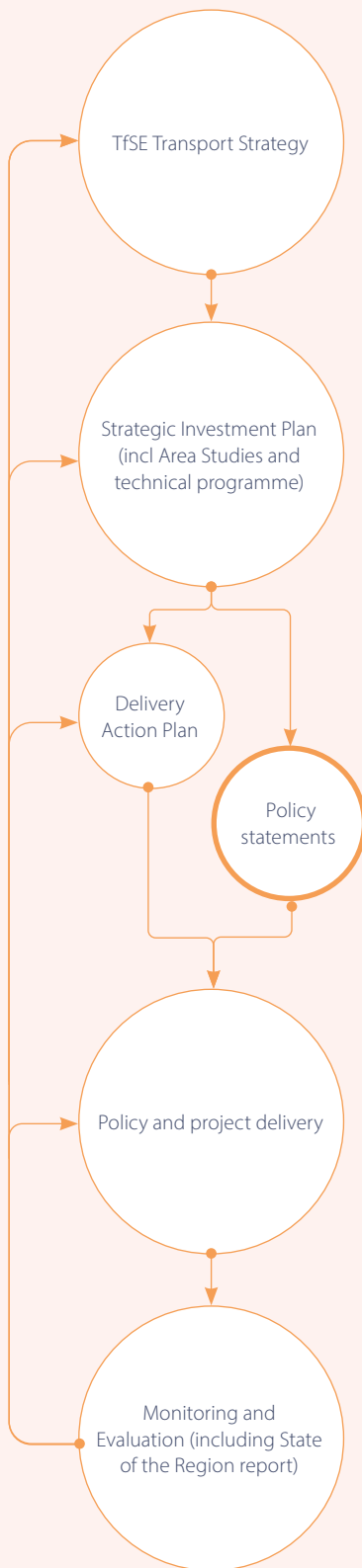
Like all the UK's regions, there are pockets of the south east suffering from high levels of inequality and deprivation. These are the communities we seek to "level up" through working in partnership to deliver targeted transport interventions, integrated with the provision of other services and investment. It is also clear that many areas that need levelling up are also served poorly by strategic rail connectivity; and locally reduced levels of public transport provision particularly by bus services and by ageing active travel, bus and highways infrastructure.

Consequentially, investment in transport infrastructure and services presents direct means of levelling up left-behind areas by increasing access to key services; making it easier for businesses to access a larger workforce and grow; allowing goods to travel more reliably around the region; facilitating business travel; and encouraging investment into our local communities from outside.

This policy position statement aligns with Transport for the South East's (TfSE's) Transport Strategy published in 2020 and with the government's 'Levelling Up' White Paper, which recognises widening inequality as a continuing challenge faced across the UK and the role of transport to support addressing that challenge.



Transport for the South East



The south east does not have one dominant urban centre, but is influenced by London’s status as a global city, and it is home to the country’s most significant international gateways for trade and movement. However, there are large urban areas in the south east with significant populations and communities in need of levelling up. Our goal to level-up left behind areas in the south east requires an integrated, multi-modal approach that makes best use of what we already have with target investments in the right places at the right time.

Our **Transport Strategy**, sets out how we will tackle these challenges and achieve our goals. In it, we set out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

The Strategic Investment Plan is supported by a suite of thematic plans, including one about **Levelling Up**. This document builds on the thematic plan and presents Transport for the South East’s position on Levelling Up and social inclusion in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



Most interventions identified within the Strategic Investment Plan are in or connected to areas in need of levelling up and so will support the missions identified within the Levelling Up White Paper. There are also three far-reaching policy interventions aligned to the Levelling Up agenda: reducing public transport fares; facilitating virtual living and remote working; and enabling enhanced physical connectivity and accessibility.

We have identified three priorities to support delivery of these global policy interventions:

- collaboration and engagement;
- advocacy and promotion; and
- guidance and policy development.

Collaboration and engagement

The types and scale of levelling up varies across the south east, with a suite of specific, targeted, and effective interventions needed to meet the challenge.

We recognise that each local authority area has a unique range of challenges to tackle inequalities and deprivation. As such, the appropriate combination of transport and related interventions will vary. The best understanding of these challenges and opportunities for investment and change will come from local partners and as such, a collaborative approach is required to develop appropriate place-specific outcomes.

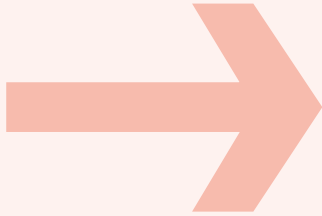


Action 1 – Embed social inclusion across all TfSE stakeholder groups

TfSE will provide a mechanism for local authorities containing significant areas with high levels of deprivation to share evidence, best practice, and make the case for appropriate and effective funding, including for enhanced digital connectivity and the transport accessibility impacts of spatial planning.

Advocacy and promotion

To achieve the objectives set out within the Strategic Investment Plan, and deliver the schemes and interventions it presents, interventions which both influence and achieve wider levelling up outcomes should be prioritised.

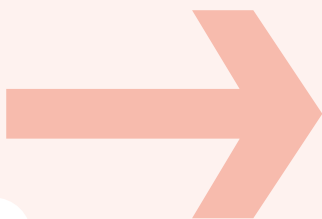


Action 2 – Ensure social inclusion is effectively prioritised

Incorporate social inclusion considerations within analytical framework and assessment tools utilised to assess the Strategic Investment Plan.

Guidance and policy development

Local authorities have an obligation to develop Local Transport Plans as a mechanism to both maintain and improve transport. The policy priorities, interventions and schemes developed within these plans will be integral in aligning to both regional and national levelling up outcomes. Furthermore, Local Transport Plans will require the delivery of supplementary Equality and Health Impact Assessments, in order to identify, assess and mitigate specific considerations.

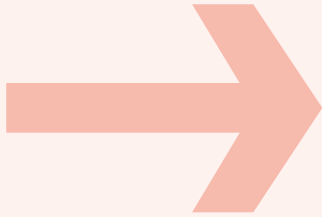


Action 3 – Support the incorporation of social inclusion into Local Transport Plans

Through the TfSE's proposed Centre of Excellence, support local authorities in how to incorporate social inclusion into the development of Local Transport Plans, and support the development of supplementary Health and Equality Impact Assessments.

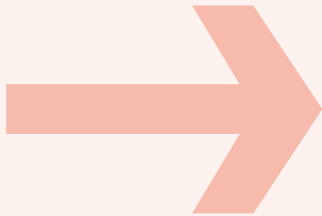


Long term management of the region's deprived areas will remain critical. TfSE will work with our partners to undertake effective monitoring of Levelling Up outcomes and to maintain a workable strategy to manage national-level commitments.



Action 4 – Develop appraisal and evaluation guidance

Develop appraisal and evaluation guidance for the application of the Department for Transport's Levelling Up Toolkit, as well as supporting the monitoring and evaluation of aligned policies and schemes.



Action 5 – Develop our evidence base to incorporate social-inclusion

Develop our evidence base to incorporate specific data on social inclusion.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

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Rail Policy Position Statement

V7.0 October 23 2023



Context

Rail has an important role to play in delivering the vision and goals of our Transport Strategy. It has key advantages over other forms of travel through its ability to carry large volumes of people quickly, safely, efficiently, and in an environmentally sustainable way – often directly from the heart of one community to another.

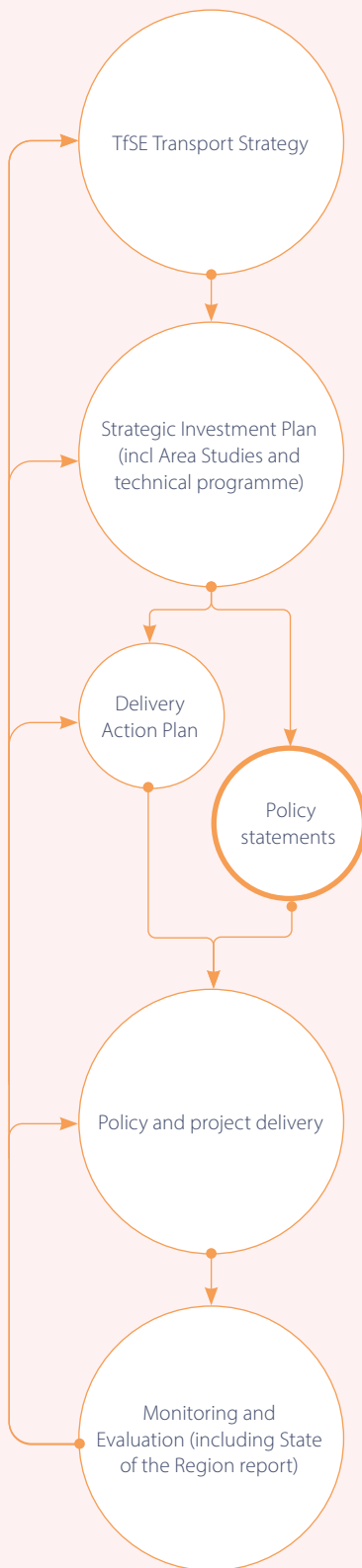
In most circumstances, passenger rail services are faster, cleaner (both in terms of carbon and air pollution), more space efficient, and safer than road transport. Rail is especially well suited for inter-urban and longer-distance journeys. This is also true for freight, where Network Rail estimates that 1 train load of aggregate removes up to 76 lorries.

Rail has a distinguished, long and complex history in the south east and wider UK, having seen considerable competition from expanding highway networks and the permanent closure of many lines and stations. The south east has a relatively unique rail context in that the largely radial network serves an extensive commuter market to Central London. Orbital connectivity in the south east, however, is poor in the large part, where it is often faster to travel via Central London moving between the south east's largest urban conurbations.

There are plentiful opportunities to make rail travel much more desirable than driving. With the right suite of policies and investments, the amount and proportion of people and goods travelling by rail can be improved towards levels seen in similar contexts across other parts of Western Europe.



Transport for the South East



In the south east we need a different approach if we are to address these challenges. This requires a more integrated approach to planning, designing, funding and delivering rail interventions across the region. The goals we seek require an integrated, multi-modal approach to support getting to and from stations and one that makes best use of the rail infrastructure we already have.

Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure the plan 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.

The Strategic Investment Plan is supported by thematic plans, including one about **Rail**. This document builds on the thematic plan and presents Transport for the South East's position on the continuing role of rail in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



We will continue to work with central government and its agencies, rail operators and local transport authorities as well as planning authorities, other statutory bodies, and communities to deliver the interventions and infrastructure improvements across the rail network identified in the Strategic Investment Plan.

Our role will focus on advocacy and promotion, guidance and policy development, and supporting scheme development.

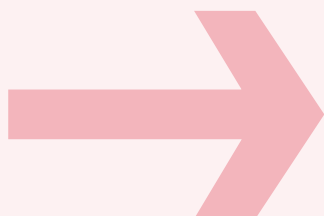
Guidance and policy development

To maximise the benefits of rail, both for passengers and for freight, there is a need to improve our rail network across the south east, making it more reliable, attractive, and wide-reaching.

To achieve this, the active and effective promotion of rail across all levels is needed. Furthermore, rail will need effective consideration within Local Transport Plans, to make the case for localised improvements to accessibility.

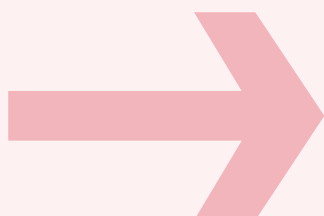
Action 1 – Actively promote and advocate for rail across the south east

Promote passenger and freight rail in the south east by working collaboratively with stakeholders. This will include the Department for Transport, Network Rail, Great British Rail, local authorities and rail groups/partnerships, and neighbouring Sub-national Transport Bodies (and our newly formed South East Rail Partnership with England's Economic Heartland and Transport East) and Transport for London.



Action 2 – Build local authority rail capabilities

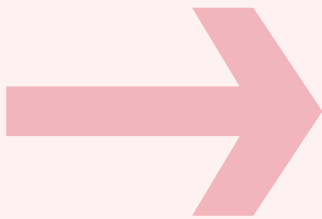
Through the Regional Centre of Excellence, build local transport authorities' capability with respect to rail plans as part of Local Transport Plans.



Supporting scheme development

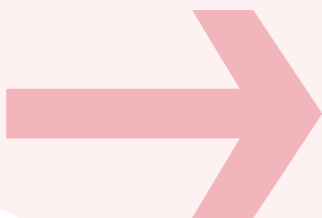
Some of the rail interventions identified are large and complex, and at the time of writing do not have a scheme promoter, such as Network Rail, to develop them. We do not believe that this should prevent the initial stages of development, such as a strategic feasibility study, from being considered, and the case made for future investment or involvement from our strategic partners.

Business cases 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.



Action 3 – Facilitate the delivery of the largest and most complex cross-boundary rail schemes

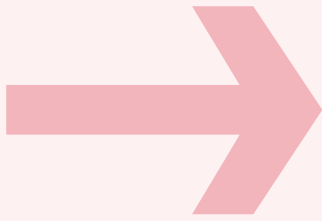
Develop strategic studies for the largest and most complex cross-boundary interventions that do not have a scheme promoter, providing the foundations to be built upon once funding opportunities or scheme delivery partners have been identified.



Action 4 – Undertake effective early-stage scheme and business case development

Secure and allocate resource funding for early-stage scheme and business case development for rail schemes, including support from both our analytical framework programme and our Regional Centre of Excellence.



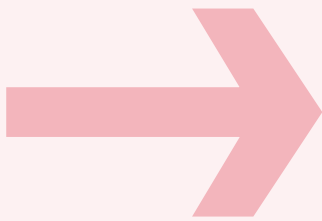


Action 5 – Develop effective monitoring and evaluation frameworks

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure delivery and performance and gather insights and lessons learnt.

Advocacy and promotion

Over the last two years, we have been working with key stakeholders and technical advisors to develop ‘packages of interventions’ that aim to deliver our vision and objectives for the south east’s rail network. Further information on these packages can be found on our website.



Action 6 – Provide effective policy and scheme and package advice

Engage with central government partners to provide advice on policy and the case for schemes and packages to be included in development and delivery programmes.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

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Bus, Shared Mobility and Mass Transit Policy Position Statement

V7.0 October 23 2023



Context

Bus, shared mobility, and mass transit form a vital component of the south east's transport network.

Mass transit encompasses all modes of transport capable of carrying high levels of passengers. This includes metro/underground systems and urban rail, light rail/tram systems, waterborne transport (such as ferries and hovercrafts), and bus networks with high levels of priority and frequency (such as bus rapid transit).

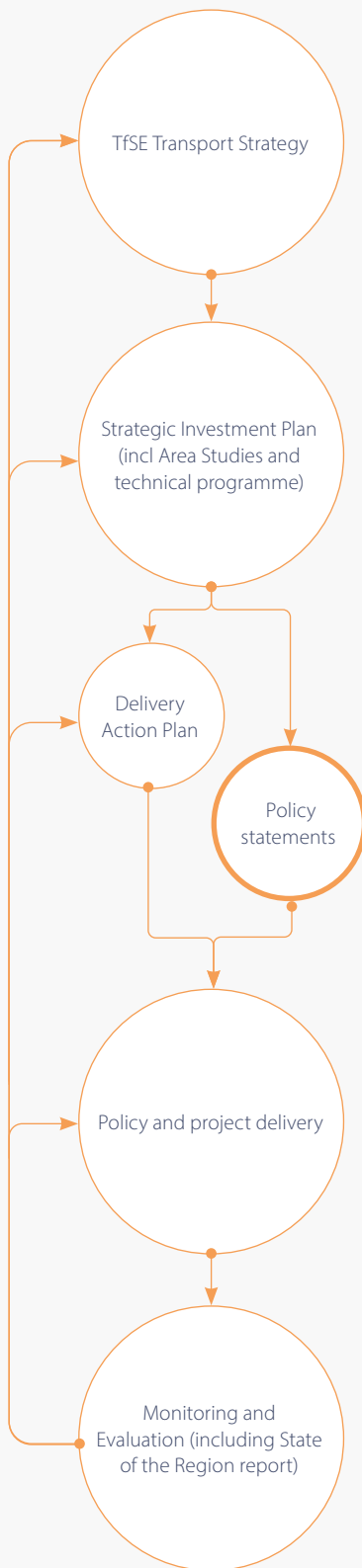
Shared mobility refers to shared modes such as taxis and private hire cars or minibuses; car clubs; and bike, e-bike and e-scooter hire schemes which are commonly accessed through an app.

The demand for bus services has declined across the south east due to a combination of reasons such as changing patterns of car ownership and usage, changing patterns of employment and the labour market; unattractive travel times and journey reliability; and poor accessibility, information provision and expensive/complicated fare structures. The Covid pandemic has further exacerbated these impacts.

However, there have been successes seen in the region's largest and most densely populated urban areas. Here, there is evidence of strong partnerships between local transport authorities and operators (or local authority led operations), innovation in service provision, and investment in bus priority infrastructure and other supporting changes. These conditions have resulted in more accessible, reliable, frequent, and faster services.



Transport for the South East



Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

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.

Our Transport Strategy demonstrates the importance of a more integrated and sustainable transport network and emphasises how bus, shared mobility and mass transit could achieve this shared vision for the south east. Buses, shared mobility and mass transit all have an important role to play, though without effective intervention and prioritisation, it is unlikely we will see a major modal shift.

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

The Strategic Investment Plan is supported by thematic plans, including one about **Bus, Shared Mobility and Mass Transit**. This document builds on the thematic plan and presents Transport for the South East's position on the continuing role of bus, shared mobility and mass transit in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



We will continue to work with mass transit operators and local transport authorities as well as planning authorities, statutory bodies, and communities to deliver the interventions and infrastructure improvements across the mass transit network identified in the Strategic Investment Plan.

Our role will focus on advocacy and promotion, guidance, and policy development, and supporting scheme development.

Developing Bus, Shared Mobility and Mass Transit networks

To maximise the benefits bus, shared mobility and mass transit networks can bring, integrated public transport networks need to be developed across the region. These networks should make effective use of the highway network and connect people to their homes, workplaces, schools, shops, and other transport hubs. Overall, they should offer an amenable and affordable alternative to driving.

The forms of infrastructure enabling these modes can vary considerably in terms of cost, effectiveness, and implementation time. At a more basic level schemes could include bus priority measures (such as traffic management, traffic signal controls, segregation from vehicular traffic and bus stop improvements). The development of Bus Rapid Transit and light rail schemes generally requires features such as dedicated lanes, busways, and junctions, alongside facilities for off-board fare collection.



Action 1 – Facilitate the delivery of the largest and most complex cross-boundary mass transit schemes

Develop strategic studies for the largest and most complex cross-boundary mass transit schemes that do not have a scheme promoter, providing the foundations to be built upon once funding opportunities or scheme delivery partners have been identified.



Action 2 – Develop monitoring and evaluation frameworks

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure delivery and performance and gather insights and lessons learnt.

Developing new strategic mobility hubs

There is an opportunity to develop high-quality strategic mobility hubs between private, mass transit, and active modes, and with rail in some instances, in larger settlements across the south east. These hubs should serve to provide amenable interchange facilities and high-quality service information.

**Action 3 – Review mobility hub guidance**

Review existing guidance on the planning, design, and delivery of mobility hubs, including examples of best practice to provide to local authorities. This should incorporate guidance delivered through the Regional Centre of Excellence.



Developing Bus Service Improvement Plans

Bus Service Improvement Plans were underpinned through the government's National Bus Strategy – 'Bus Back Better'. The strategy says buses should be more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper. Local authorities have an important role to play in improving bus services in their local area by outlining ambitions for the development of enhanced partnerships with operators or in pursuing bus franchising.

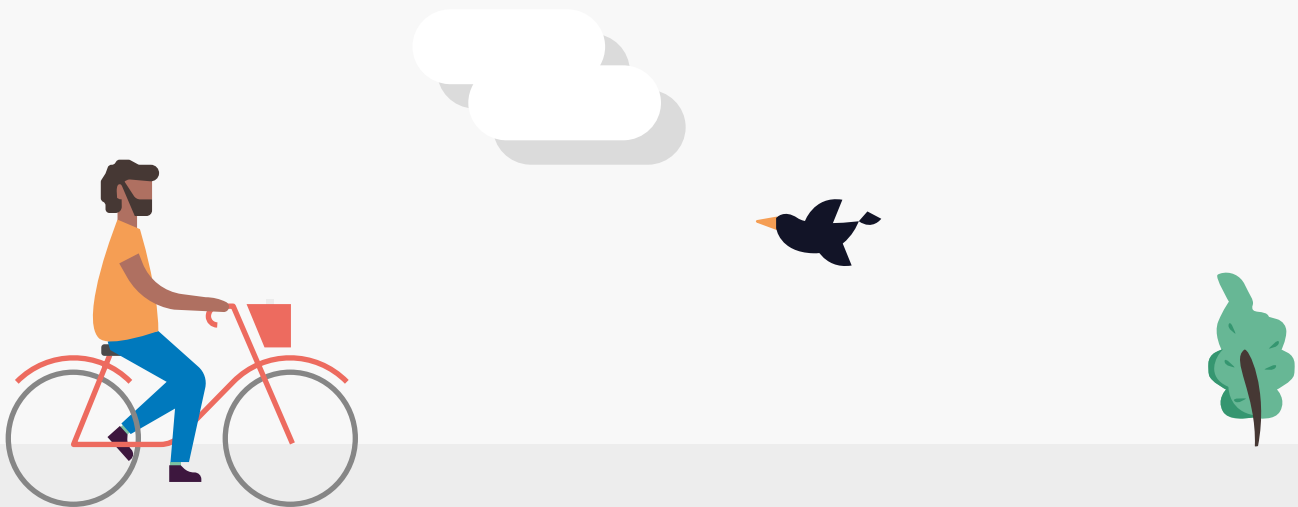


Action 4 – Facilitate early-stage scheme and business case development

Secure and allocate resource funding for early-stage scheme and business case development for bus, shared mobility and mass transit schemes, including support from both our analytical framework programme and our Regional Centre of Excellence.

Supporting demand responsive transport trials

Demand responsive transport trials have been undertaken in several locations across the UK. The trials saw some success in facilitating modal shift from car and taxi, alongside reducing levels of social isolation in those areas.





Action 5 – Monitor demand responsive transport trials

Work with local transport authority partners to identify and support trials across the TfSE area for (digital) demand responsive transport, sharing lessons from the monitoring and evaluation of regional and wider national trials.

Supporting shared mobility schemes

There is a range of shared mobility schemes in operation across many urban, semi-urban and rural contexts across the UK, which are commonly accessed through an app. These can include a variety of vehicle types such as on-demand private hire cars or minibuses; car clubs; and bike, e-bike, and e-scooters. Evidence suggests these types of schemes are successful in reducing car dependency whilst promoting modal shift.



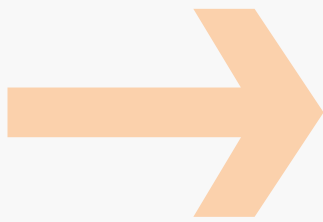
Action 6 – Monitor shared mobility schemes

Work with local transport authority partners to identify and support shared mobility schemes across the TfSE area, sharing lessons learnt from the monitoring and evaluation of schemes around the regional, nationally and internationally.



Facilitating behavioural change

Bus, shared mobility, and mass transit services provide an ideal alternative to private transport, whilst helping alleviate issues surrounding social isolation. As a result, it is important that local transport authorities work collaboratively with bus operators to deliver effective marketing and behavioural change campaigns showcasing the effectiveness of these modes whilst presenting new products and offers (such as the governments' temporary £2.00 cap on single tickets).



Action 7 – Engage central government

Engage central government and its agencies to provide funding and guidance for schemes and programmes that enable greater travel choices through promotional campaigns for bus, shared mobility, and mass transit modes.



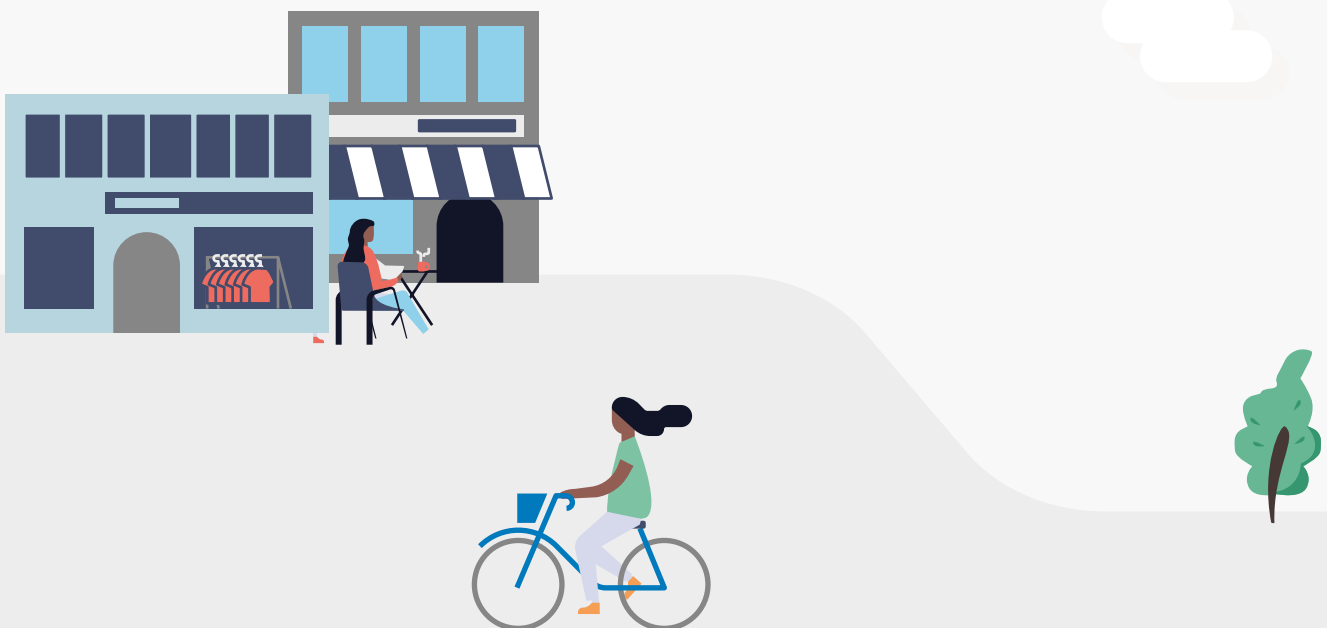
Next steps

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Highways Policy Position Statement

V7.0 October 23 2023



Context

Roads are an important part of our wider transport network. 95 percent of all journeys use the highway network whether for our personal use or for moving goods around the region.

An efficient, safe, and reliable highway network is therefore essential, and this reality is unlikely to change even though increased highway usage can lead to increased levels of carbon emissions, environmental impacts, and safety concerns.

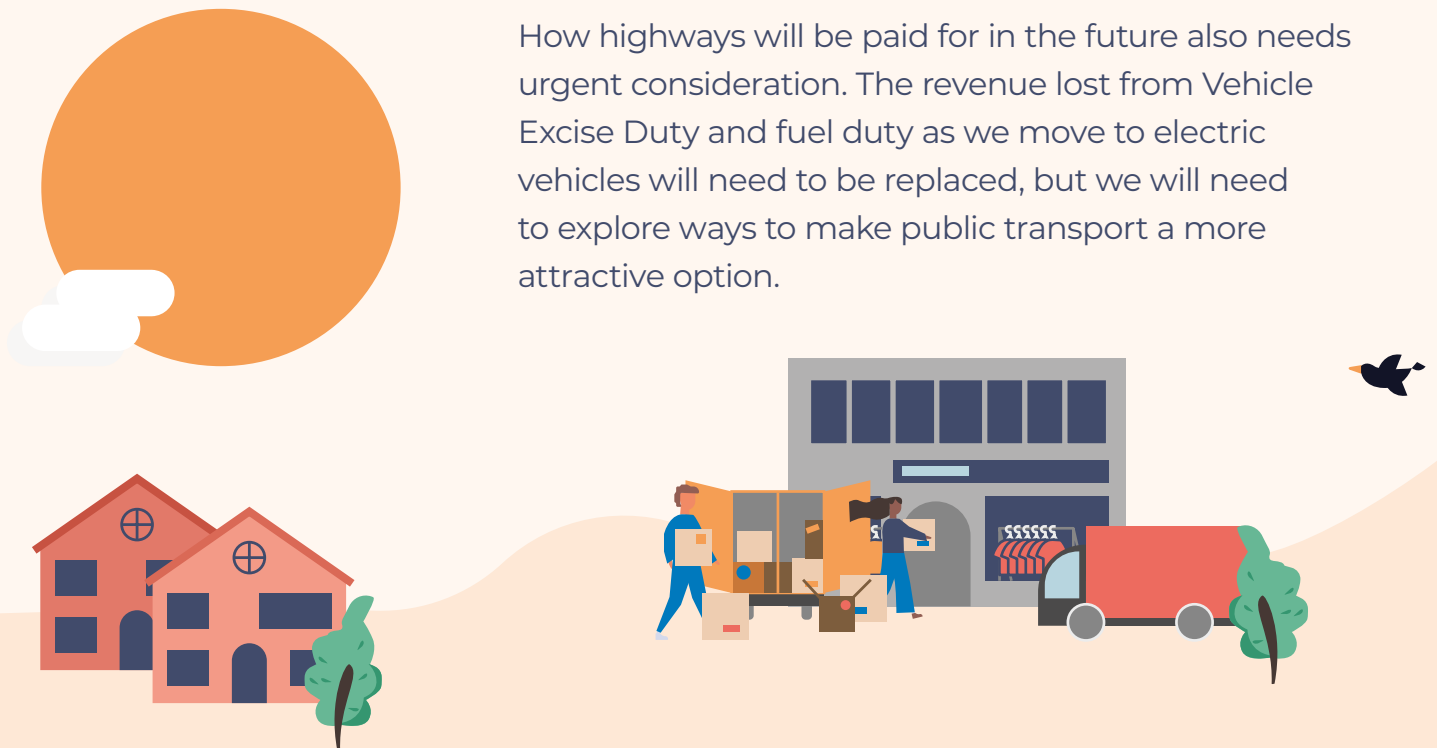
However, a well-planned and designed highway network can also help us tackle the unprecedented challenges of social exclusion, public health, climate change, biodiversity loss, and economic productivity.

To achieve this, we must shift our approach to deliver a highway network that meets the following principles

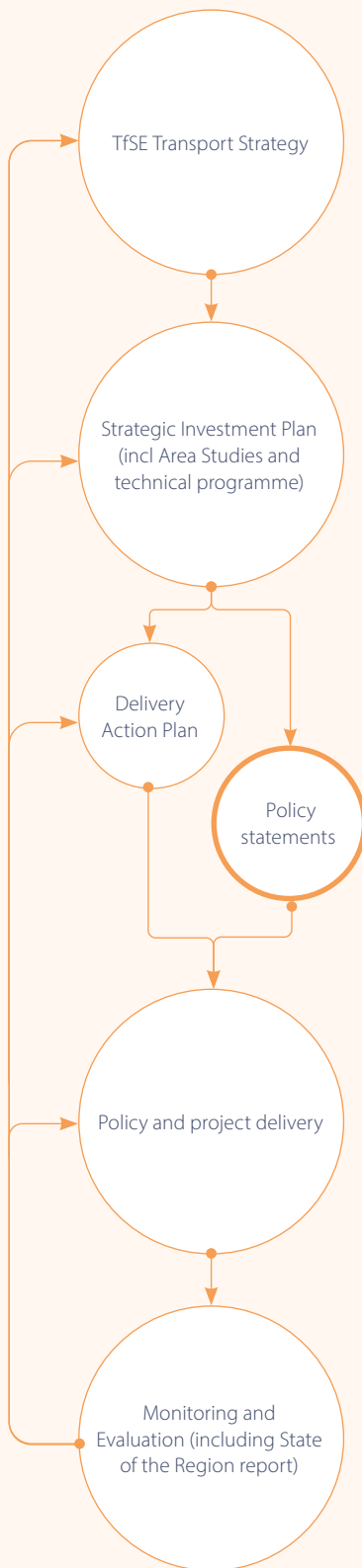
- makes best use of what we already have;
- is well maintained, safe and resilient;
- supports all forms of travel in the route to net zero; and
- provides the connectivity the communities and businesses need.

This will require targeted investment in the multi-modal solutions laid out in our Strategic Investment Plan.

How highways will be paid for in the future also needs urgent consideration. The revenue lost from Vehicle Excise Duty and fuel duty as we move to electric vehicles will need to be replaced, but we will need to explore ways to make public transport a more attractive option.



Transport for the South East



In the south east we need a different approach if we are to address these challenges and ensure no part of the south east is left behind. Doing nothing is not an option and “business as usual” will not work either. The goals we seek require an integrated, multi-modal approach that makes best use of what we already have.

Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

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

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan 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.

The Strategic Investment Plan is supported by thematic plans, including one about highways. This document builds on the thematic plan and presents Transport for the South East’s position on the continuing role of **highways** in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



We will continue to work with National Highways and local transport authorities as well as planning authorities, operators, statutory bodies and communities to deliver the interventions and infrastructure improvements across the network identified in the Strategic Investment Plan. We have identified four priorities to support delivery:

- changing the approach to highway planning;
- balancing the needs of all road users;
- delivering our targeted priorities; and
- learning from our delivery.

Our role will focus on advocacy and promotion, guidance and policy development, and early-stage scheme development.

Changing the approach to highway planning

Traditional approaches to highway planning have been based on “predict-and-provide” (i.e. extrapolating current traffic growth trends to continuously add capacity). This approach has placed the strategic movement of vehicles above our places and communities which has led to negative impacts on our environment and public health.

We will outline a vision for the integrated role of highways and define what is needed to achieve it. Taking this vision-led approach will allow us to better support our economy and communities, and help ensure we only progress capacity enhancement construction schemes which are aligned with our vision and the objectives cannot be met through off network or alternative solutions.

Action 1 – Facilitate the adoption of vision-led planning approaches

Through our Regional Centre of Excellence, provide guidance to local transport authorities to ensure that vision-led approaches are adopted when developing and updating Local Transport Plans and Local Plans to avoid unnecessary highway capacity enhancement schemes.



Balancing the needs of all road users

In addition to optimising the right “supply” of highways infrastructure, there will be a greater need to manage the demand for travel on our highways. This can be achieved through a range of interventions, including mode shift to more sustainable modes, but also ‘demand management’ interventions¹.

These interventions could include a national road user charging system, local clean air zones, workplace parking levies, parking restraints, behaviour change campaigns and improved communications.

Charging users for the use of all, or part, of the highway network is emerging as a strong candidate for securing sustainable, long-term funding for other transport interventions, including highways maintenance and subsidising public transport. This case is further supported by the forecast reduction in revenue generated from taxes such as fuel duty, as more people, operators and businesses convert to zero emission vehicles.



Action 2 – Promote the need for national road user charging

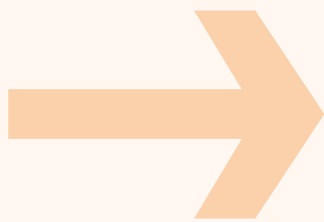
Advocate for studies of road user charging at a national level to understand the impacts across the south east on different communities and realising our 2050 vision, and how it could operate in practice.



¹ Travel Demand Management (Department for Transport, March 2021)

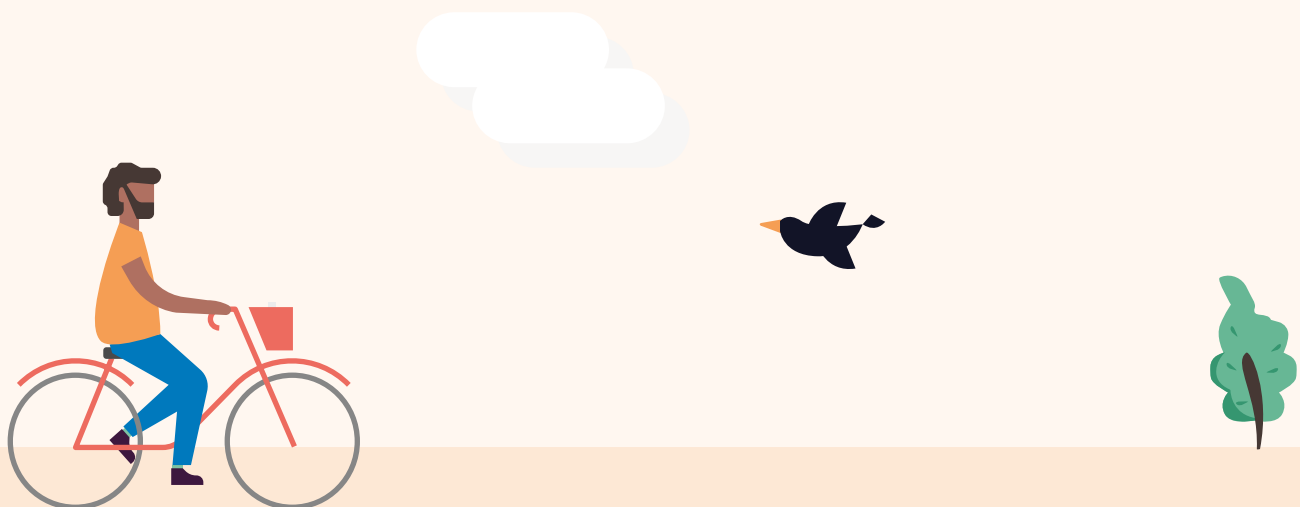
Beyond motorways, our highway network should support walking and cycling so that all modes can move safely throughout the south east. The introduction of new nationwide cycle infrastructure design guidance in 2020 has improved the quality of cycle schemes being delivered across the country². It has also led to an increasing number of discussions on the reallocation of limited road and pavement space for different users and types of travel. Improving walking and cycling infrastructure across the south east will, at times, reduce space for driving and parking cars.

As central government funding now depends on alignment with this and similar guidance, local authorities must attempt to find the middle ground and avoid unreasonable compromise (e.g. segregated cycleways being undeliverable without significant adverse impacts on buses).



Action 3 – Facilitate the use of movement and place frameworks and implementation of road space re-allocation

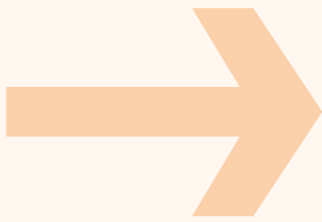
Through our Regional Centre of Excellence, provide guidance on the development and application of Movement and Place Frameworks and share best practice in the reallocation of road space for delivery of multi-modal solutions.



² Cycle infrastructure design (LTN 1/20)(Department for Transport, July 2020)

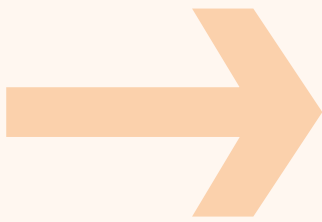
Delivering our targeted priorities

To secure funding for highway interventions, business cases aligned to central government guidance and requirements will be instrumental in making a compliant and compelling case for investment. The best way of securing funding is, therefore, to prioritise those schemes with a clear narrative that aligns with central government and local policy, presenting the most economic case with the greatest community and environmental benefit.



Action 4 – Resource early-stage scheme and business case development

Secure and allocate resource funding for early-stage scheme and business case development for local highways schemes, including support from both our analytical framework programme and our Regional Centre of Excellence.



Action 5 – Secure targeted investment in our highways priorities

Work with central government to review and make the case for the priorities for the Road Investment Strategy 3 and 4 that support our 2050 vision and principles for the highways network.

Over the last two years, we have been working with key stakeholders and technical advisors to develop 'packages of interventions' that aim to deliver our vision and objectives for the south east's highways. Further information on these packages can be **found on our website.**



Some of the interventions identified to improve our highway network are large and complex. At the time of writing some do not have an identified scheme promoter (such as National Highways). This should not prevent the initial stages of scheme development being considered and making the case for future investment or involvement from our strategic partners.



Action 6 – Lead on long-term planning for the most complex highways challenges

Develop strategic studies for the largest and most complex cross-boundary interventions that do not have a scheme promoter, providing the foundations to be built upon once funding opportunities or scheme delivery partners have been identified.

Learning from our delivery

Without a monitoring and evaluation framework and plan in place, it is not possible to accurately measure the inputs such as spend and time/staff resource. Effective monitoring and evaluation, including the sharing of information between partners, will also allow us to establish lessons learnt to feed back into strategy and scheme development.



Action 7 – Establish monitoring and evaluation frameworks

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure delivery and performance and gather insights and share lessons learnt.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

Contact us

For more information contact us via tfse@eastsussex.gov.uk or 0300 3309574



You can reach us at:

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

tfse@eastsussex.gov.uk

[@TransportfSE](https://twitter.com/TransportfSE)

