

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

Date of meeting: **29 January 2024**

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 support the delivery of the Strategic Investment Plan.

1. Introduction

1.1 This report provides an update on a range of workstreams that 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 supports 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 information within the Delivery Action Plan for the SIP has been updated with delivery partners. As well as supporting scheme delivery, this information feeds into the strategic prioritisation tool, and so it is essential it remains current.

3.3 To aid and better direct TfSE's support towards scheme delivery we have not only noted progress but also where schemes appear to be stuck. We have also taken the opportunity to gain a greater understanding of scheme ownership where more than one partner is named, and the scheme owners ability to actively progress the scheme.

4. Interactive Story Map

4.1 To ensure it remains current, the Interactive Story Map will also be updated with revised information from the updated Delivery Action Plan once that is complete.

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.

5.2 The four schemes offered assistance this financial year (shown in the table below) are now in progress.

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 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 Q2 returns with no major changes from Q1. There are currently 11 MRN and LLM schemes progressing through the business case process in the TfSE region. Since the last board meeting A229 Blue Bell Hill Improvements (Kent), Northam Rail Bridge (Southampton) and A31 Farnham Corridor (Surrey) have been approved at Strategic Outline Business Case (SOBC) stage and are now eligible for DfT development funding support as they progress through Outline Business Case (OBC) stage.

5.6 The Prime Minister's announcement of Network North on 4th October included provision for increased funding for most existing Major Road Network and Large Local

Major road schemes. These schemes, subject to successful business case approval, could benefit from an uplift in government contribution of their costs based on the Outline Business Case stage. DfT can also provide upfront funding to assist in developing the OBC, subject to the following:

- DfT require a detailed costed breakdown of the activities that are planned to be undertaken in developing the OBC.
- DfT cannot provide upfront funding for land purchase or advance construction works (e.g. diversion of utilities). DfT grant to cover these can only be reimbursed once an FBC has been approved.
- DfT can assist with the cost of developing the OBC, including design work, surveys, public consultation etc.
- DfT expect Councils to contribute a minimum of one third of the development costs.
- DfT can only pay for activities directly related to the scheme and the expenditure must be capital spend and not revenue costs.

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 Delivery Action Plan forms the baseline from which monitoring and evaluation of delivery of schemes within the SIP will be measured. The information has been updated with the current position of each of the proposed schemes with delivery partners 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 have now been completed which will provide greater functionality to allow the assessment of wider economic impacts and an enhanced quantified carbon impact assessment. The updated model is 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 Joshua Jiao, who will provide expertise in this area and be responsible for developing our analytical capability, joined the TfSE team in December 2023.

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.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Sarah Valentine

Tel No: 07701 394355

Email: sarah.valentine@transportforthesoutheast.org.uk