

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

Date of meeting: **13 May 2024**

By: **Chief 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**

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***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.**

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**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 to realise the vision for 2050 as set out in the TfSE Transport Strategy. Delivery 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.

3.3 We updated the progress of the schemes and took the opportunity to gain a greater understanding of scheme ownership (particularly where more than one partner is involved). Through the update we were able to learn that a significant number of the schemes are progressing:

- 33 schemes have progressed from one stage to another through the development/delivery lifecycle.
- A further 47 schemes currently have development work underway but have not completed a stage between January and December 2023.

#### 4. Interactive Story Map

4.1 The Interactive Story Map has been updated with the information from the updated Delivery Action Plan.

#### 5. Scheme Development Work

5.1 The TfSE budget for 2023/24 included 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	Status
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	First draft due by mid-May.
Medway Council	New Strood Interchange	Pre-Feasibility Study	Complete, output consists of Opportunities and Risk Assessment Technical Note, Access Feasibility Statement and Recommendations and Summary.
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	Inception Meeting and Site Visit complete. first draft in process. Strategic Case due by end of April. Stakeholder Engagement meeting in process of being arranged.
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	Project has two stages. Develop EAST framework, build the strategic case and scope SOBC requirements - complete. Next step - Options Assessment and Economic Appraisal.

5.3 The draft TfSE budget for 2024/25 includes a further funding allocation to provide more support for scheme development work. Submissions of interest for this development funding support have been invited and will be assessed, shortlisted and discussed with applicants before agreeing which schemes should be supported. Allocation of funding will however be dependent on confirmation of our grant settlement from the DfT.

#### 6. Major Road Network (MRN) and Large Local Majors (LLM)

6.1 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. We supported a DfT workshop focused on business case development through its promotion at Transport Strategy Working Group and through emails to constituent Authorities. At

our most recent MRN/LLM meeting with DfT post quarterly submissions we discussed the difficulty faced by some of our promoting authorities in progressing their business cases.

6.2 The West Quay Road realignment scheme SOBC noted in section 5.2 above is an LLM scheme. Progress had been slow over the last few years due to lack of resource to develop the business case. TfSE support in development of the SOBC has helped to progress the business case toward submission to DfT for funding approval.

## **7. RIS3**

7.1 The RIS development process is a four-year programme. It consists of three main phases Research, Decision and Mobilisation.

7.2 DfT and National Highways are currently in the decision stage which began with a public consultation in 2023 (to which TfSE responded). During this stage the DfT will review the evidence and then will publish the “Draft RIS”. This will set out the Departments intentions for RIS3. It will likely reflect the current fiscal situation. The Draft RIS is unlikely to be published until after the local Elections in May, and as a key partner TfSE will receive a briefing once it is published.

7.3 The next step will be for the Department and National Highways (Informed by the ORR) to enter discussion around the efficiency and deliverability of the plans. TfSE are the partner they both rely on to understand priorities in our region and we will continue to make the case for our constituent authorities and the SIP as part of the discussion.

## **8. Monitoring and Evaluation Framework**

8.1 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.

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 and reported in the TfSE annual report.

## **9. Conclusions**

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

## **RUPERT CLUBB**

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