

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

Date of meeting: **22 July 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**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- 1) Note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan;**
 - 2) Note and support the progress and approach to Local Authority Scheme Development Work; and**
 - 3) Agree the shortlisted projects in table 3 and the reserve list in table 4.**
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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 and is now being used to support delivery, and it will be updated again with delivery partners towards the end of the calendar year in line with the annual cycle.

4. Interactive Story Map

4.1 The Interactive Story Map is an easy map based tool to help users find the interventions displayed in the SIP, and now includes the information from the updated Delivery Action Plan.

4.2 The Story Map work supported by our consultants Steer, has been entered into the British Cartographic Society annual awards.

5. Scheme Development Work

5.1 The TfSE budget for 2023/24 included allocations to work with partners to support and undertake scheme development work to deliver SIP schemes.

5.2 The four schemes offered assistance in financial year 2023/4 shown in Table 1 at Appendix 1) are now complete or completing soon.

5.3 The draft TfSE budget for 2024/25 includes a further funding allocation to provide more support for scheme development work. The amount of funding available has been increased this year and will facilitate support to a greater number of schemes.

5.4 The process used to allocate the funding to specific schemes has been the same as that used in 2023/24. This is deliberately intended to be a collaborative, light touch approach, working with constituent authorities, who were asked to submit a simple expression of interest if they wished any of their schemes to be considered. Criteria for a schemes eligibility were:

- The scheme is named in the SIP.
- Funding is for a Feasibility Study or SOBC stage business case development.
- Maximum funding allocation of £100,000.

5.5 17 expressions of interest were submitted by 13 LTA's. These are shown in Table 2 at Appendix 1.

5.6 Despite there being a greater level of funding available in 2024/25, the funding ask for this year was over three times the funding available, and therefore schemes had to be sifted to arrive at a shortlist. To do this consideration was given to:

- how the funding can have the greatest impact both across the region and across different modes;
- the need for TfSE to collectively build an MRN programme Pipeline;
- how the funding and the work it enables can increase capability and capacity across the region and support the Centre of Excellence.

The sifting process was a mix of objective and subjective assessment which utilised the existing technical evidence base from the Area Studies programme and development of the SIP, together with knowledge of the schemes built up through the Delivery Action Plan updates regarding phasing and priority. A regional distribution element was included to consider cross boundary schemes and LTA's that had not received funding in the previous year.

5.7 The initial shortlist was made up of the highest scoring schemes in each mode but still to a value greater than available funding. TfSE officers then met each shortlisted authority to discuss the outcome of the shortlisting and to seek their assurance that the shortlisted scheme is a priority for them. Each shortlisted promoter was asked to consider

whether the project could be delivered below the cost initially requested in the expression of interest and for assurance that their LTA could meet any overrun or shortfall if the project costs increased.

5.8 Following these discussions a final shortlist was drawn up, as shown in Table 3 at Appendix 1. To match the available funding, three authorities have been offered support below their original ask and one scheme has been removed to a reserve list. The process used to shortlist and the proposed schemes to receive funding were discussed and agreed with Transport Strategy Working Group.

5.9 The actual scheme funding allocations remain provisional until estimates for undertaking the scheme development work are sought and agreed. Additionally, as set out in the analytical framework routemap agreed by the Partnership Board in January 2023, the scheme development budget also contains provisional allocations to work with National Highways on the development of Roads Investment Strategy (RIS) pipeline schemes, as well as for work around how TfSE and partners can collectively work together to bring forward some of the more large and complex multi-modal schemes. Until there is greater certainty on the new government's transport priorities and an announcement on the content of RIS3 it will not be possible to know whether these pieces of work can be taken forward this financial year. Given this uncertainty, TfSE officers need to maintain flexibility to manage the scheme development support programme across the region within the agreed total budget envelope, so that should there be an underspend in the overall programme funding could be reallocated and the reserve scheme could potentially be progressed.

5.10 Where funding is to be provided for work to be completed by Authorities directly, the accompanying grant agreement will require a clause to assure work is procured in alignment with each authorities' own procurement standing orders. Funds will only be released incrementally following provision of evidence that agreed project milestones have been reached.

5.11 Over the two years that financial support for scheme development has been available 12 LTA's submitted one or more of their schemes. 11 schemes have been provided with funding benefitting 15 LTA's as shown on the map at Appendix 2.

5.12 With the level of finding and desire for support expected to rise in future years, we will be working with Transport Strategy Working Group to discuss how future funding should be allocated if demand exceeds availability. However, recognising the challenges facing all LTA's it is our belief that keeping the process quick and simple for them to express interest in support should remain a priority. It is not our intention to move to a more sophisticated and complex competitive bidding process requiring time and potential funds that are not readily available. Particularly when considering the abortive effort and cost for schemes that are not successful due to oversubscription.

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 attended a meeting on the 10th June 2024 supporting both the DfT and BHCC regarding A259 King's Road MRN Scheme and next steps leading up to submission of the Full Business Case.

6.2 Part of the scheme development support is intended to build a pipeline of schemes for any future MRN2 programme which we will be keen to discuss with DfT once any new government ministers are appointed, and the policy direction is more clear.

6.3 We will continue to provide further support to scheme promoters, including training and guidance on business case development, through the Centre of Excellence and Analytical Framework.

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.” The publication was delayed as a result of the announcement of the general election. The draft RIS will now be subject to the views of new Ministers, but it will set out the Departments intentions for RIS3 and is likely to reflect the current fiscal situation. As a key partner TfSE feeds into the RIS development process and has regular discussions with National Highways and DfT regarding priorities and plans for the region.

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. Analytical Framework

8.1 Following the endorsement of the Analytical Framework Routemap at the Partnership Board meeting in May 2024, the first South East Transport Modelling and Appraisal Forum was held on the 10th of July. Technical officers representing the majority of local transport authorities in the region attended this inaugural forum which introduced the purpose of the forum and potential topics to be covered, as collected from the gauge of interests survey. It also discussed the development plan of the TfSE analytical framework in detail and sought suggestions and feedback from attending officers.

8.2 The first phase of the South East Highways Assignment Model (SEHAM) development has been commissioned. This phase aims to identify the tasks required to enhance the National Highways South East Regional Transport Model, transforming it into the SEHAM. This model will serve as a robust tool to test the traffic impacts of Strategic Investment Plan (SIP) interventions and provide inputs to other tools in the analytical framework, such as the South East Economic Land Use Model and the Electric Vehicle Charging Infrastructure toolkit. as well as supporting our LTA partners model development.

8.3 Although SEHAM is a regional strategic highway assignment model, meaning it is unlikely to replace the need for local models, we aim to incorporate sufficient local network details to test Major Road Network (MRN) and Large Local Network (LLN) interventions in the SIP. This enhancement ensures that SEHAM can also serve as a foundation for developing local highway assignment models if required.

8.4 Additionally, we are collaborating with other STBs to explore the possibilities of developing the Travel Market Synthesiser (TMS) under the Common Analytical

Framework. The TMS is designed to estimate travel demand based on socio-demographic attributes such as population, car ownership, land use, and economic activities at a local level. We are also investigating the business cases for acquiring data to address the gaps identified in the data gaps survey conducted earlier this year. The current primary focus is on public transport network and travel survey data.

9. Monitoring and Evaluation Framework

9.1 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.

9.2 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 and reported in the TfSE annual report.

10. Conclusions

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

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Appendix 1

Table 1 - Development support schemes – 2023-24

Authority	Scheme	Support for	Level of Support	Status
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	£51,297	Complete,
Medway Council	New Strood Interchange	Pre-Feasibility Study	£20,000	Complete,
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	£30,000	Due end of Duly.
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	£100,000	In Progress.
Total			£201,297	

Table 2 - development support expressions of interest 2024-25

SIP Scheme Name	Promoting Authority
London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Surrey
A259 Chichester to Bognor Regis Enhancement	West Sussex
A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor SOBC	East Sussex
A27 Junction Improvements	Brighton & Hove City Council
A228 Colts Hill Strategic Link (MRN Pipeline)	Kent
A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	Southampton, Portsmouth and Hampshire
Gatwick-Kent Service Enhancements	Kent
A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	West Berkshire, Reading, Wokingham, Royal Borough of Windsor and Maidenhead and Slough
Horsham Local Active Travel Infrastructure and part of Fastway Extension Horsham - Crawley	West Sussex
Blackwater Valley Mass Rapid Transit	Hampshire and Surrey
Southampton Mass Transit	Southampton
SEHRT Future Phases	Portsmouth
A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	Brighton & Hove
Southsea Transport Hub	Portsmouth City Council
South East Hampshire Area Active Travel	Hampshire
Wessex Thames Active Travel	West Berkshire
Eastern Road active travel schemes (combination of SE Hants active travel (including LCWIPs) Portsmouth Eastern Road active travel bridge extension, Portsmouth Eastern Road east-west bridge	Portsmouth

Table 3 – 2024/25 shortlist

Schemes to be offered funding in 2024/25

Authority	Support for:	Level of Support	SIP Scheme Name
West Sussex	SOBC	£100,000	A259 Chichester to Bognor Regis Enhancement
Surrey	Feasibility Study	£50,000	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)
East Sussex	SOBC	£50,000	A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor
West Berkshire, Reading, Wokingham, Royal Borough of Windsor and Maidenhead and Slough	Feasibility Study	£75,000	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements
Brighton & Hove	SOBC	£50,000	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub
Hampshire	Feasibility Study	£50,000	South East Hampshire Area Active Travel
Southampton, Portsmouth and Hampshire	SOBC	£50,000	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements
Total		£425,000	

2024/25 Reserve scheme (could be funded in the event of an underspend in the budget)

Authority	Reserve for:	SIP Scheme Name
Kent	SOBC	Gatwick-Kent Service Enhancements

Appendix 2 –Map showing schemes receiving scheme development support funding in 2023/24 and 2024/25

