

Transport for the South East Partnership Board Meeting

Agenda

Monday 22 July 2024, 14:00-17:00

LGA, Bevin Hall, 18 Smith Square, London

Partnership Board Members		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	TBC Hampshire County Council	Cllr Trevor Muten Chair, Transport & Sustainability Committee Brighton & Hove City Council
TBC (representing Berkshire Local Transport Body)	Cllr Phil Jordan Leader Isle of Wight Council	Cllr David Robey Deputy Cabinet Member, Highways and Transportation Kent County Council
Cllr Peter Candlish Cabinet Member for Transportation Portsmouth City Council	Cllr Eamonn Keogh Cabinet Member for Transport and District Regeneration Southampton City Council	Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council
Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr Matt Boughton Leader Tonbridge & Malling Borough Council (jointly representing District and Borough Councils)	Daniel Ruiz Business Representative
Vince Lucas Business Representative	Geoff French CBE Chair Transport Forum	Gary Nolan Strategic Engagement Lead Transport for London
Tim Burr Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)	Richard Leonard Network Planning Director National Highways	Stuart Kistruck Network Rail (on behalf of Ellie Burrows)

Apologies:

Ellie Burrows, Network Rail
Cllr Vince Maple, Medway

Guests:

Kate Fairhall, ARUP
Steven Bishop, Steer
John Collins, ARUP

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Minutes from last meeting (p5-p14)	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Statements from the public	Cllr Keith Glazier
For Decision		
5	Governance (p15-p19) <i>(Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)</i>	Rupert Clubb
6	Next steps for Transport for the South East (p20-p21)	Rupert Clubb
7	Report of the Audit and Governance Committee (p22-p31) <ul style="list-style-type: none"> Membership Strategic Risk Register 	Cllr Joy Dennis
8	Finance Update (p32-p36) <ul style="list-style-type: none"> Appendix 1 – Final 2024/25 Budget Appendix 2 – Spend to end of June 2024 	Keir Wilkins
9	Business Representation (p37-p42) <ul style="list-style-type: none"> Appendix 1 – Draft Terms of Reference 	Rupert Clubb
10	Business Planning for 2025/26 (p43-p79) <ul style="list-style-type: none"> Appendix 1 – Business Plan 2024/25 	Keir Wilkins
11	Transport Strategy Refresh (p80-p99) <ul style="list-style-type: none"> Appendix 1 – Timeline for delivery of the transport strategy refresh Appendix 2 – Summary of the Need for Intervention Report Appendix 3 – The results of the ‘Your Voices Survey’ Appendix 4 – The development of future scenarios Appendix 5 – The identification of the draft Missions that the transport strategy should seek to address Appendix 6 – Draft Missions for the transport strategy 	James Gleave

12	Delivery of the Strategic Investment Plan (p100-p108)	Sarah Valentine
13	Responses to Consultations (p109-p116) <ul style="list-style-type: none"> Appendix 1 – DfT climate adaptation in Transport 	Rupert Clubb
For Information		
14	Chief Officer's Report (p117-p119)	Rupert Clubb
15	Advisory Panel and Transport Forum Update (p120-p121)	Geoff French
16	Regional Centre of Excellence (pp122-p124)	Emily Bailey
17	Technical Programme Update (pp125-p128) <ul style="list-style-type: none"> EV Charging Strategy Active Travel Strategy Future Mobility Strategy Freight, Logistics and Gateways Strategy Decarbonisation 	Kate Over
18	Communications and Stakeholder engagement update (p129-p131)	Duncan Barks
19	AOB	All
20	Date of Next Meeting Monday 21 October 2024, 14:00-17:00 – Virtual Teams	Cllr Keith Glazier

Officers in Attendance

Rupert Clubb	Transport for the South East
Sarah Valentine	Transport for the South East
Keir Wilkins	Transport for the South East
Emily Bailey	Transport for the South East
Kate Over	Transport for the South East
James Gleave	Transport for the South East
Duncan Barks	Transport for the South East
Jessica Lelliott	Transport for the South East
Alexander Baldwin-Smith	Transport for London
Antoinette Antoine	Surrey County Council
David Stempfer	Surrey County Council
Matthew Furniss	Surrey County Council
Chris Maddocks	Reading Borough Council
Pete Boustred	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Hayley Chivers	Portsmouth City Council
Frank Baxter	Hampshire County Council
Natalie Wigman	Hampshire County Council
Joe Ratcliffe	Kent County Council
Dan Taylor	DfT
Peter Duggan	DfT
Colin Rowland	Isle of Wight Council
Michelle Love	Isle of Wight Council
Stewart Chandler	Isle of Wight Council
Mark Prior	Brighton and Hove City Council
Bartholomew Wren	Tonbridge & Malling Council
Stuart Kistruck	Network Rail
Matt Davey	West Sussex County Council
Alex Pringle	SDNPA
Alice Darley	National Highways
Thomas Cornwell	National Highways

TfSE Partnership Board
13 May 2024 – 09:00-12:00
Minutes
Virtual – Microsoft Teams

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Rob Humby Leader Hampshire County Council	Cllr Trevor Muten Chair, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Phil Jordan Leader Isle of Wight Council	Cllr David Robey Deputy Cabinet Member, Highways and Transportation Kent County Council	Cllr Simon Curry Portfolio Holder for Climate Change and Strategic Regeneration Medway Council (on behalf of Cllr Vince Maple)
Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr Paul Fishwick Executive Member for Active Travel, Transport and Highways Berkshire Local Transport Body	Cllr Gerald Vernon-Jackson Cabinet Member for Transport Portsmouth City Council
Geoff French CBE Chair Transport Forum	Daniel Ruiz Business Representative (jointly representing LEPs)	Tim Burr Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)
Stuart Kistruck Director – Southern Region Network Rail (on behalf of Ellie Burrows)	Richard Sweet Head of Network Development National Highways	Gary Nolan Strategic Engagement Lead Transport for London

Guests:

- Steven Bishop, Steer
- Kate Fairhall, ARUP
- Max Roche, ARUP

Apologies:

- Ellie Burrows, Route Managing Director for Southern Region, Network Rail
- Cllr Vince Maple, Leader, Medway Council
- Cllr Matt Boughton, Leader, Tonbridge and Malling Borough Council (jointly representing District and Borough Councils)
- Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County

Council

- Vince Lucas, Business Representative

Officers attended:

- Rupert Clubb, Transport for the South East
- Sarah Valentine, Transport for the South East
- Keir Wilkins, Transport for the South East
- Jessica Lelliott, Transport for the South East
- Duncan Barks, Transport for the South East
- Emily Bailey, Transport for the South East
- Kate Over, Transport for the South East
- Joshua Jiao, Transport for the South East
- James Gleave, Transport for the South East

- Dan Taylor, DfT

- Mark Prior, Brighton and Hove City Council
- Chris Maddocks, Berkshire Local Transport Body
- Natalie Wigman, Hampshire County Council
- Felicity Tidbury, Portsmouth City Council
- Pete Boustred, Southampton City Council
- Dave Harris, Medway Council
- Joe Ratcliffe, Kent County Council
- Alex Pringle, South Downs National Park

Item	Action
1. Welcome and Apologies	
<p>1.1 Councillor Keith Glazier (KG) welcomed members to the meeting and noted apologies.</p> <p>1.2 KG welcomed all the guests attending the meeting including Cllr Paul Fishwick representing Berkshire Local Transport Body (BLTB) and Councillor Simon Curry attending on behalf of Councillor Vince Maple.</p> <p>1.3 KG noted the Board's thanks to Councillor Jason Brock who has stepped down as Leader of Reading Borough Council.</p>	
2. Minutes from last meeting	
<p>2.1 Councillor David Robey (DR) asked following the recent Board meeting if there had been any progress with National Highways in relation to the Blue Bell Hill scheme.</p> <p>In response to this question Rupert Clubb (RC) explained no further updates, it will be followed up during the RIS consultation specifically.</p> <p>2.2 The minutes of the previous meeting were agreed.</p>	
3. Declarations of Interest	

3.1 Cllr Glazier asked Board members to declare any interests they may have in relation to the agenda. No interests were declared.	
4. Statements from the public	
4.1 Cllr Glazier confirmed that no statements from the public have been made.	
5. Business Plan 2025/26	
<p>5.1 RC introduced the item and talked the Board through the paper.</p> <p>5.2 RC outlined the proposal to engage with members earlier on the Business plan by beginning work on the Business Plan in July, bringing a draft plan to the October Board meeting, and adding in an additional December Board meeting to agree the final draft ahead of submission to the Department for Transport (DfT).</p> <p>5.3 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to agree to hold an additional Board meeting early December 2024 to ensure approval of the Business Plan for 2025/26</i></p>	
6. Report of the Audit and Governance Committee	
<p>6.1 Councillor Joy Dennis (JD) introduced the item and talked the Partnership Board through the paper.</p> <p>6.2 JD highlighted the three reports presented. The first was the value for money paper which sets out how TfSE delivers value for money through procurement and the second which sets out how TfSE delivers value for partners. The third set out how the impact of inflation on projects and how this is impacting Local Authorities.</p> <p>6.3 The board provided the following comments:</p> <ul style="list-style-type: none"> ○ Social Value figures need to be made clearer in the Value for Money through procurement paper. ○ Clarity on the language for the funding by mode share for Rail funding within the value for partners paper. Stuart Kistruck (SK) will discuss with RC. ○ Within the value for partners paper the funding per capita by STB for funding allocations needs a small change. <p>6.4 JD also highlighted that the Committee reviewed the annual report 2023/24 and the current finance position and budget for 2024/25. JD noted that an extraordinary Audit and Governance Committee meeting will be called if the grant DfT provide TfSE is substantively different than expected.</p> <p>6.5 RC highlighted that the draft TfSE budget has based on the assumptions set out in the Baroness Vere letter.</p> <p>6.6 The recommendations were agreed by the Partnership Board.</p>	

<p>RECOMMENDATIONS: <i>(1) The members of the Partnership Board are recommended to note the discussions and actions arising at the meeting of the Audit and Governance Committee;</i> <i>(2) The members of the Partnership Board are recommended to agree to publish the reports attached in Appendix 1, 2 on the Transport for the South East website, pending final amendments.</i></p>	
<p>7. Financial Update</p>	
<p>7.1 Sarah Valentine (SV) introduced the item and talked the Partnership Board through the paper.</p> <p>7.2 SV outlined the end of year finance report, noting the £1.36m carry forward, £600k of which is already committed for work which started in 2023/24 but that has not yet been completed.</p> <p>7.3 SV detailed the updated draft budget for 2024/25. This was approved at the December Board meeting but has now been updated to reflect actual (rather than predicted) carry forward. Based on the allocation set out in the Baroness Vere letter of £2.24m DfT grant, £498k local authority contributions, £1.36m underspend and reserves of £406k, this provides an operating budget of £4.5m for 2024/25.</p> <p>7.4 SV noted the budget is still draft pending us receiving the grant funding from the DfT, and that should the actual amount of DfT grant differ significantly from that anticipated, a revised budget would be taken to the Audit and Governance Committee for consideration.</p> <p>7.5 The recommendations were agreed by the Partnership Board.</p> <p>RECOMMENDATIONS: <i>(1) Note the end of year position for 2023/24;</i> <i>(2) Agree the final draft budget for 2024/25</i></p>	
<p>8. Annual Report</p>	
<p>8.1 KW introduced the item and highlighted the work that has been undertaken on the Annual Report with the Audit and Governance Committee.</p> <p>8.2 KW highlighted the two new sections within the report, the analysis of transport for the South East and the analysis through the Centre of Excellence value for money with aims to continue to capture both regularly moving forward.</p> <p>8.3 The recommendation was agreed by the Partnership Board.</p> <p>RECOMMENDATION: <i>The members of the Partnership Board are recommended to sign off the Annual Report 2023/24 and agree to publish it on the Transport for South East website.</i></p>	

9. Business Representation	
<p>9.1 RC introduced the item and talked the Partnership Board through the paper.</p> <p>9.2 RC outlined that following the Local Enterprise Partnership (LEP) structure being dissolved, LEP functions have been passed to upper tier authorities. Currently TfSE has our business representation through LEP representatives Daniel Ruiz and Vince Lucas. We want to ensure we keep the representation going and wish to establish a Business Advisory Group.</p> <p>9.3 Daniel Ruiz (DR) noted that this new Group would give us the potential to expand our engagement with businesses across the TfSE region, including business groups.</p> <p>9.4 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>(1) The members of the Partnership Board are recommended to Agree to establish a Business Advisory Group</i> <i>(2) Agree to delegate the development of a Terms of Reference to the Chief Officer in consultation with the current business representatives.</i></p>	
10. Communications and Engagement Plan 2024/25	
<p>10.1 Duncan Barks (DB) introduced the item and outlined the Communications and Engagement Plan for 2024/25.</p> <p>10.2 Councillor Simon Curry (SC) asked for TfSE's support with the relationship with DfT and Department for Levelling Up, Housing and Communities (DLUHC). In response to this KG noted that a letter was sent to Michael Gove, Secretary of State of Levelling up, Housing and Communities, asking for a meeting, to set out how TfSE can support devolution. Dan Taylor (DT) offered support with both conversations.</p> <p>10.3 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to consider and approve the Communications and Engagement Plan 2024/25.</i></p>	
11. Regional Centre of Excellence	
<p>11.1 Emily Bailey (EB) introduced the item and talked the Partnership Board through the paper.</p> <p>11.2 EB highlighted the progress and engagement that has taken place to date.</p> <p>11.3 EB provided an overview of the upcoming launch event for the Centre of Excellence that will take place on Tuesday 18 June, 09:00-</p>	

<p>11:30am, at Great Minister House, London, where a DfT Minister will be invited. The event will help to build momentum, raising awareness and demonstrate the value of the platform to DfT, funders of the Centre of Excellence platform.</p> <p>11.4 In the afternoon of Tuesday 18 June, users of the Centre of Excellence site will be invited to a learning session, where they will be trained on how to use the platform and will also receive bespoke training from third parties, that they requested by the Centre of Excellence capability survey. A session in the afternoon will be held with members and Senior Officers Group on the Transport Strategy Refresh.</p> <p>11.5 DT thanked EB for the work on the Centre of Excellence noting that it was good piece of work and encouraged all Local Authorities to use it.</p> <p>11.6 Councillor Trevor Muten (TM) asked about how the Centre of Excellence will help deliver cost efficiencies for Local Authorities. EB confirmed that this will be work in progress but will aim to capture the efficiencies we enable for Local Authorities within the first year of the Centre of Excellence.</p> <p>11.7 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to:</i> <i>(1) Note the progress of the Centre of Excellence development.</i> <i>(2) Agree the launch of the Centre of Excellence site, including the planned event</i></p>	
<h2>12. Analytical Framework</h2>	
<p>12.1 Joshua Jiao (JJ) introduced and talked the Partnership Board through the paper.</p> <p>12.2 JJ explained the rationale for developing an analytical framework and highlighted the progress of tasks within the route-map, which was approved at the Board meeting in January 2023. JJ also highlighted the latest reviews of the South East modelling capabilities and capacities, and the data management review, JJ thanked officers who have provided valuable information, which helped us to update the challenges and objectives for the analytical framework and provided additional information for us to further develop the route-map.</p> <p>12.3 JJ noted one of the initiatives, the TfSE modelling and appraisal forum which addresses multiple objectives, with the aim to create an environment for dialogue. Providing the opportunity to leverage existing tools and promote consistencies and accuracies. The first meeting will take place on 10 July, with officers who have expressed an interest.</p> <p>12.4 TM asked how it captures the discussion around rail or road freight, and how does this help us ask the right questions. In response to this JJ confirmed that freight is a key challenge because of the lack of data. Where we have no / limited data we would use a model to</p>	

<p>fill in the data gaps. However, the model needs to be built upon empirical experiences and theories. At TfSE, Kate Over is leading a few studies on freight and what opportunities there are to encourage mode shift in freight movements. Also, DfT is carrying out a study on Freight Analysis and Modelling Environment (FAME) to investigate how to model freight movements better. We will keep the Board updated once we have learned more from these studies.</p> <p>12.5 SC raised the value of this and how it underpins the work we do and fundamentally the evidence for decision making. SC also noted the underpinning with the Centre of Excellence work.</p> <p>12.6 Tim Burr (TB) noted the fact it includes environment and welcomes the greater use of GIS systems.</p> <p>12.2 The recommendations were agreed by the Partnership Board. <i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to:</i> <i>(1) Note the progress with the development of the Analytical Framework;</i> <i>(2) Agree the updated route-map for the development of an analytical framework to support business cases and the delivery of the schemes within the Strategic Investment Plan (SIP).</i></p>	
<h3>13. Transport Strategy Refresh</h3>	
<p>13.1 James Gleave (JG) introduced this item and talked the Partnership Board through the paper.</p> <p>13.2 JG provided an overview of the current progress and the engagement that has taken place so far. JG highlighted the ‘Your Voices Survey’ which currently has 858 responses.</p> <p>13.3 JG reviewed the options for the Strategy Refresh framework options with ‘Big Missions’ providing a single coherent narrative.</p> <p>13.4 RC outlined the proposals for the Board to be involved with the Transport Strategy Refresh:</p> <ul style="list-style-type: none"> ○ Tuesday 18th June – after the Centre of Excellence launch, a workshop will take place for members. ○ Monday 22nd July – ahead of the Board meeting, a workshop will take place at 11am. ○ A task and finish group to be established with nominations for five members of the Board to join. <p>RC will email members setting out what we would like the task and finish group to do. Members are to respond if interested.</p> <p>13.5 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to:</i> <i>(1) note the progress with the work to refresh the transport strategy;</i> <i>(2) note the outcomes of an initial scenario planning workshop that identified</i></p>	

<p><i>key drivers of change that will affect how the future could unfold;</i> <i>(3) agree that the strategy should be structured around addressing a number of 'Big Missions.'</i></p>	
<p>14. Responses to Consultations</p>	
<p>14.1 RC introduced this item and talked the Partnership Board through the paper.</p> <p>14.2 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to agree the draft responses to the following consultations:</i> <i>(1) Peninsula Transport Sub-National Transport Body – Peninsula Transport Strategy</i> <i>(2) East Sussex County Council – Local Transport Plan 4</i> <i>(3) Transport Select Committee – Call for Evidence: Scrutiny of the Draft Rail Reform Bill</i> <i>(4) Canterbury District Council – Draft Canterbury District Transport Strategy</i></p>	
<p>15. Chief Officer's Report</p>	
<p>15.1 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to note the activities of Transport for the South East between January - March 2024.</i></p>	
<p>16. Advisory Panel and Transport Forum Update</p>	
<p>16.1 Geoff French (GF) introduced the item and talked the Partnership Board through the paper.</p> <p>16.2 GF highlighted the first face to face event that took place on Thursday 11 April. GF also highlighted the survey completed by attendees to the event.</p> <p>16.3 GF also highlighted the first Advisory Panel meeting that has taken place and their aims to have a forward programme of focus for their future meetings.</p> <p>16.4 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to Note the recent work of the Transport Forum and Advisory Panel.</i></p>	
<p>17. Delivery of the Strategic Investment Plan</p>	

<p>17.1 SV introduced the item talking the Board through the paper. SV highlighted the recent updates made to the delivery action plan have been incorporated into the interactive story map. The updates show good progress with the development of many schemes in the region which is testament to the collective hard work of scheme promoters across our LTA's and national delivery partners.</p> <p>17.2 SV also highlighted that two MRN schemes within our region have received approval of their Outline Business Case. Meaning they can conclude the development and statutory processes and move towards final funding approval and construction.</p> <p>17.3 We are awaiting an announcement on the next Roads Investment Strategy (RIS) and STB's have been invited to a briefing session with DfT and National Highways. SV set out that TfSE will continue to advocate for investment within our region.</p> <p>17.3 TB asked about the preparations for statement of future of rural transport. SV explained this sits within the wider technical programme, something that other STBs are leading on, we will continue to work closely with them learning on this to see how it applies within our region.</p> <p>17.4 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>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.</i></p>	
<h2>18. Technical Programme Update</h2>	
<p>18.1 Kate Over (KO) introduced the item and talked the Board through the paper.</p> <p>18.2 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to:</i> <i>(1) Note the progress with the work to implement the regional electric vehicle charging infrastructure strategy;</i> <i>(2) Note the progress with the work to develop a regional active travel strategy;</i> <i>(3) Note the progress with the delivery of TfSE's future mobility strategy;</i> <i>(4) Note the progress with the delivery of TfSE's freight, logistics and gateways strategy; and</i> <i>(5) Note the progress with the joint work on decarbonisation.</i></p>	
<h2>19. Communications and Stakeholder engagement update</h2>	
<p>19.1 DB introduced the item and talked the Board through the paper.</p> <p>19.2 The recommendation was agreed by the Partnership Board.</p>	

RECOMMENDATION: <i>The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.</i>	
20. AOB	
20.1 KG asked if the Board had any other business to raise. 20.2 No other business was raised.	
21. Date of Next Meeting	
21.1 The date for the next Partnership Board meeting is our Annual General Meeting, which will be held on Monday 22 July 2024 – from 14:00-17:00, at the LGA, in London	

Agenda Item 5

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: **Transport for the South East – Governance Arrangements**

Purpose of report: **To agree the appointment of the Chair, Vice-Chair and co-opted Board members to the Transport for the South East Partnership Board**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Nominate and elect a Chair and Vice-Chair for the period of one year;**
- (2) Agree to co-opt for a period of one year to the Partnership Board:**
 - a. The Chair of the Transport Forum;**
 - b. Two people nominated collectively to represent business.**
 - c. A person nominated by the National Parks and other protected landscape designations;**
 - d. Two people nominated by the district and borough authorities; and**
 - e. A representative from National Highways, Network Rail and Transport for London.**
- (3) Allocate voting rights of one vote each for the two Business appointment representatives, the Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes;**
- (4) Appoint for a period of one year the Chair for the Transport Forum;**
- (5) Appoint a Chair and membership of the Audit and Governance Committee for a period of one year; and**
- (6) Note the request for members to return completed register of interest forms.**

1. Introduction

1.1 The Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017 and a revised constitution in December 2019. The constitution set out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

2. Appointment of the Chair and Vice-Chair

2.1 The Partnership Board is recommended to nominate and elect a Chair and Vice-Chair.

2.2 As agreed in the constitution for the Partnership Board, the Chair and Vice-Chair's term of office will be for a period of one year, when they are either reappointed or another member elected.

2.3 The Chair presides at Partnership Board meetings if they are present. In their absence, the Vice-Chair presides. If both are absent, the secretariat will start the meeting and the Partnership Board will appoint, from amongst its members, an Acting Chair for the meeting in question.

3. Co-opting additional Partnership Board members

3.1 The constitution for the Partnership Board allows for persons who are not members of the Constituent Authorities to be co-opted onto the Partnership Board and affords the Partnership Board the power to allow them voting rights.

3.2 In June 2017, it was agreed that a number of organisations should be co-opted to the Partnership Board. These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision-making process.

3.3 The proposed arrangements for co-opted members reflect the structures for the Partnership Board as set out in the constitution. If agreed by members, they would reflect a continuation of the arrangements in place since June 2017. It is proposed that the Partnership Board give consideration to co-opting the following organisations and representatives:

- The Chair of the Transport Forum – the Transport Forum has been in operation since September 2017 and has recently undergone a review. The Forum brings together representatives from user groups, operators (bus, airport, ports, train and ferry), Government agencies, business members, district and borough authorities and the potential supply chain. Following the review an Advisory Panel was established to provide advice and guidance to the Partnership Board. The Forum and Advisory Panel is independently chaired by Geoff French.

It is recommended that the Partnership Board co-opt Geoff French as the Chair of the Transport Forum with allocated voting rights.

- Following the dissolution of the LEPs in 2024 a proposal was brought to the Partnership Board in April 2024. This was to establish a Business Advisory Group which will provide the business voice on the Partnership Board. It is proposed the group be co-chaired by Vince Lucas and Daniel Ruiz.

It is proposed that two co-chairs are co-opted to the Partnership Board to collectively represent Business voice in our region. It is recommended that voting rights of one vote be allocated to each of the two co-chairs. Currently this role is undertaken by Daniel Ruiz and Vince Lucas.

- District and Borough (non-unitary) Authorities – it is proposed that the collective views of the district and borough authorities should be represented on the Partnership Board through two co-opted Board members.

As agreed at the Partnership Board in July 2018, it is proposed that the district and borough representatives should be allocated voting rights.

It is intended to work with all five county areas to confirm their second representation and then fill the vacant position on the Partnership Board.

- National Parks and other protected landscape designations – the environmental impact of the Transport Strategy and proposed interventions will need to be considered by the Board. It is recommended that a representative from the South Downs National Park be co-opted to the Partnership Board to represent the collective interests of the National Parks and other environmental and protected landscape designations. The position is currently filled by Tim Burr, Deputy Chair of the South Downs National Park.

As agreed at the Partnership Board in July 2018, it is proposed that the representative for the National Parks and protected landscape designations should be allocated voting rights.

3.4 In June 2019 the Partnership Board agreed to co-opt the following organisations, on a non-voting basis:

- Network Rail – TfSE has a key role in influencing strategic investment decisions in the rail network. Engagement with Network Rail at the Partnership Board will support this objective and it is proposed that the Ellie Burrows, Regional Managing Director, is co-opted to the Board. TfSE also engages closely with the recently established Great British Railways (GBR). As the GBR team continues to evolve the Board may wish to give consideration to co-opting a representative from GBR.
- National Highways – this arrangement would be similar to the one proposed for Network Rail and would support the aim of TfSE to influence investment on the strategic road network through the Road Investment Strategy (RIS) programme. It is proposed that Richard Leonard, Head of Network Development, is co-opted to the Board.
- Transport for London – the relationship between the TfSE area and London is an important aspect of our economy, particularly in relation to transporting people and goods. It is proposed that Gary Nolan, Strategic Engagement Lead, Transport for London, is co-opted to the Board.

4. Audit and Governance Committee

4.1 As previously agreed by the Board, TfSE has established an Audit and Governance Committee. This recognises the increasing responsibilities that TfSE holds for fiscal management of government grant funding.

4.2 As set out in the TfSE constitution, the Audit and Governance Committee will ensure an independent, high-level focus on audit, assurance and reporting issues underpinning financial management and governance arrangements for TfSE. It will provide independent review and assurance to Members on governance, risk management and control frameworks. It will oversee financial reporting and audit, to ensure efficient and effective assurance arrangements are in place and will assist the Partnership Board in providing leadership, direction and oversight of the overall risk appetite and risk management strategy.

4.3 The Committee met for the first time in April 2023. Due to changes in the composition of the Board, it is necessary to consider the membership of the Committee. The current membership of the Committee is:

- Cllr Joy Dennis, West Sussex County Council, Chair
- Cllr Trevor Muten, Brighton and Hove Council
- Geoff French, Chair of the Transport Forum.

4.4 Members are asked to appoint a chair and agree membership of the Audit and Governance Committee. As agreed in the TfSE constitution, the Committee will comprise at least five members. Partnership Board members will want to consider the local authority representatives for the committee as well as co-opting the co-chairs of the Business Advisory group and the Chair of the Transport Forum to the committee. Members are asked to consider and agree the membership of the Committee.

5. Register of Interests

5.1 TfSE maintains a Register of Member's interests in accordance with section 29 of the Localism Act 2011.

5.2 Members of TfSE must within 28 days of their appointment to office notify TfSE's secretariat in writing of the details of their disclosable pecuniary interests arising in respect of the TfSE area (including, where required, interests of their partner) and their personal interests.

5.3 Where a Member of TfSE is present at a meeting and has a disclosable pecuniary interest or, an interest that would be a personal interest under the provisions of the Code in any matter to be considered at the meeting, they must disclose the interest to the meeting.

5.4 Where a member of TfSE has a disclosable pecuniary interest or an interest that under the provisions of the Code would be a prejudicial interest in any matter being considered at a meeting, they must not participate or vote on the matter and must withdraw from the room of the meeting while the matter is being considered.

5.5 A copy of the Register of Interest form will be circulated to all members following this meeting. The completed register of interests will be published on the TfSE website.

6. Conclusion

6.1 The Local Transport Authority members of the Partnership Board are recommended to agree the arrangements set out in this report for the election of the Chair and Vice-Chair of the Partnership Board, Chair of the Transport Forum, the

appointment of the co-opted Board members and the allocation of voting rights. They are also asked to agree the Chair and membership of the Audit and Governance Committee.

Rupert Clubb
Chief Officer
Transport for the South East

Contact Officer: Jessica Lelliott

Email: jessica.elliott@transportforthesoutheast.org.uk

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: **Next Steps for Transport for the South East**

Purpose of report: **To seek the Board’s agreement on the next steps Transport for the South East should take, following the General Election.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to agree that Transport for the South East should take these next steps:

- (1) Seek the views of Local Transport Authorities and other partners on the future direction of travel for Transport for the South East;**
- (2) Initiate discussions with officials at the Department for Transport, to ensure that any direction of travel is in-line with government policy; and**
- (3) For the Chief Officer to work with Audit and Governance Committee to develop options for the future direction of travel and present these to Partnership Board in October**

1. Overview

1.1 The purpose of this report is to seek Partnership Board’s agreement on the next steps Transport for the South East should take, following the General Election.

2. Transport for the South East’s development up to this point

2.1 Transport for the South East (TfSE) was established in July 2017 through Local Transport Authorities (LTAs) across the South East who wanted to come together to plan and prioritise long-term infrastructure across the region. Speaking with a single voice TfSE aims to grow the South East economy by delivering a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improves quality of life for all residents and enhances its natural and built environment.

2.2 Since 2017, we have been operating strategically across the South East directly influencing where money is invested and facilitating significant collaboration across LTAs in the South East. This has culminated in the recent launch of our Centre of Excellence, which provides advice, support, tools and resources to our local transport authorities.

2.3 The ability to create Sub-national Transport Bodies to plan and prioritise long-term infrastructure investment in a specific region was established by Parliament through an amendment to the Local Transport Act 2008 which was passed in January 2016. Transport for the North became the first statutory Sub-national Transport Body (STB) in 2018, bringing together nineteen of the local and combined authority partners before being approved by Parliament.

2.4 TfSE has aspired to become a statutory body since its formation, recognising the benefits of this, by giving us a role that’s clearly defined role in legislation, and the level of permanence and

stakeholder buy-in that this provides. The TfSE board also wished to formalise our relationship with the likes of Network Rail and Highways England so we can inform their investment programmes based on the priorities of communities, passengers, businesses and decision-makers across the region.

2.5 In 2020, the Board agreed to submit a proposal for statutory status to Government, alongside our Transport Strategy, which set our bold ambitions for the region. Then Transport Secretary Grant Shapps did not sign off our proposal for statutory status, so we were not able to progress it at that time. Ministers hinted that TfSE should wait until the next parliament to bring their statutory status forward and that TfSE should continue as a voluntary, non-statutory partnership until then.

3. Next Steps for Transport for the South East

3.1 Whilst TfSE have had a number of successes as a non-statutory partnership, a new Government means that the time is right to assess our options for the future direction of travel. A new Government will mean a number of changes to policy on transport, devolution and infrastructure. As an organisation, TfSE cannot afford to sit still, and assume that the approach that worked during the previous Government will continue to be effective.

3.2 We need to ensure that TfSE delivers the maximum value for LTAs and other partners and is set up in the best way possible to help achieve Government aims and objectives. It is therefore right that Partnership Board is able to consider options for the future direction of travel of TfSE at the October Board.

3.3 To enable this to happen effectively, TfSE will seek views from the LTAs and partners, engage with Government officials and work with Audit and Governance Committee to develop options for the Board. These options will enable the Board to come to a view on opening up the conversation with the new Government on the powers we need to turn our ambition for the South East into reality.

4. Next Steps for Transport for the South East

4.1 The Partnership Board is recommended to agree that Transport for the South East should take the next steps set out in this paper.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Keir Wilkins

Email: keir.wilkins@eastsussex.gov.uk

Agenda Item 7

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

Date of meeting: **22 July 2024**

By: **Chair of the Audit and Governance Committee**

Title of report: **Audit and Governance Committee Update**

Purpose of report: **To provide an update on the Audit and Governance Committee**

RECOMMENDATIONS:

- (1) The members of the Partnership Board are recommended to note the discussions and actions arising at the meeting of the Audit and Governance Committee; and**
 - (2) Members are also asked to agree the Strategic Risk Register.**
-

1. Overview

1.1 As previously agreed by the Board, Transport for the South East (TfSE) has established an Audit and Governance Committee. This recognises the increasing responsibilities that TfSE holds for management of government grant funding.

1.2 The Committee recently met on Friday 12 July 2024. This report provides a summary of the discussions and actions to take forward.

2. Audit and Governance Committee

2.1 The Committee reviewed the TfSE final budget for 2024/25, which officers revised following the Department for Transport (DfT) signing off the Business Plan but granting TfSE funding of £175k less than had been initially profiled for.

2.2 The Committee agreed with the plan of protecting priority work areas and splitting the reductions between three workstreams. The Committee's view was that this was the most efficient way to reduce the budget and said that we had chosen the right workstreams to reduce. The Committee endorsed the final budget to the Partnership Board for their consideration.

2.3 The Committee also reviewed plans for the Business Plan 2025/26. The Committee endorsed the initial priorities for the Business Plan, but asked officers to ensure these reflect any changes to Government policy that are announced in the King's Speech.

2.4 The Committee commended the planned focus on the Centre of Excellence in 2024/25, as essential to TfSE's work. The Committee asked TfSE to use the Centre of Excellence to provide a strategic direction to Local Transport Authorities across the TfSE region, to help areas that are controlled by different political parties work together on a unified agenda for transport.

2.5 The Committee asked officers to prepare a timeline of key DfT workstreams and funding decisions, such as RIS and RNEP, so that TfSE can be prepared to influence DfT work at the right moment. The Committee asked for TfSE's timeline of work to be drawn up alongside the expected DfT timeline.

2.6 The Committee discussed the next steps for TfSE paper. The Committee agreed to play a role in supporting the Chief Officer on this work, starting with the next meeting of the Audit and Governance Committee, due to take place in October. The Committee also endorsed the workshop with Board Members in early September.

3. Strategic Risk Register

3.1 The Committee reviewed the Strategic Risk Register which has been maintained by TfSE since its inception in 2017. The risk register is used for quarterly reporting purposes to the Department for Transport (DfT) and for internal management processes.

3.2 It was agreed in the terms of reference for the Audit and Governance Committee that they should have oversight and that the Partnership Board should consider the risk register on a bi-annual basis.

3.3 The risk register is focused on strategic risks facing the organisation and includes some high level risks and is attached as Appendix 1.

3.4 The Committee at the last meeting asked for an updated scoring matrix and for it to be updated to a 5x5 style. The Committee reviewed the updated risk matrix and have approved the 5x5 style and matrix.

3.5 The Committee discussed the General Election result in relation to the risk register and asked officers to update this accordingly.

3.6 There are 7 new risks that have been identified by officers and added to the risk register. They are:

- Risk 22 – The election of a new government could lead to shifts in transport policies and funding allocations.
- Risk 23 – The election of a new government could cause uncertainty and delays.
- Risk 24 – Constituent authorities do not support the Transport Strategy Refresh and does not agree to support the 'missions'.
- Risk 25 – Central government does not support the Transport Strategy Refresh and does not sign off the 'missions'.
- Risk 26 – Constituent Authorities are not able to pay Local Contributions going forward.
- Risk 27 – The lack of devolution in the South East means that the South East does not receive the same level of policy focus as the North and Devolved Administrations. The South East is currently not represented in groups such as the Council of Regions and Nations.

- Risk 28 – The impacts of the Government's plans for rail reform are uncertain. TfSE's role may need to develop to provide strategic advice and democratic accountability to a new Great British Railways body.

3.7 There were 3 risks that have been completed from the risk register:

- Local contributions are not secured from constituent authorities for 2024 onwards - all local authorities have paid / in the process of paying for 2024/25.
- Levelling Up & Regeneration bill received royal ascent in October 2023. Provisions of Act may have implications for TfSE's activities - The impact of the levelling up and regeneration bill is understood and following the General Election we will continue to monitor changes to the devolution policy.
- Frequent changes in government policies and priorities in the run up to a general election lead to uncertainty in long-term transport planning and infrastructure investment for the South East region. This results in suboptimal outcomes, wasted resources, and inability to meet strategic goals - The General Election was confirmed for July 4. We will continue to monitor developments after the election.

3.8 The risk register contains 6 risks have high impact and probability after mitigation activity. 3 risks remain medium impact and probability after mitigation. The mitigation measures for there are reviewed regularly.

4. Conclusions and Recommendations

4.1 The Partnership Board are recommended to note the discussions at the meeting of the Audit and Governance Committee.

4.2 Members are also asked to agree the Strategic Risk Register.

Councillor Joy Dennis
Chair - Audit and Governance Committee
Transport for the South East

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Risk Register

Programme Overview

June 2024



#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		Risk score	Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability				
2	Government policy around STBs is uncertain, particularly in light of other changes to government policy.	3	3	9	Continue to monitor developments. Work with other STBs to produce a strategy for potential changes to government policy.	1	2	2	All	Ongoing	SOG
3	Local MPs do not support TfSE and its strategy.	3	2	6	Regular MP briefings to be scheduled.	1	1	1	DB	Ongoing	PB
4	Maintaining the TfSE partnership without statutory status.	2	3	6	Ongoing engagement with Leaders. Secure indicative funding for future years to demonstrate DfT commitment to TfSE.	2	1	2	RC	Ongoing	PB
6	Wider stakeholders do not recognise value of TfSE.	2	2	4	Use appropriate stakeholder forums as a route to engage stakeholders. Communication and Engagement Plan 2024/25 to be implemented.	1	2	2	DB/JMS	Ongoing	SOG
8	Reduced funding in 2024/25 may impact on work programme as set out in Business Plan.	4	3	12	£200k reduction from the ask set out within the Business Plan for 2024/25. The Work Plan is being revised and will be brought to Audit and Governance Committee and Partnership Board to approve.	2	2	4	All	Ongoing	PB
9	Focus on regional inequality directs investment away from the South East. Grouping of London & SE not an accurate representation.	4	4	16	Continue to make the case for investment in the South East. We will continue to monitor distribution of project funding across STB regions as part of our value for money work within our Annual Report.	4	3	12	SOG/ Secretariat	Ongoing	PB
11	Retaining staff in TfSE and plans to replace staff if the need arises.	2	2	4	Ensure succession planning is in place. Regular supervisions with staff, opportunities for further development and training. Advertising roles in key publications. Making roles region-wide and flexible approach to working. Using recruitment consultants as and when appropriate.	2	1	2	SV / MV & KW	Ongoing	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		Risk score	Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability				
12	Procurement unable to respond to adhoc needs from TfSE	1	2	2	Develop forward plan with procurement for future work. Majority of work will go through the technical call off contract.	1	1	1	Secretariat	Ongoing	PB
13	Constituent authorities do not support the SIP delivery plan.	2	2	4	Continued engagement with SIP delivery partners.	1	2	2	SV	Ongoing	SOG
14	Additional work is identified that has not been accounted for in the budget.	3	2	6	Prioritisation process to be put in place. Small contingency allocated in budget.	2	2	4	MV, SV & KW	Ongoing	TSWG
15	Challenge to infrastructure investment proposals from stakeholders.	3	4	12	Robust evidence and processes to demonstrate approach. Exploring how to unlock private investment through our Funding & Finance Working group	2	4	8	KW	Ongoing	SOG
18	Managing the 24/25 Budget to ensure the DfT grant and carry forward from 23/24 is fully spent	3	3	9	Effective budget monitoring on a monthly basis and demonstrate TfSE's performance to DfT through regular review meetings and annual report.	2	2	4	KW	Ongoing	SOG / PB
19	Transport Forum members engagement with the new proposal	2	3	6	Members received their first digital engagement in February. The first face to face event took place with 32 attending. Advisory Panel have met for the first time, a forward programme is to be created for them to remain focussed. Engagement Manager is reviewing the membership of the group and preparing a refresh.	2	2	4	JL & JMS	Ongoing	PB
20	TfSE members are not prepared to be scheme promoters to larger schemes with large risks. This could lead to failing to deliver the TfSE transport strategy.	5	4	20	Report on the impact of inflation on schemes, we will use the report to continue discussions with DfT and advocate for a resolution. Officers will explore private sector funding for schemes through the funding and finance meetings. Centre of Excellence work will support early scheme development. Continue development of the common analytical framework with other STBs.	4	3	12	RC	Ongoing	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		Risk score	Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability				
21	The dissolution of Local Enterprise Partnerships (LEPs) in March 2023 leaves a gap in business representation within the Transport for the South East governance structure.	3	4	12	Chief Officer is preparing a Business Advisory Group Terms of Reference for the Board to approve. The BAG will ensure that the business representation is at future Board meetings. The plan for the BAG is going to July PB for approval.	1	1	2	RC	Jul-24	PB
NEW 22	The election of a new government could lead to shifts in transport policies and funding allocations.	5	3	15	Maintain open and regular communication with DfT to ensure we are informed about any potential policy changes.	5	2	10	RC	Ongoing	PB
NEW 23	The election of a new government could cause uncertainty and delays. There could be delays in decision-making processes that could impact the timely implementation of our work programme.	5	3	15	Ensure we maintain open communication with local authorities, stakeholders and the public to manage any expectations and address any concerns promptly. Ensure we are building in flexible timelines within our work in the programme.	5	2	10	RC	Ongoing	PB
NEW 24	Contituent Authorities do not support the Transport Strategy Refresh and does not agree to support the 'missions'.	5	4	20	Changes to local government control mean that the Transport Strategy Refresh will need the sign-off of different stakeholders than the original Transport Strategy. To win their support, we will increase engagement with Members, including through a Transport Strategy Task and Finish Group and an additional Partnership Board meeting in December.	4	3	8	RC, MV & KW	Oct-25	PB
NEW 25	Central government does not support the Transport Strategy Refresh and does not sign off the 'missions'. Potential changes to central government control mean that the Transport Strategy Refresh needs the sign-off of a different Government than the original Transport Strategy.	5	3	15	Ensure we continue to engage with DfT officials, and engage with new Ministers following the election. Ensure the transport strategy and missions are aligned with the new Government's policies.	5	2	10	RC, MV & KW	Oct-25	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		Risk score	Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability				
NEW 26	Constituent authorities are not able to pay Local Contributions from 2025 onwards.	5	4	20	<p>Early agreement at Partnership Board. SOG members advised to work into operational budgets.</p> <p>Certainty from DfT grant allocation received May 2024, £200k reduction.</p> <p>Officers produced work on demonstrating how TfSE delivers value for partners.</p>	5	2	10	KW / Secretariat	Ongoing	SOG / PB
NEW 27	<p>The lack of devolution in the South East means that the South East does not receive the same level of policy focus as the North and Devolved Administrations.</p> <p>The South East has no representation in groups such as the Council of Regions and Nations.</p>	4	3	12	Transport for the South East will engage with DfT Ministers and Officials to ensure the South East and Local Authorities in the South East remain high on the Government's agenda.	3	2	6	KW / Secretariat	Ongoing	SOG / PB
NEW 28	<p>The impacts of the Government's plans for rail reform are uncertain.</p> <p>TfSE's role may need to develop to provide strategic advice and democratic accountability to a new Great British Railways body.</p>	4	2	8	<p>TfSE will continue to monitor Government plans and continue to engage with DfT, Network Rail and Great British Railways as plans develop.</p> <p>TfSE will explore options for playing a bigger role in rail, as part of next year's Business Plan.</p>	4	1	4	KW / Secretariat	Ongoing	SOG / PB

Risk Register - COMPLETED

Programme Overview

July 2024

Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		LxI =	Owner	Review date	Escalation route
	Likelihood	Impact	Risk score		Likelihood	Impact	Risk score			
Stakeholders are not fully engaged in SIP development	3	4	12	Stakeholder and Communication Plan developed at start of process. Consultation plan implemented	2	3	6	LDT	Mar-23	TSWG
Ability to scale up quickly in year one to deliver sizable technical programme	4	4	16	Revised recruitment process planned for autumn. Utilise temporary resource to deliver against key projects in technical and analytical teams	2	4	8	RF	Autumn 2022	SOG
Funding for analytical framework and Centre of Excellence not released in financial year	2	4	8	Work with DfT to develop proposals and draw down part of the funding to continue background research	1	4	4	RF	Autumn 2022	SOG

Technical team resource is insufficient to deliver additional work streams.	3	4	12	Review recruitment process and utilise temporary resource.	2	4	8	MV/ SV/ RF	Autumn 2023	SOG
Programme Manager is vacant, post could remain vacant a significant length of time.	4	4	16	Interviews will be taking place October 2023	3	4	12	RC	Oct-23	SOG
Managing 23/24 budget to ensure DfT Grant allocation and carry forward from 2022/23 is fully spent.	4	4	16	Effective budget monitoring on a monthly basis and demonstrate TfSE's performance to DfT through regular review meetings and annual report.	3	4	12	MV & SV	Ongoing	PB
Transport Forum members become disengaged.	2	4	8	Transport Forum review.	1	3	3	JL	Ongoing	PB
Local Contributions are not secured from constituent authorities for 2023 onwards.	2	4	8	Early agreement at Partnership Board. SOG members advised to work into operational budgets. Certainty from DfT re: ongoing grant.	2	3	6	SV / Secretariat	Jan-24	SOG
Levelling Up & Regeneration bill received royal ascent in October 2023. Provisions of Act may have implications for TfSE's activities	3	3	9	Briefing to be prepared on potential impact impact TfSE activities and any actions required.	2	2	4	RC	Ongoing	PB

Frequent changes in government policies and priorities in the run up to a general election lead to uncertainty in long-term transport planning and infrastructure investment for the South East region. This results in suboptimal outcomes, wasted resources, and inability to meet strategic goals.	4	4	16	<p>Maintain open and regular communication with DfT to get early insight into emerging policies and priorities.</p> <p>Develop scenario plans for policies and priorities.</p> <p>Discussions with senior officers through Senior Officers Group for appropriate actions</p>	4	3	12	RC	Oct-24	SOG
Local Contributions are not secured from constituent authorities for 2024 onwards.	4	3	12	<p>Early agreement at Partnership Board. SOG members advised to work into operational budgets.</p> <p>Certainty from DfT grant allocation received May 2024, £200k reduction.</p> <p>Officers produced work on demonstrating how TfSE delivers value for partners.</p>	3	2	6	KW / Secretariat	Ongoing	SOG / PB

Agenda Item 8

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: **Financial Update**

Purpose of report: **To update on the budget for Transport for the South East**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Agree the final budget for 2024/25, including budget adjustments to the three identified workstreams, following the DfT grant settlement.**
 - (2) Note the financial update to the end of June 2024.**
-

1. Overview

1.1 The purpose of this report is to update the Partnership Board on the revenue budget for Transport for the South East (TfSE) for 2024/25, following Department for Transport (DfT) funding. This report also provides an update on the financial position to the end of June 2024.

2. Agree the final budget for 2024/25

2.1 Members of the Partnership Board agreed the 2024/25 Business Plan at their extraordinary meeting in December 2023. This plan was based on the financial planning assumptions set out in a letter from the then Transport Minister, Baroness Vere.

2.2 Members agreed to receive a final draft budget at the May 2024 Board Meeting. Both the Business Plan and the final draft budget were based on an assumed DfT grant allocation of £2.24m for 2024/25. At this time, we had not received our funding allocation and the Board agreed the draft budget and noted if the grant award differed from the planning assumptions that the Audit and Governance Committee should consider the revised budget.

2.3 In addition, the approval of the budget cannot be delegated and subject to the consideration by Audit and Governance Committee the Board are asked to consider and agree the changes and the subsequent revised budget.

2.4 DfT have now signed off our Business Plan for 2024/25 and commended the work TfSE has done in helping to progress the delivery of a number of Government objectives for the South East. In this letter, they awarded us a grant allocation of £2.065m. This was a £340k increase on our 2023/24 budget, and the largest increase given to any Sub-National Transport Body.

2.5 However, this funding allocation was £175k less than we had profiled for in the draft budget that Members signed off in May 2024/25. As a result of this, we need to make £175k of reductions in our final budget, as set out in Appendix 1.

2.6 It is recommended to adjust the budget allocation for three workstreams detailed below:

- SIP implementation - £50k – this will result in one less scheme being able to be supported with scheme development funding
- Freight - £65k – the timescale for the freight awareness work will have to be extended
- Electric Vehicle Infrastructure - £60k - further development of the EVCI Locate tool will not now proceed.

2.7 This balanced approach means that all these workstreams can still be progressed. It also means that we can protect the budgets for three areas of work that DfT asked us to focus on, in the letter that they sent us awarding funding:

- Maintaining the Transport strategy.
- Provide Government with advice on prioritising investment.
- Developing the Centre of Excellence to provide tailored support to Local Transport Authorities in the region.

2.8 The final budget includes reductions previously made in the communications and engagement budget, which was already reduced on 2023/24's budget. This remains an important workstream following the General Election. The final budget also maintains reserves of just over £406k to ensure that TfSE is in a position to meet its liabilities in 2024/25.

3. Financial update to the end of June 2024

3.1 Appendix 2 sets out the spend position to the end of June 2024 against the Final Budget for 2024/25.

3.2 Spend on staffing costs, technical programme and communications and engagement were as expected in April, May, and June.

3.3 In the absence of a DfT funding decision, we would have had to slow down work on our technical programme from July. However, as we have now received the DfT grant allocation, we are able to continue all our work at pace.

4 Conclusions and Recommendations

4.1 The Partnership Board are recommended to agree the final budget for 2024/25 and note the financial position at the end of June.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact officer: Keir Wilkins

Email: keir.wilkins@transportforthesoutheast.org.uk

Appendix 1 – Final TfSE Budget for 2024/25

	Final Budget	Change on Draft Budget – Agreed May 2024
EXPENDITURE		
Salaries (including on-costs)	1,300,000	▶ No change
Training	20,000	▶ No change
STAFFING	1,320,000	▶ No change
Transport Strategy	500,000	▶ No change
SIP implementation	615,000	▼ 50,000
Analytical framework	395,000	▶ No change
Future mobility	40,000	▶ No change
Active travel	56,000	▶ No change
Decarbonisation	55,000	▶ No change
Freight	185,000	▼ 65,000
Electric Vehicle Infrastructure	130,000	▼ 60,000
Centre of Excellence	260,000	▶ No change
Other costs/technical support	200,000	▶ No change
TECHNICAL PROGRAMME	2,436,000	▼ 175,000
Events	41,000	▶ No change
Communications*	17,500	▶ No change
Publications	5,000	▶ No change
Website	21,000	▶ No change
Stakeholder Database	18,000	▶ No change
COMMUNICATIONS/ENGAGEMENT	102,500	▶ No change
TfSE Governance	10,000	▶ No change
Operational Expenses	52,110	▶ No change
OTHER	62,110	▶ No change
TOTAL EXPENDITURE	3,920,610	▼ 175,000
FUNDING		
Local Contributions	440,000	▶ No change
DfT Grant	2,065,000	▼ 175,000
Carry Forward	1,357,610	▶ No change
TOTAL FUNDING	3,862,610	▼ 175,000

CARRY FORWARD

TfSE Reserve **406,730**

* This budget line combines Communications, which was allocated 15,000 and Media Subscriptions, which was allocated 2,500 in the Final Draft Budget that was agreed in May.

Appendix 2 – TfSE budget position at end June 2024/25

	Budget	Actual YTD Spend – End June 2024
EXPENDITURE		
Salaries (including on-costs)	1,300,000	180,231
Training	20,000	625
STAFFING	1,320,000	271,166
Transport Strategy	500,000	51,664
SIP implementation	615,000	17,745
Analytical framework	395,000	17,063
Future mobility	40,000	0
Active travel	56,000	18,988
Decarbonisation	55,000	0
Freight	185,000	19,765
Electric Vehicle Infrastructure	130,000	35,928
Centre of Excellence	260,000	55,584
Other costs/technical support	200,000	32,344
TECHNICAL PROGRAMME	2,436,000	249,081
Events	41,000	4,552
Communications	17,500	178
Publications	5,000	250
Website	21,000	3,301
Stakeholder Database	18,000	0
COMMUNICATIONS/ENGAGEMENT	102,500	8,281
TfSE Governance	10,000	0
Operational Expenses	52,110	4,392
OTHER	62,110	4,392
TOTAL EXPENDITURE	3,920,610	532,919

FUNDING

Local Contributions	440,000
DfT Grant	2,065,000
Carry Forward	1,357,610
TOTAL FUNDING	3,862,610

CARRY FORWARD

TfSE Reserve	406,730
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Agenda Item 9

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: **Business Representation**

Purpose of report: **To agree the Business Representation arrangements for the Transport for the South East Partnership Board**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Agree the Terms of Reference for the Business Advisory Group; and**
 - (2) Agree for Daniel Ruiz and Vince Lucas to co-chair the group; and**
 - (3) Agree the formation of the Business Advisory Group in accordance with the Terms of Reference.**
-

1. Introduction

1.1 The Partnership Board agreed the constitution for Transport for the South East (TfSE) in its shadow form in June 2017 and a revised constitution in December 2019. The constitution sets out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

1.2 It is important to have a business voice on the board of TfSE. It provides a crucial voice for representing business interests, ensuring economic viability, fostering public-private collaboration, aligning transport with economic development, providing practical insights, and enhancing credibility and support among the business community. This representation helps TfSE develop transport strategies that are responsive to the needs of businesses, support economic growth, and contribute to the region's long-term prosperity.

1.3 The Government announced the dissolution of Local Enterprise Partnerships (LEPs) in August 2023. The TfSE Partnership Board currently has two LEP Board members who are co-opted to the Partnership Board to collectively represent the five LEPs. Currently this role is undertaken by Daniel Ruiz formally of Enterprise M3 LEP and Vince Lucas formally of South East LEP.

1.4 As agreed by the Partnership Board on 13 May, the Chief Officer would develop the Terms of Reference for a Business Advisory Group with the current business representatives.

2. Business Advisory Group

2.1 To allow the business voice to continue to be represented on the Board and involved in TfSE's decision-making process the Board agree to receive a terms of reference for a Business Advisory Group.

2.2 The Terms of Reference (Appendix 1) for the group have been developed by Daniel Ruiz, Vince Lucas and Rupert Clubb. Subject to the agreement of the Partnership Board it is proposed that Daniel Ruiz and Vince Lucas co-chair the Business Advisory Group.

2.3 The Terms of Reference ensure the Business Advisory Group is formed of core members from the Chambers of Commerce, Federation of Small Businesses, airports, ports, local authorities and the Department for Business and Trade. The group will also provide for the DfT officials to observe. A wider group (Appendix 2) will also be established to ensure the core Business Advisory Group can draw upon business expertise. This wider group will represent a diverse mix of businesses, touching all corners of the south east region and the industries that power our economy.

3. Conclusion

3.1 Members of the Partnership Board are recommended to agree the Terms of Reference and establishment of the Business Advisory Group and to appoint Daniel Ruiz and Vince Lucas as co-chairs of the group for 2024/25.

3.2 Members are also asked to agree the establishment of a Business Advisory Group in accordance with the terms of reference.

Rupert Clubb
Chief Officer
Transport for the South East

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Appendix 1 - Transport for the South East - Business Advisory Group

Terms of Reference - *draft*

Our Vision

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.

Purpose:

To establish a business advisory group that provides a business voice to support, advise and contribute to the Transport for the South East (TfSE) Board.

Membership:

The group will be co-chaired by Vince Lucas, Board member for the Kent and Medway Economic Partnership and Director of VA rail and Daniel Ruiz, ORR Board member and former Board member of EM3 LEP.

The group will consist of approximately 11 members, representing a cross-section of key business sectors and geographies across the South East region.

The core membership will be sought from:

- 5 chambers of commerce within our region
- Representative from the Federation of Small Business
- Representative from Airport (Gatwick) within our region.
- Representative from Port within our region.
- Representative from the Department of Business and Trade.
- Representatives from Local Authority Economy Board's

A wider group will also come together at the chairs request, a list of the potential members can be found in appendix 1.

Scope:

The group will provide advice and recommendations to TfSE on:

- Strategic economic and infrastructure priorities for the region.
- Implications of transport plans, policies, and investments for supporting business growth, productivity and accessing markets.
- Practical transport needs of businesses across sectors and locations.

- Opportunities for business input into strategic transport planning and projects.
- Transport's role in facilitating inward investment and international trade.

Governance:

- The group will meet quarterly. Additional meetings may be scheduled as needed.
- TfSE will provide secretariat support for meetings and administration.
- Recommendations will be reached by consensus and communicated to the board by the co-chairs.

Review:

The Terms of Reference will be reviewed annually to ensure the group continues meeting its stated purpose.

Appendix 2 - Wider Business Advisory Group Membership

Terms of Reference - *draft*

Purpose:

To represent a diverse mix of businesses touching all corners of the South East region and the industries that power our economy. The Wider Business Advisory Group will feed into the Business Advisory Group, providing expertise, and ensuring a wide range of views are captured.

Governance:

- The group will meet quarterly before the Business Advisory Group meet. Additional meetings may be scheduled as needed.
- TfSE will provide secretariat support for meetings and administration.
- Recommendations will be reached by consensus and communicated to the Business Advisory Group by the co-chairs
- The group will be co-chaired by the Business Advisory group chairs.

Membership:

- Major employers: Large companies with significant transportation needs
 - Gatwick Airport
 - NHS Trusts
 - John Lewis
 - Ports
- SMEs:
 - Tourism & Hospitality – Vineyards, travel companies, hotels & restaurants
 - Logistics companies
 - Professional Services – consulting firm / recruitment firms.
- Sector bodies:
 - CBI
- Infrastructure/development: Representatives from construction, commercial real estate, infrastructure financing sectors.
 - UKIB
 - Balfour Beatty
 - Kier Group
 - Clancy
 - Real Estate
- Transport operators:

- Network Rail
 - Southern / Southeastern rail
 - Stagecoach Buses
 - Brighton & Hove Buses
- Academic institutions:
 - Universities
 - Local colleges
- Local authorities:
 - Business / Growth Hubs contacts
 - Economic Development leads

The aim should be to achieve a diverse mix of representatives touching all corners of business and the economy in the South East region. The recruitment process should aim for balance in terms of sector, geography, size of business, and an inclusive demographic composition.

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: **Business Planning for 2025/26**

Purpose of report: **To agree the initial priorities for drafting the Business Plan for 2025/26**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Agree the initial priorities for drafting the Business Plan for 2025/26;**
 - (2) Agree to a workshop in September with Board Members and Senior Officers to shape the Business Plan and next steps for TfSE; and**
 - (3) Note the plan for further engagement Audit and Governance Committee**
-

1. Introduction

1.1 Transport for the South East (TfSE) are required to publish a forward-looking Business Plan at the start of the new financial year and for formal submission to the Department for Transport (DfT) to secure our grant funding.

1.2 At May's Partnership Board, Members agreed this timeline for the preparation of the Business Plan for 2025/26:

- Monday 22 July 2024 – Initial engagement with Board members on priorities for the Business Plan
- Monday 21 October 2024 – Draft Business Plan to be shared with Board Members
- Monday 9 December 2024 – Final Business Plan brought to Partnership Board for sign-off

2. Agree the initial priorities for drafting the Business Plan for FY25/26

2.1 As a starting point, the Business Plan for 2025/26 will be based on the Business Plan for 2024/25 (attached at Appendix 1), which was signed off by the Department for Transport. Ministers and Officials praised this Business Plan, as being in-line with the Department's Business Planning Guidance, strongly evidence based, and setting out a programme of work which would make a clear difference to achieving the Department's objectives.

2.2 As with last year, we will not wait for the Department's Business Planning Guidance to start drafting the Business Plan. We expect that the new Government may result in changes to Government policy on a number of issues, including rail

franchising, buses, mass transit, active travel, local transport planning, devolution, housebuilding and decarbonisation. We will continue to monitor Government policy to ensure our draft Business Plan reflects any changes and will then review the Business Plan again following the publication of the Department's Business Planning Guidance.

2.3 The Business Plan for 2025/26 will focus on the priority areas of work that have been outlined by the Department for Transport:

- Finishing the delivery of the refreshed Transport Strategy.
- Scaling up the Centre of Excellence, increasing the quantity and quality of resources, data, and analytical support we provide to Local Transport Authorities.
- Laying the groundwork for a refresh of the Strategic Investment Plan, following the refreshed Transport Strategy.
- Technical work, including continued roll out of the freight awareness programme, support to local transport authorities on the roll out of electric vehicle infrastructure and implementation of the regional active travel strategy.
- Developing our analytical and modelling capability to meet the six objectives for the Analytical Framework - Optimising Resources for LTAs, Upgrading Strategic Tools, Comprehensive Evaluation of Impacts, Improving Data Management, Ensuring Model Accuracy and Consistency, and Building Skills and Capabilities.

2.4 The Business Plan for 2025/26 will be strongly evidence-based, and for the first time ever will include analysis of how much value each piece of work delivers, both for Government and our Local Transport Authorities.

3. Workshop with Board Members

3.1 As set out in 2.2, we expect the results of the election to mean changes in Government policy across a wide range of issues. Subject to the Board's agreement we will plan to host a workshop with Board Members, to give an early opportunity to shape next year's Business Plan, in light of the change of Government.

3.2 Subject to agreement we expect an in-person workshop in September to require a half day of Board Member's time.

4. Further engagement with Audit and Governance Committee

4.1 In addition to engagement with Partnership Board in September, October and December 2024, we will engage with Audit and Governance, in line with their delegated responsibility to provide scrutiny on behalf of the Board. Audit and Governance Committee will check and challenge the draft Business Plan, to ensure it is evidence-based, delivers value for money, and is in-line with the priorities of each of our Members.

5. Conclusions and recommendations

5.1 The Partnership Board is recommended to agree the initial priorities for drafting the Business Plan for 2025/26, agree to a workshop with Board Members in September, and note the plan for further engagement with Audit and Governance Committee.

RUPERT CLUBB
Chief Officer

Transport for the South East

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BUSINESS PLAN

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LOOKING TO THE FUTURE

COUNCILLOR KEITH GLAZIER, CHAIR TFSE

The coming year will be difficult for constituent authorities across the south east. Like households and businesses, local authorities are struggling in the face of high interest rates, inflation, and economic uncertainty. Social care provision will be a particular challenge, taking up a growing proportion of local authority budgets. We truly value the contributions made by our constituent authorities. In the current climate, every pound matters and is rightly under scrutiny. I absolutely understand.

Faced with this, some may question the merits of investing in transport. Can we really afford it, given the challenges today? I'd argue that we can't afford not to.

The only way to reduce inflation, invest in world class public services, and lower taxes, is by growing and levelling up the economy. Transport is key to this, so it is imperative that Transport for the South East (TfSE) continues to provide a single voice to government, making the case for investment in our region.

The opportunity is clear. Outside of London, the south east is the most economically productive part of the country. We contribute £148.8bn a year to HM Treasury - our region's contribution helps the government to level up less prosperous parts of the country.

Our plans are ambitious – and rightly so. People and businesses want to move to the south east and grow our economy. But our transport network needs ongoing innovation, insight and investment to enable this. We will achieve our shared vision of a better connected, more prosperous, and net zero south east with a sustainable transport network at its heart. We will do this by giving our stakeholders and partners first class support based on solid evidence and unrivalled local knowledge.

LOOKING TO THE FUTURE

COUNCILLOR KEITH GLAZIER, CHAIR, TFSE

The coming year will see real and worthwhile engagement taking place with stakeholders, partners and other organisations as we start our Transport Strategy Refresh. Regardless of a person's background, needs or location in our region, they will be able to help shape our future work as we produce a body of evidence to ensure our strategy remains right for decades to come.

Our Regional Centre of Excellence (RCoE) will mean that our partners are properly supported with access to a network of experts and best practice. In a climate where everyone needs to do more with less, the support we provide will be invaluable.

The interventions listed in our Strategic Investment Plan (SIP) are already seeing success and we will continue to guide all stakeholders in making our interventions a reality.

The challenges for the coming year are in no doubt, but I am confident that TfSE has the prudence, knowledge and capability in place to successfully tackle these challenges and to deliver economic growth for all across our region.

A handwritten signature in black ink, appearing to be 'K. Glazier'.

Councillor Keith Glazier

ABOUT US

TfSE is a productive and valued partnership for our region. We bring together local authorities, business groups, transport providers and others to determine the south east's strategic transport needs.

We represent West Berkshire, Reading, Slough, Wokingham, Bracknell Forest, Windsor and Maidenhead, Kent, Medway, Hampshire, Southampton, Portsmouth, the Isle of Wight, Surrey, East Sussex, West Sussex and Brighton and Hove.

Our region is nationally and internationally significant. It is served by the country's two biggest airports. Our transport network includes many of the country's busiest motorways, along with crucial railway links to London, the rest of Britain and mainland Europe. We are also home to some of the country's biggest and busiest seaports, all of which makes the south east the nation's key international gateway for people and goods.

Aside from the economic success and global status of the south east, we house world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business. The south east has a growing population of over 8.3m residents and is the base for around 350k businesses.

By 2050, the south east will be the world's leading region for sustainable economic growth. Our mission is to provide a clean, safe, seamless transport system to better connect our lives and our businesses, while protecting the environment. This will mean more jobs, more opportunities to trade in the global marketplace and a better quality of life for everyone.



ABOUT US

In September, we held our annual 'Connecting The South East' conference, bringing together stakeholders and partners from across the region.

The keynote speech at the start of the day was given by Richard Holden MP, who at the time was a Transport Minister. His speech acknowledged how important the south east is to the national economy and the necessity of a reliable, affordable and well-planned transport network.

The minister was also keen to highlight how important it is for local transport authorities (LTAs) to work with us so we can speak with one voice to government. Link here: [Transport Minister Richard Holden MP at Connecting the South East - Transport for the South East.](#)

Working closely with our Audit and Governance Committee, we will ensure that everything we undertake delivers maximum value for money for government, constituent authorities and, most importantly, the taxpayer.

We have come a long way since our inception in 2017. It is clear our role has never been more important when it comes to supporting LTAs and other partners on transport issues in the region.



THE DIFFERENCE WE MADE LAST YEAR

We have used the funding from the Department for Transport (DfT) and our LTAs to make a real and tangible difference across the south east.

Most impactfully, we have developed an agile **Prioritisation Tool** that will allow us to prioritise transport investment to different funding profiles, and different strategic priorities at short notice. We have developed the **SIP Delivery Action Plan** and supported our partners regarding Major Road Network and Large Local Major schemes (both promoters and DfT). We have also provided direct support for four schemes at feasibility and strategic outline business case (SOBC) stages.

We have developed our **Analytical Framework**, updating **South East Economic Land Use Model (SEELUM)**, completing the **South East Modelling Review**, and developing and publishing an interactive **Story Map** showing where all of the SIP interventions are located and how they interact. We are working with other Sub National Transport Bodies (STBs) to contribute to the development of the **Common Analytical Framework (CAF)**, which will level up analytical capability across England. We have rolled out a **Development Data Collection Log (D-log)** for the collection of local plan data, and implemented Transport for the North's (TfN) **Electric Vehicle Charging Infrastructure (EVCI) Locate Tool** in the south east.

We commenced work on a refresh of our **Transport Strategy** to reflect the significant changes to travel patterns following the Covid 19 pandemic and changes to government policy on decarbonisation, levelling up and bus infrastructure provision.

To support our partners and develop our **Monitoring and Evaluation** work, we produced our first ever **State of the Region Report**.

THE DIFFERENCE WE MADE LAST YEAR

We adopted an **Electric Vehicle Charging Infrastructure Strategy** in April 2023 and commenced work on the delivery of the **Action Plan** associated with the strategy, including work to assess the impact of the electrification of vehicle fleets on the demand for public and depot-based charging infrastructure.

We commenced work on our **Regional Active Travel Strategy (RATS)** to complement the work being undertaken by our constituent LTAs through the identification of a prioritised strategic active travel network across our area.

To support **freight**, we completed work on a study of the provision of lorry parking and driver welfare facilities in our area, commenced work on studies to examine the potential for modal shift to waterborne freight, and the future warehousing requirements in our area and launched our **Wider South East Freight Forum**.

We held quarterly meetings of our **Future Mobility Forum** attended by key stakeholders from across the region involved in this sector.

Working jointly with England's Economic Heartland (EEH) and Transport East (TE) we developed and launched a **Decarbonisation Playbook**. This identifies baseline carbon emissions and trajectories to net zero in each of the local authorities in the three STB areas. This tool will enable each local authority to assess the carbon reduction potential of the proposals included in their local transport plans.

Our **Local Capability** workstream supported five local authorities in improving: carbon reduction; communications; strategic optioneering; and standardising guidance.







WHAT WE ARE GOING TO DO IN 2024/25

In 2024/25, our work is focused on enabling the DfT to achieve its **three key aims**:

-  Growing and Levelling Up the Economy
-  Reducing Environmental Impact
-  Improving Transport for the User.

Our work will focus on four core work areas, which are critical to delivering these aims and making a difference on behalf of our constituent authorities:

-  Continue our **Transport Strategy Refresh** under the sub-brand of '**Your Voices**'. This is a significant body of engagement work spanning the next 18 months that will ensure our plans remain relevant and with evidence-based purpose for everyone across the region.
-  Grow a **RCoE** for the south east by continuing to offer, assess, evaluate, and support LTAs across the south east.
-  Support the ongoing implementation of the schemes and interventions in our **SIP** and work with local partners and stakeholders in delivering the plan and developing analytical capability.
-  Develop our **analytical capability** through working with other STBs on the **CAF**.

**APR-
JUN
2024**

Launch of the Regional Centre of Excellence (RCoE) platform

Start implementation of our data management plan to support updated evidence base

Complete work on our Regional Active Travel Strategy (RATs)

Complete work on the Future Scenarios that will inform the vision for the Transport Strategy

Complete work on the forecasting of the impact of the electrification of vehicle fleets on the demand for charging infrastructure

Progress Common Analytical Framework work on common data standards

Provide support to local authority delivery partners for business cases for Strategic Investment Plan (SIP) interventions

**JUL-
SEPT
2024**

Complete work on the waterborne freight study and study of future warehousing requirements

Provide enhanced modelling capability for the south east

Support strategic cases for larger SIP schemes

Commence work on delivery on the action plan for the RATS

Complete the drafting of the draft Transport Strategy and the integrated sustainability appraisal for it and commence the public consultation on it

Complete work on the study of opportunities for intermodal transfer of freight from road to rail

Complete work on a mode propensity tool

Deliver updated map based data viewing platform for the presentation of TfSE datasets

Commence evaluation of the RCoE

Host 'Connecting the South East 2024' – our annual conference bringing together partners and stakeholders from across the region

Finalise the Transport Strategy following the public consultation

Refresh the "State of the Region Report"

Refresh the Delivery Action Plan

Measure the impact of the RCoE

**OCT-
DEC
2024**

**JAN-
MAR
2025**

OUR VITAL WORK

THAT WILL UNLOCK INVESTMENT IN OUR REGION'S TRANSPORT NETWORK

Transport Strategy

This year we will continue the work that commenced in 2023/24 on a refresh of our Transport Strategy. We will complete work on the development of a number of **future scenarios** to inform the vision for the strategy and enable us to test its potential future impacts. We will **draft the Transport Strategy** document and undertake a **full public consultation** on it using our 'Your Voices' branding to generate responses. We will draft an **integrated sustainability appraisal** to assess the draft strategy's impact on the environment. This will also incorporate an **equalities, diversity and inclusion assessment** so we can ensure the strategy takes account of the needs of people with protected characteristics.

Strategic Investment Plan Implementation



This year we will continue the work that commenced in 2023/24 outlined in our **Delivery Action Plan**. We will collaborate with LTAs to support them with scheme development through the TfSE **RCoE**, helping them to make the case for investment in alignment with government objectives and our **Transport Strategy**. We will continue to work collaboratively with delivery partners and the DfT supporting them with strategic insight and evidence from our technical work programme. We will directly support partners through funding work on the development of a number of feasibility studies and SOBCs. We will provide advice on prioritisation under different scenarios using our **Strategic Prioritisation Framework and Tool** in alignment with TfSE and government objectives. We will report on the progress to delivery and benefits from both schemes and global interventions in the SIP through our **Monitoring and Evaluation Framework**. We know that the economic situation means that capital funding is difficult to attain at this time. However, through our SIP Implementation work, we will ensure that our LTAs have a strong pipeline of schemes, which allows them to access capital funding as soon as it is available. Building on this, through our Funding and Finance Working Group, we are bringing together government and industry to explore how we can unlock greater private sector investment in transport infrastructure.



OUR VITAL WORK

THAT WILL UNLOCK INVESTMENT IN OUR REGION'S TRANSPORT NETWORK

Analytical Framework

Evidence-based decision-making is at the heart of what we do. Further development of our **Analytical Framework** will enable us to support business case development by demonstrating scheme impacts, benefits, and costs. The Analytical Framework will continue to underpin the TfSE technical work programme and **Transport Strategy Refresh**. We will support our LTAs through the TfSE **RCoE** with development of their business cases and delivery of their transport plans. We will also complete a research study to support consistent active travel demand forecasting. Our updated **SEELUM** now has a wider economic benefits tool and an added a carbon emissions inventory element, which will support development of SOBCs in 2024/25.



We will also continue to work with other STBs to develop and contribute to a **CAF**. This will remove duplication and provide common data, modelling, and analytical standards, ensuring there is a consistent approach across the STBs.

Centre of Excellence

In 2024/25, we will be **delivering a virtual platform** which has been developed using the outputs from engagement with a wide range of stakeholders. We will develop a **library of resources, training offers** for both internal and external users. The platform will enable knowledge sharing amongst users via webinars and chat functions and will host tools in the TfSE region and beyond. The platform will be structured by skills/themes to help in developing effective business cases, maintain a pipeline of future schemes, and provide support with **decarbonisation**. We will continue to promote the use of the platform, and **generate new content based on gaps and priorities captured through regular feedback**. We will continue to work with the DfT as this workstream evolves, and through our robust monitoring and evaluation framework to report on the regional (and potentially national) successes.

OUR VITAL WORK

THAT WILL UNLOCK INVESTMENT IN OUR REGION'S TRANSPORT NETWORK

EV Infrastructure

This year we will continue with the action plan developed as part of our **Electric Vehicle Charging Infrastructure Strategy** adopted in 2023. This will include completion on work to identify the impacts of the **electrification of vehicle fleets** on demand for public and depot-based charging infrastructure. The outputs from this work will be incorporated into the EVCI visualiser tool that we received from TfN in 2024 that will eventually be rolled out to all STBs. We will further develop the **EVCI Locate Tool** that helps our local authorities identify suitable locations for public charging points. We will continue to convene our **EVCI Forum** that includes representatives from LTAs, districts and boroughs, distribution network operators, fleet bodies and operators and charge point operators. The forum will be responsible for carrying forward and overseeing the actions within the strategy action plan.



Active Travel

This year will see the completion of our **Regional Active Travel Strategy (RATS) and Action Plan** that aims to make walking, wheeling, and cycling an, attractive accessible, and realistic choice for more journeys undertaken across the TfSE area. Work will commence on the delivery of the action plan in the second part of the year.

Freight

This year will see the completion of our studies on the **potential for modal shift to to waterborne freight, the future warehousing requirements in our area and the identification of suitable sites for road/rail interchange facilities**. Some of these studies are being undertaken jointly with EEH and TE. Using data from the GB Freight Model, we will work TfN and Midlands Connect (MC) to develop a **local freight tool** for the TfSE area to enable us to forecast future demand by freight type and identify potential locations for refuelling, recharging, parking, and modal interchange hubs at a strategic, regional, and local level. We will also be holding further meetings of our **Wider South East Freight Forum** and continuing our programme of activity to tackle the issue of freight blindness with our LTAs.



OUR VITAL WORK

THAT WILL UNLOCK INVESTMENT IN OUR REGION'S TRANSPORT NETWORK

Future Mobility

The focus of our activity this year will be to lead the development a **mode propensity tool** working jointly with other STBs to better identify the needs of different people and the capability of different modes to support those needs. We will also be working with EEH to provide practical **mobility hub assistance** such as guidance on incremental measures and quick wins for local authorities; exploring private funding opportunities; and economies of scale for investment across a wider area. We will continue to convene our **Future Mobility Forum** consisting of key stakeholders from across the region who are involved in this sector.

Decarbonisation

During this year we will be refining and improving the **Decarbonisation Playbook Tool** that we launched in 2024 particularly to enable the impact of transport interventions on emissions from freight traffic to be assessed. We will continue to convene our **South East Transport Decarbonisation Forum**. This brings together local transport authority officers and external bodies from across our area and serves as a platform for discussion, information gathering, developing common approaches and sharing of best practice.



All our workstreams will help to enable the DfT, in completing its key aims for 2024/25:



	Growing and Levelling up the Economy	Reducing Environmental Impact	Improving Transport for the User
Transport Strategy	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
SIP Implementation	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
Analytical Framework	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
Future Mobility	✓ ✓	✓ ✓	✓ ✓ ✓
Active Travel	✓ ✓	✓ ✓ ✓	✓ ✓
Decarbonisation	✓ ✓	✓ ✓ ✓	✓
Freight	✓ ✓ ✓	✓ ✓	✓ ✓
EV Infrastructure	✓	✓ ✓ ✓	✓ ✓
Centre of Excellence	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓

✓✓✓ = Makes an outside contribution to the aim ✓✓ = Supports the aim
✓ = Complements the aim

And all our workstreams are in-line with the functions of STBs, as set out in legislation:



	Develop and Maintain a Transport Strategy for your Region	Provide Guidance to Government on Prioritisation	Growing Capability of Local Transport Authorities
Transport Strategy	✓ ✓ ✓	✓ ✓ ✓	✓ ✓
SIP Implementation	✓ ✓ ✓	✓ ✓ ✓	✓ ✓
Analytical Framework	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
Future Mobility	✓ ✓ ✓	✓	✓ ✓
Active Travel	✓ ✓ ✓	✓ ✓	✓ ✓ ✓
Decarbonisation	✓ ✓ ✓	✓ ✓	✓ ✓ ✓
Freight	✓ ✓ ✓	✓ ✓	✓ ✓ ✓
EV Infrastructure	✓ ✓	✓	✓ ✓ ✓
Centre of Excellence		✓	✓ ✓ ✓

✓✓✓ = Makes an outside contribution to the delivery the function ✓✓ = Delivers the function
✓ = Somewhat delivers the function

MAKING THE CASE FOR INVESTMENT

Investing in our roads

Our SIP makes the case for investment in priority road schemes to cut congestion, boost active travel, support new housing, and drive economic growth. Highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region.

Partnering with DfT and National Highways (NH) we continue to influence and shape the development of the Roads Investment Strategy (RIS), ensuring that schemes included within our SIP are prioritised.

We will continue to work with DfT including **collaboration** to help shape the programme around government priorities. We will continue to support our partner authorities as they develop and deliver highways schemes under the large local majors (LLM) and major road network (MRN) programmes, all of which are included within our SIP. Two schemes are currently under construction in the TfSE region (A35 Redbridge Causeway and A284 Lyminster Bypass (North) for a combined total of nearly £57m with a DfT contribution of over £25m.

Three schemes in the last year have now received the green light and funding to proceed to the next stage of development (Outline Business Case) under the MRN and LLM programmes. These schemes are in Hampshire, Surrey, and Kent. We will continue to work with LTAs and the DfT to progress all eleven of the MRN and LLM schemes in the region which have a combined value of nearly £930m:

- | | |
|---|---|
|  A22 Corridor Package (MRN) |  Northam Rail Bridge (MRN) |
|  A259 (King's Road) Seafront, Highway Structures Renewal Programme (MRN) |  A229 Blue Bell Hill Improvements (LLM) |
|  North Thanet Link (MRN) |  A259 South Coast Road Corridor (MRN) |
|  A259 Bognor Regis to Littlehampton Enhancement (MRN) |  City Centre Road, Portsmouth (LLM) |
|  A326 Waterside Improvements (LLM) |  West Quay Road Realignment, Southampton (LLM) |
|  A31 Farnham Corridor (LLM) | |

We will also work with DfT to prioritise any schemes for a second round of MRN/LLM funding using our strategic prioritisation framework and tool.





MAKING THE CASE FOR INVESTMENT

Investing in our buses and railways

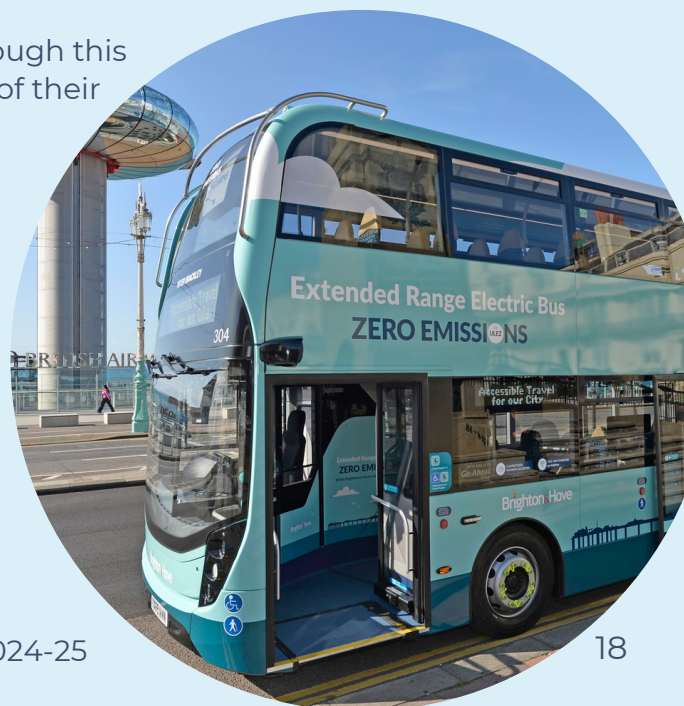
To encourage more people to use buses and railways, service levels, service quality and connectivity all need to improve significantly with better integration between modes. This is particularly important in the rural areas of our region where existing connectivity is poor. The south east is also home to tens of thousands of people who travel into London on a regular basis for work and they deserve a system they can afford and rely on.

We will continue to work with rail and bus operators, the LTAs across our geography and other partners to set out and deliver our long-term goals for improving public transport across the south east. Public transport has a vital role to play in reaching net zero by 2050.

Our partnerships with Network Rail (NR) continue to grow and we support the transition to Great British Railways (GBR) and the development of a new Long Term Strategy for Rail (LTSfR) which we have contributed to. We are keen to see rail priorities identified in our SIP progressed through the Rail Network Enhancement Pipeline (RNEP).

Together with EEH and TE we established a **Wider South East Rail Partnership** that brings together the three STBs with DfT and NR and Great British Railways Transition Team (GBRTT). It will provide strategic oversight of timetabling and infrastructure investments, to increase the financial viability of the railway and ensure a consistent customer experience for both passengers and freight.

We established our **Bus Forum** in 2023/24 and through this we continue to support our LTAs with the delivery of their Bus Service Improvement Plans (BSIP), working towards better bus services for passengers across the region to deliver simpler fares, new buses, improved routes and higher frequencies. To date nearly £228m has been awarded to authorities in the TfSE region under BSIP in the years 2022-25. However, some authorities have benefited more than others and moving forward, we need to work to ensure there is 'levelling up' of any future BSIP funding.



ENGAGING WITH OUR STAKEHOLDERS

Successful and mutually beneficial **partnerships** are imperative to the ongoing success of what we do. This has been previously demonstrated throughout the work we have done in developing our Transport Strategy and SIP and continues to be a vital aspect of our work as we continue the implementation of the interventions contained within our SIP.

Going forward, engagement will be at the heart of our Transport Strategy Refresh activity under the banner of '**Your Voices**'. Activity will include attendance at a variety of events, online surveys, social media activity and dedicated podcasts.

Naturally, we will continue to communicate regularly with all stakeholders regarding all aspects of our work in a variety of ways. This includes physical and virtual meetings, social media, and regular website updates, along with our monthly newsletter and recently launched monthly podcast.

Bespoke engagement sessions will remain the backbone of much of our activity to ensure stakeholders are always fully briefed on our work programme as it develops in a timely and relevant fashion.

Embracing new ways of communicating

In September 2023, we launched '**The TFSE Podcast**' – a monthly podcast that is presented and produced by our Communications and Public Relations Apprentice. The podcast allows us to **reach different and diverse audiences** including younger demographics and those who are visually impaired. So far, we have covered a variety of topics including electric vehicles and women in transport, as well as using the podcast to communicate the current work of TfSE. Future podcast episode ideas in 2024 include decarbonisation, accessibility in rural areas and lorry freight (a day in the life of a driver).

**YOUR
VOICES**



ENGAGING WITH OUR STAKEHOLDERS

Engagement Events

Our flagship engagement event is our 'Connecting The South East' annual conference. The most recent event was held at the Amex Stadium in Falmer, Brighton and Hove in September and was one of the most well attended ever. Nearly 200 people attended from across the region representing county and local councils, transport groups and many other local organisations.

Panel discussions included participants from Department for Transport, Great British Railways, Network Rail, National Highways, Active Travel England, Surrey County Council, Solent Future Mobility Zone, e-bike company Beryl Bikes, Loud Mobility, Homes England, Brighton and Hove Buses, University of Sussex, Hydrogen Sussex, Confederation of Passenger Transport, RAC Foundation and the Chartered Institute of Highways and Transportation, along with many of the team members from TfSE. The keynote speech was given by Transport Minister Richard Holden MP.

We will continue to participate in various events in 2024/25 to raise the profile of TfSE and share the details and outcomes of our work with our stakeholders and others. Key TfSE staff will accept invitations to speak at events as they did in 2023.

Here are some of the events scheduled for 2024/25:

STB Conference 2024 - 28 February 2024

All seven STBs will come together for a joint event at The Manchester Central Convention Complex. The conference will focus on long-term and strategic issues with high-level speakers and delegates.

Connecting the South East - November 2024

Building on the success of the previous year, this event will bring together stakeholders and partners from across the region to discuss transport issues affecting the region. It will also serve as an opportunity to update all delegates on our work.

ENGAGING WITH OUR STAKEHOLDERS

Public affairs activity

With seventy-one MPs across our region (increasing to seventy-five constituencies at the next general election following a review by the Boundary Commission), it is vital we continue to inform all MPs of the contents of our SIP that are relevant to their own constituencies and of the wider work of TfSE in the region.

In the final quarter of 2023, we started a programme of MP engagement offering meetings (real or virtual) to allow us to talk through the relevant contents of the SIP and to answer any questions. So far, we have met with MPs representing Ashford, Chatham, Gosport, North Hampshire, North Thanet, Portsmouth North, Rochester and Strood. TfSE's Chair and Lead Officer have also presented to East Sussex and West Sussex MPs by joining the monthly meetings that they attend which are organised by their respective county councils.

All MPs across our region were sent constituency factsheets at the start of the year detailing local work that features in our SIP.

With a general election due in the next twelve months, we will ensure any new and existing MPs remain fully informed of our work and plans.

Joint working with other STBs

Meeting regularly and working closely with other STBs in England ensures the sharing of best practice and delivers efficiencies in our collective work. We have already worked together on a variety of issues including decarbonisation, electric vehicle charging infrastructure roll out, Bus Back Better support, the development of a Common Analytical Framework and Regional Centre of Excellence. Notable collaborations include working closely with EEH and TE on our Bus Back Better support programme, developing a Decarbonisation Playbook and our work programme to address public sector freight blindness. With them we have also established the **Wider South East Freight Forum** and the **Wider South East Rail Partnership**. Moving forward, we are keen to seek out further opportunities to work collaboratively with other STBs, so that we continue to ensure that we deliver best value for the taxpayer. In 2024/25 we have plans to undertake further freight work jointly with EEH and TE and will look to work with other STBs on the development of a mode propensity tool.

RESOURCES

TfSE operates a mixed funding model. Operational and staff costs are funded in part by contributions from LTAs, while our technical programme relies more on grant funding from the DfT. This approach reflects our commitment to delivering best value for our partners and taxpayers.

Funding from our sixteen LTAs, which for 2024/25 amounts to just under £500k and is used in most part to fund some of our staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. The formula has remained unchanged for the last five years.

In addition, we have an indicative allocation of grant funding from the DfT for 2024/25 totalling £2.24m to support the delivery of our technical programme. This will enable us to continue the delivery of the schemes and interventions within our SIP, as well as undertaking work to support DfT priorities. It will also enable us to establish our RCoE and continue to deliver our programme of communication and stakeholder engagement activities.

Our total income is £3.53m. This includes committed funding and carry-forward from 2023/24.

Income		£
Local Contributions		498,000
DfT Grant		2,240,000
Carry Forward from 2023/24		797,000
Total Income		3,535,000

Expenditure		£
Staffing		1,270,000
Technical Programme		2,107,000
Comms & Engagement		98,000
Operational Expenses		60,000
Total Expenditure		3,535,000
TfSE Reserves		406,730

More detail is provided on the content of the programme and the allocation of the DfT grant to individual work areas in [Appendix 1](#) to this plan.







RESOURCES

In line with DfT Business Planning Guidance, we have completed the **Business Plan Summary Sheets in Appendix 2**. These break down the funding by different workstreams, staff, and the funding needed to implement the CAF. We have also included a table in **Appendix 2** showing the additional work we could take forward in 2024/25 should any additional grant funding become available.

Receiving less funding than outlined in the indicative funding allocation will severely impact our ability to assist the DfT in achieving its key aims. If we receive less funding, we will need to reprioritise our work programme and seek further Partnership Board agreement.

If we were to receive less funding than sought it would adversely impact our ability to level up our analytical capability. We would risk falling further behind other STBs such as TfN. This capability is fundamental in delivering support to LTAs through the RCoE.

To further illustrate the consequence of a reduced funding allocation:

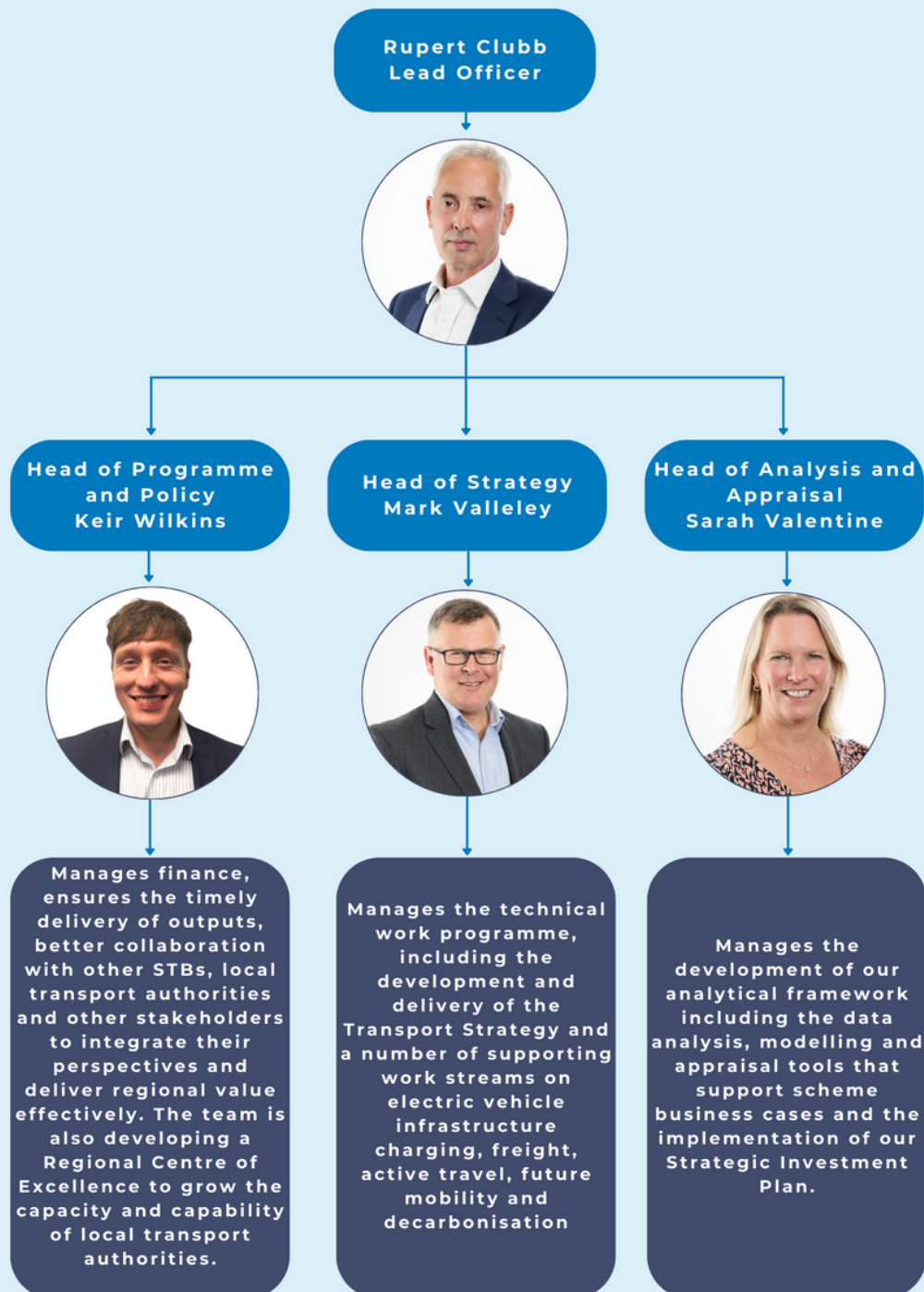
-  The level of support we could extend to our LTA delivery partners for scheme delivery would be reduced creating a gap in the future pipeline.
-  We would risk being able to develop our local freight forecasting tool or take forward any work in our future mobility workstream.
-  The scope of a number of technical work streams would have to be severely reduced including our work to address public sector freight blindness.
-  There would be a reduction in the schemes that we can support through early-stage business case development.

Combined, this would significantly restrict the government's potential to use transport investment to achieve economic growth and nationwide levelling up for the foreseeable future.

TEAM

Our team

TfSE has 18.6 full-time equivalent employees including one apprentice role and plans to recruit another. The team works closely with and draws additional support from officers from our constituent authorities and other stakeholder groups. This approach to partnership working ensures TfSE provides best value to our partners and taxpayers.



TEAM

TfSE Apprenticeships

It can be a real challenge to recruit skilled staff in many areas of the transport sector. The impact of this is far reaching and being unable to recruit the right talent to fill vacancies or skills gaps can affect the work capacity and growth of an organisation.

We have one apprentice in our team who works as Communications and Public Relations Assistant with her apprenticeship ending in September 2024. This role has become a valued member of TfSE and has grown as an individual in terms of confidence and taking on more responsibility in the organisation.

At the start of 2024, we plan to recruit an administration apprentice to assist with the work of the team. But this is just the beginning. We have seen first hand how valuable apprentices are to an organisation and our aspiration is to grow an apprenticeship framework within TfSE to help us develop a diverse talent pipeline and grow a motivated, skilled, and qualified workforce.

TfSE Secondments

The transport sector is more effective when organisations work collaboratively, with individuals understanding how other organisations work and how to engage with them. To that end, TfSE is exploring how we can encourage and facilitate reciprocal secondments between TfSE, our constituent authorities, DfT, and its delivery bodies.

We have set up our first secondment this year, with the Head of Programme and Policy, who we have seconded from DfT. We will review the effectiveness of this secondment and explore how best we can facilitate more secondments in future.



MOVING EVEN FURTHER FORWARD

RUPERT CLUBB, LEAD OFFICER, TFSE

There should be no doubt of the space that TfSE occupies when we consider the necessity of having a transport system that is fit for purpose to meet both current and future needs, including changes in working practices, climate change and a challenging financial environment.

The role of STBs will become even more vital as part of the devolution debate and we can play an important role in securing the right tools to ensure our region prospers.

STBs play an integral role in shaping and meeting the transport needs of a region, based on a clear understanding of its geography, social make-up and distinct needs – this knowledge is unrivalled.

Our functions are vital when it comes to developing and implementing a Transport Strategy, providing advice to the Secretary of State, support to partners and stakeholders and speaking as one voice to government to help deliver an integrated regional transport network that is fit for the future.

We are also ideally placed to bring together private sector businesses with other stakeholders and partners to develop mutually beneficial funding opportunities to see new projects or transport infrastructure enhancements achieved at pace.

STBs are grounded in local democratic accountability in the way they are constituted which offers transparency and greater local input. STBs determine the priorities for investment, through the line of sight between national policy and local delivery and support our LTAs to bring about the improvements needed to grow our economy.

MOVING EVEN FURTHER FORWARD

RUPERT CLUBB, LEAD OFFICER, TFSE

However, it is important to note that we don't replicate the work of LTAs – we work with them to ensure that the plans we put forward reflect the needs and priorities of the communities they represent.

Our plan for 2024/25 clearly sets out our future objectives whilst acknowledging the very real challenges ahead. Our partners and stakeholders will expect us to work smarter and there will rightly be a greater demand for value for money. We know this and will meet this challenge head on.

TfSE's track record to date speaks for itself. We are nimble and have built excellent partnerships and relationships with stakeholders from across our patch. They have come to look to us for back-up, advice and knowledge. Our plans are realistic, achievable and will continue to ensure that the south east is the most economically productive region outside of London.

We look forward to continuing to work alongside government to achieve its national objectives over the next twelve months and to further assist in making the south east a place where people want to continue to work, live and prosper.



Rupert Clubb

APPENDIX 1

WORK PROGRAMME FOR 2024/25 AND THE ALLOCATION OF DFT GRANT TO INDIVIDUAL WORK AREAS

Expenditure	£	DFT Grant
Staffing	£1,270,000	£870,000
Transport Strategy	£434,000	£300,000
SIP Implementation	£550,000	£350,000
Analytical Framework	£277,000	£175,000
Future Mobility	£45,000	£25,000
Active Travel	£66,000	£40,000
Decarbonisation	£40,000	£20,000
Freight	£237,000	£175,000
Electric Vehicle Infrastructure	£134,000	£62,000
Centre of Excellence	£276,000	£160,000
Other costs/ technical support	£48,000	£15,000
Technical Programme	£2,107,000	£1,322,000
Events	£40,000	£15,000
Communications	£12,000	£5,000
Publications	£5,000	£0
Website	£21,000	£0
Stakeholder Database	£18,000	£0
Media Subscriptions	£2,000	£0
Communications/ Engagement	£98,000	£20,000
TfSE Governance	£10,000	£0
Operational Expenses	£50,000	£28,000
Total Expenditure	£3,535,000	£2,240,000
Funding	£	
Local Contributions	£498,000	
DFT Grant	£2,240,000	
Forecasted Carry Forward*	£797,000	
c/f TfSE Reserve	£406,730	
TOTAL INCOME	£3,941,730	
Carry Foward		
TfSE Reserve	£406,730	

*These are provisional figures, based on forecasted carry forward. This table will be updated at the end of the financial year 2023/24

APPENDIX 2

2024/25 WORKSTREAM EXPENDITURE

Work area	Specific Workstream	Cost 2024/25	Key Milestones	End Date
Transport Strategy Refresh	Continued work to deliver a refresh of the Transport Strategy involving future scenario planning, drafting the strategy document, full public consultation and development of integrated sustainability appraisal.	£434,000	Future scenarios report Draft integrated sustainability appraisal Draft transport strategy document Report on the public consultation exercise	May 2024 Oct 2024 Oct 2024 Jan 2025
Analytical Framework and STB Common Analytical Framework (CAF)	Work to maintain our evidence base implementing our analytical framework routemap support the continued roll out of our instance of the STB CAF and undertake the monitoring and evaluation	£277,000	Renewed map based data viewing platform Implementation of data management plan Enhanced south east modelling capability STB common data standards Revised "State of the Region" Report	Dec 2024 Mar 2025 Mar 2025 Mar 2025 Mar 2025
SIP Implementation	Scheme development support, prioritisation of schemes for direct or funded feasibility studies or SOBC support, further development of future pipeline of schemes, development of strategic cases and monitoring and evaluation	£550,000	Updated Delivery Action Plan Delivery of final feasibility studies/SOBC's Provide support to NH and Network Rail for strategic schemes	Dec 2024 Mar 2025 Mar 2025

APPENDIX 2

2024/25 WORKSTREAM EXPENDITURE

Work area	Specific Workstream	Cost 2024/25	Key Milestones	End Date
Centre of Excellence	Delivery of an online platform offering a library of resources, tools and training packages. The platform will enable knowledge sharing amongst users via webinars and chat functions.	£276,000	<p>First assessment of areas for support with local authorities, that will be relevant to the capability and capacity gaps.</p> <p>Publish first version of knowledge library</p> <p>Identify physical locations and programme of in person training and events.</p> <p>Measure impacts of the RoCE and report to DfT and local authorities</p> <p>Ongoing engagement, management, and maintenance of the platform to ensure it remains up to date, relevant, and meeting the objectives.</p>	<p>April 2025</p> <p>Mar 2024</p> <p>Jun 2024</p> <p>Mar 2025</p> <p>Ongoing</p>
Electric Vehicle Charging Infrastructure	Completion of work to identify the impacts of the electrification of vehicle fleets on demand for public and depot based charging infrastructure. Outputs from this work incorporated into the EVCI Visualiser Tool. Further development of the EVCI Locate Tool.	£134,000	<p>Report of the impacts of the electrification of vehicle fleets on charge point demand</p> <p>Incorporation of fleet forecasts into EVCI visualiser tool</p> <p>Refinement of fleet electrification forecasts</p> <p>Development of EVCI Locate Tool</p> <p>Identification of business models for area wide EVCI procurement and roll out</p>	<p>July 2024</p> <p>June 2024</p> <p>Mar 2025</p> <p>Mar 2025</p> <p>Dec 2024</p>

APPENDIX 2

2024/25 WORKSTREAM EXPENDITURE

Work area	Specific Workstream	Cost 2024/25	Key Milestones	End Date
Active Travel	Completion of our Regional Active Travel Strategy and commencement of stage 1 work on the accompanying action plan	£66,000	Active Travel Strategy completed Stage 1 implementation of action plan	Oct 2024 Mar 2025
Freight	Completion of studies on the potential for modal shift to waterborne freight, future warehousing requirements in our area and the identification of suitable sites for road/rail interchange facilities. Development of a local freight forecasting tool	£237,000	Report on potential for modal shift to waterborne freight Report on future warehousing requirements in the TfSE area Report on identification of suitable sites for road/rail interchange facilities. Development of a local freight forecasting tool.	July 2025 July 2025 Mar 2025 Mar 2025
Future Mobility	Report on potential for modal shift to waterborne freight July 2025 Report on future warehousing requirements in the TfSE area July 2025 Report on identification of suitable sites for road/rail interchange facilities.	£45,000	Delivery of mode propensity tool Delivery of a package of practical mobility hub assistance	Oct 2024 Dec 2024
Decarbonisation	Delivery and improvements and refinements to the Decarbonisation Playbook developed jointly by the STBs.	£40,000	Delivery and improvements and refinements to the Decarbonisation Playbook	Dec 2024

APPENDIX 2

2024/25 WORKSTREAM EXPENDITURE

If additional funding was available, there are a number of elements of our work programme where we could extend the reach of existing work streams during 2024/25. There are also a number of potential deliverables that we haven't included in our 2024/25 programme that could be brought forward. Both existing and additional work areas are set out in the table below to a total of £320k- £370k.

Work area	Deliverable	Cost
Regional Centre of Excellence (RCoE)	Theory of change tool – to enable LTAs to identify the steps in reaching a goal and better articulate and connect strategies and plans to overall aims and spot potential risks.	£30,000
	Embedded Carbon Assessment Tool - to help LTA's identify the embedded carbon in future transport schemes and the opportunities for reduction	£50,000
Electric Vehicle Charging Infrastructure (EVCI)	Fleet electrification study – extension of scope to enable identification of potential local fleet vehicle charging hubs	£25,000
Freight	Addressing “freight blindness” - deliver additional elements of this existing multi-year programme into 2024/25	£25,000
Future Mobility	Shared mobility best practice guidance (bikes, scooters, cars) – undertake a review of the existing schemes in the TfSE area to identify best practice to share with other LTAs	£30,000
	Behaviour change best practice – to develop practice guidelines for selecting a travel behaviour change approach for use by LTAs	£30,000
Analytical Framework and STB Common Analytical Framework (CAF)	Invest in improved data processing and interrogation to accelerate progress with our Analytical Framework , and the STB CAF enabling greater support to LTA's through the CoE and improving the advice we can offer government on prioritisation and value.	£50,000
	Additional analytical and modelling capability to share with our partners to support early-stage scheme business cases and increase the effectiveness and range of support we can offer to LTAs, whilst also improving the advice we can offer government on prioritisation and value.	£30,000
SIP Implementation	Provide additional support to LTA and national partners in developing early-stage scheme business cases. There is significant demand from our LTAs for support on feasibility studies early-stage scheme business cases and this work could be scaled up to more constituent authorities if more funding was available. With an additional £50k we could advance another feasibility study, with an additional £100k we could take a scheme through an SOBC.	£50,000-£100,000

APPENDIX 2

2024/25 WORKSTREAM EXPENDITURE

Staff cost allocation 2024/25

Core Staff - Paid for using DfT Funding		
Business Area	Headcount	Cost
Programme Team	5.8 FTE	£320,000
Strategy Team	2 FTE	£180,000
Analysis Team	5 FTE	£370,000
Total	12.8 FTE	£870,000
Core Staff – Paid for using Local Authority Contributions		
Business Area	Headcount	Cost
Programme Team	3 FTE	£200,000
Strategy Team	2.8 FTE	£200,000
Analysis Team	0 FTE	£0
Total	5.8 FTE	£400,000
Total Staffing Budget	18.6 FTE	£1,270,000

TfSE costs to Implement the Common Analytical Framework*

Requirements	Costs
Staff Needed	Headcount
Portion of Analysis Team Salary Costs: • 0.5 Head of Analysis and Appraisal • Analysis Manager • 0.5 Data and Analytics Officer	£155,000
Subtotal	£155,000
Products Needed	
Implementation of Data Management Plan to support evidence base	£75,000
Regional Modelling capability	£145,000
Licence agreements	£5,000
Subtotal	£225,000
Total	£380,000

*These costs are included in the resource cost set out in the Resources section in the main body of the Business Plan.

Agenda Item 11

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: **Transport Strategy Refresh Update**

Purpose of report: **To provide an update on progress with the refresh of the transport strategy and seek agreement on the draft Missions that the strategy should seek to address.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) note the progress with the work to refresh the transport strategy;**
- (2) agree the draft Missions that the strategy should seek to address.**

1. Introduction

1.1 At the July 2023 meeting, the Partnership Board agreed that a refresh of Transport for the South East's (TfSE) transport strategy should be undertaken. The timeline for the refresh is shown in Appendix 1. The purpose of this report is to provide an update on the work that has taken place since the previous update to the Board in May 2024. It sets out the outcomes from the scenario planning work that has taken place, the findings of the Need for Intervention Report, and work with Socially Excluded Groups. The report also seeks the Board's agreement on the Missions that the strategy should seek to address.

2. Progress with technical work

2.1 Since this last update there has been significant progress with the technical work to develop the strategy. This has involved the development of a Need for Intervention Report, setting out the outcomes of the work with socially excluded groups, the completion of the work on the Your Voices survey and the development of future scenarios.

Need for Intervention Report

2.2 Following on from the review and updating of the evidence a Need for Intervention Report was produced. The key findings from this report are set out in Appendix 2.

2.3 The overall message that the Need for Intervention Report points towards is that there are a number of significant challenges to which transport plays a significant role in tackling (e.g. decarbonisation) or is a significant transport issue in

its own right. Many of these are challenges for which there has been relatively little meaningful action taken outside of some best practice case studies. This points towards the need to be much bolder in the transport strategy to ensure they are addressed.

Socially Excluded Groups

2.4 Specific work has been undertaken with socially-excluded groups to identify a number of key challenges that they face when travelling. This focussed specifically on those with one or more of the protected characteristics as defined under the Equalities Act 2020. The challenges faced by these groups were explored through a number of workshops which also sought to identify potential solutions. This was supported by data analysis and a summary of previous research on these issues. This work revealed a number of interesting findings relating to social exclusion and transport being faced across the South East. These include the following:

- A number of areas of the Transport for the South East being at high risk of Transport-related Social Exclusion¹, notably areas of North Kent, the English Channel coast (especially in Kent and Sussex) and the Isle of Wight.
- People living on the coast often living with one or more medical conditions, much more than those in other areas of the TfSE area.
- Digital exclusion varying significantly across the TfSE area according to availability of high-speed internet, physical and mental barriers and lack of digital skills.
- Coastal areas of the South East having a comparatively higher concentration of people aged 65 years old and over, and who have at least one disability which inhibits their movement.
- Larger urban areas, areas of Berkshire, and areas around London having a comparatively higher proportion of people aged 19 years old and younger.

2.5 A key finding of this work is the interrelated aspects of both the barriers to inclusion and the solutions to these issues. Many of these characteristics “intersect” with one another. For example, a person who is both disabled and economically disadvantaged could potentially experience the combined difficulties of both of these characteristics and consequently experience worse outcomes. Whilst our research does not indicate which issues intersect the most across the TfSE area, the analysis undertaken and the workshops indicates that such intersectionality does exist across the area.

Your Voices Survey

2.6 Between April and June 2024 Transport for the South East ran a ‘Your Voices’ survey, with the purpose being to establish how residents across the South East felt key priorities from our existing strategy had grown or lessened in importance. It was primarily an online survey undertaken over the course of three months. In all, there

¹ Defined as a combination of areas with high levels of deprivation (as defined by the Indices of Multiple Deprivation) and with poor access to key services to public transport (as defined by Journey Time statistics published by the Department for Transport)

were 1501 responses to the survey providing a great deal of insight into the key challenges and priorities facing those who responded.

2.7 Those responding to the survey were asked to indicate the level of priority they thought should be given to the social economic and environmental priorities for the existing Transport Strategy. In response, 48% of respondents ranked the social theme as the highest priority, 32% said environmental issues should be the top priority and 20% ranked the economic theme first. A summary of the results of the survey are set out in Appendix 3.

Scenario planning work

2.8 Since the update at the last Partnership Board meeting, we have now completed work on the identification of four scenarios that will be used to test the robustness of the of the strategy under different plausible futures. A number of workshops have taken place with members of the TfSE Senior Officer Group and Transport Strategy Working Group to develop and refine four plausible (but not necessarily desirable) future scenarios. An outline of the methodology that was used to develop the scenarios along with their key characteristics and the way they are going to be used to develop the strategy is set out in Appendix 4. In outline the four scenarios that have been developed through this process are as follows:

- **Make-do and Mend** – a big state fixes things and makes best use of limited resources
- **Planned Prosperity** – A big state drives economic growth through investment in public projects
- **Frontier Freedoms** – residents are given increased freedoms to deal with economic volatility
- **Exclusive Excess** – state steps aside stimulating growth, investment and inequality

2.9 The purpose of these scenarios is not to predict the future. They will be used to test the robustness of the policy route maps that are going to be developed to deliver the Missions that the strategy will seek to address. This process will involve testing how these policy road maps perform under each of the four future scenarios to see which elements are robust in the greatest range of future conditions. This will enable the policy road maps to be refined, as appropriate.

3. Identification of draft Missions that the strategy should seek to address

3.1 At the previous Partnership Board meeting, it was agreed that the strategy should be structured around addressing a number of Missions. This will ensure a focus on the issues that TfSE could have a role in helping to deliver and incorporate a place-based framework to identify how these missions would be addressed spatially across the TfSE area. The process that has been used to develop the Missions is set out in Appendix 5.

3.2 To continue with the pace of the development of the Transport Strategy Refresh, the Partnership Board is requested to approve a list of draft Missions, that have been developed through workshops with members of TfSE's Senior Officer Group and Transport Strategy Working Group and discussed with the Partnership

Board at a workshop on the 22 July 2024. These five missions are set out in Appendix 6.

3.3 The Partnership Board is advised that the wording of these Missions is likely to be subject to further refinement as a result of the Policy Road Map work and any other supporting technical work. But by agreeing these Missions now, the Partnership Board can provide the Project Team with a clear steer on its priorities for the Transport Strategy Refresh.

4. Financial considerations

4.1 As reported to the Board in May 2024, the total cost of the transport strategy refresh is forecast at £724,000. This cost is being met from the Department of Transport grant allocations for 2023/24 and 2024/25.

5. Conclusions and recommendations

5.1 In conclusion, work on the transport strategy refresh is progressing well, with significant progress on a number of elements of technical work and on consultation and engagement activity. Members of the Partnership Board are recommended to note the progress on the transport strategy refresh and note to work that has taken place with socially excluded groups, on the 'Your Voices' survey and on the development of future scenarios. They are also recommended to agree the draft Missions for the Transport Strategy Refresh.

RUPERT CLUBB

Chief Officer

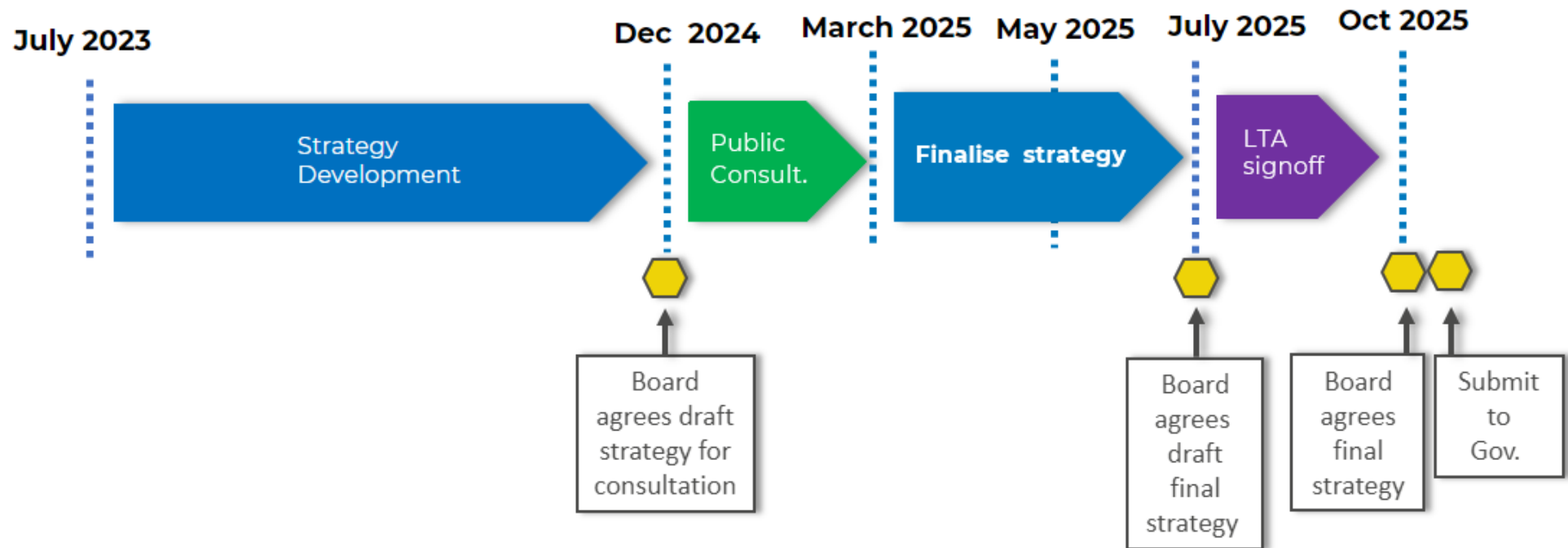
Transport for the South East

Contact Officer: James Gleave

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Email: james.gleave@transportforthesoutheast.org.uk

Appendix 1 – Timeline for delivery of the transport strategy refresh



Appendix 2 - Summary of the Need for Intervention Report

1. The purpose of this Appendix is to set out the main Findings of the Need for Intervention report that was produced following a review and updating of the evidence base for the existing Transport Strategy and the Strategic Investment Plan.
2. A Draft Need for Intervention Report was produced and shared with partners on in May 2024. Some 100 comments on this report have been received. While changes are being made in response to this report, and a final report will have been adopted by the time of the July Partnership Board, the key messages of the report remain unchanged. The overarching narrative of the report can be summarised under four themes that prompt the need for intervention.
 - a. **A Challenging Context.** Transport sits within a politically and economically challenging context, with mounting environmental pressures. The TfSE area in-particular faces challenges of affordability and the distribution of opportunities. This manifests itself in a number of ways, ranging from transport networks increasingly facing disruption from extreme weather, to economic and productivity growth being a significant challenge.
 - b. **Constraints on Change.** The ability to deliver significant transport change by National Government and Local Transport Authorities is hampered by economic and political uncertainty; changing strategic direction, and the rising costs of funding and delivering change. This includes challenges such as political uncertainty, local authorities being under significant financial pressure, and the rising costs of capital projects.
 - c. **Consequences of inaction.** The transport sector is not on track to decarbonise, sufficiently improve public health, or achieve equality aims. Residents continue to be subject to potentially avoidable negative impacts of transport while positive impacts could be better optimised. This includes challenges such as a cycle of decline in public transport, active travel participation being too low, and traffic congestion affecting the strategic road network and our major urban areas.
 - d. **A Challenging Future.** Current trends point towards further exacerbation of transport issues with mounting environmental, social and cost pressures. Meanwhile, emerging transport technology offers no credible silver bullet for resolving many of the issues. Such challenges include rolling out of digital connectivity, unequal distribution of the benefits of new technologies, and the time to deploy emerging technologies.
3. Although these general descriptions summarise a number of challenges, the Need for Intervention Report describes 27 in all. These are listed in Figure 1, and the Need for Intervention Report goes into the evidence behind these in more detail.
4. The overall message from the Need for Intervention Report is that there are a number of significant challenges which transport plays a significant role in tackling (e.g. decarbonisation) or that are transport issues in their own right (e.g. resilience). Many of these are challenges for which there has been relatively little meaningful

action taken, outside of some best practice case studies. This points towards the need for the transport strategy being bolder in seeking to address these challenges.

Figure 1 - Challenges identified in the Need for Intervention Report

A Challenging Context	Constraints on Change	Consequences of Inaction	A Challenging Future
<ul style="list-style-type: none"> • The impacts of climate change are already apparent • Our transport network must be more resilient to climate change • Decarbonising longer distance trips is particularly challenging • Brexit is disproportionately impacting the TfSE area • Economic growth and productivity has flatlined • We are not building fast enough in the South East • Housing is unaffordable in too many parts of the TfSE area • Location of future growth could entrench unsustainable travel patterns • People are not incentivised to travel sustainably • The benefits of transport are not distributed equally 	<ul style="list-style-type: none"> • Political uncertainty is stifling transport investment • Local authorities are under severe financial pressure • The region is not benefitting from devolution of powers and funding • Railway industry finances are unsustainable • Rising costs are a barrier to delivering capital projects 	<ul style="list-style-type: none"> • Public transport is unaffordable for too many people • Public transport appears to be in a cycle of decline • Regional disparity in socio-economic outcomes persists • Many areas are at risk of transport related social exclusion • Road congestion is too high in our Major Economic hubs • Transport has an adverse impact on our health and our environment • Active travel participation is too low • The South East does not get the mass-transit it deserves 	<ul style="list-style-type: none"> • Poor digital connectivity risks leaving some communities behind • Digital connectivity is necessary to enable reduction in travel demand • The benefits of future technology may not be equitably distributed • We don't have the luxury of time to rely on less mature technologies

Appendix 3 - The results of the 'Your Voices Survey'

1. The purpose of this Appendix is to set out the main findings of the Your Voices Survey that was undertaken between April and June 2024. The purpose of the survey was to establish how residents across the South East felt key priorities from our existing strategy had grown or lessened in importance. It was a primarily an online survey undertaken over the course of 3 months. In all, there were 1501 responses to the survey providing a great deal of insight into the key challenges and priorities facing those who responded.

2. The key finds of the survey were as follows:

- Amongst the three themes from the existing transport strategy: economic, environmental and social, 48% of respondents ranked the social theme as the highest priority, 32% said environmental was the top priority and 20% ranked the economic theme first.
- Amongst the economic priorities, the need for joined up thinking between transport planning and housing and employment needs emerged as the area which had grown most in importance. A total of 86% of respondents stated this was more or much more important than 5 years ago.
- Responses across the environmental priorities were similar with improving biodiversity as part of new infrastructure schemes emerging as the one with most respondents stating this had got more or much more important (71.4%).
- 85% of respondents said an accessible and affordable transport network was now more or much more important than 5 years ago, this was the highest amongst the social themes.

Figure 1 - Rank of themes of previous Transport Strategy in the Your Voices Survey (percentage of respondents)

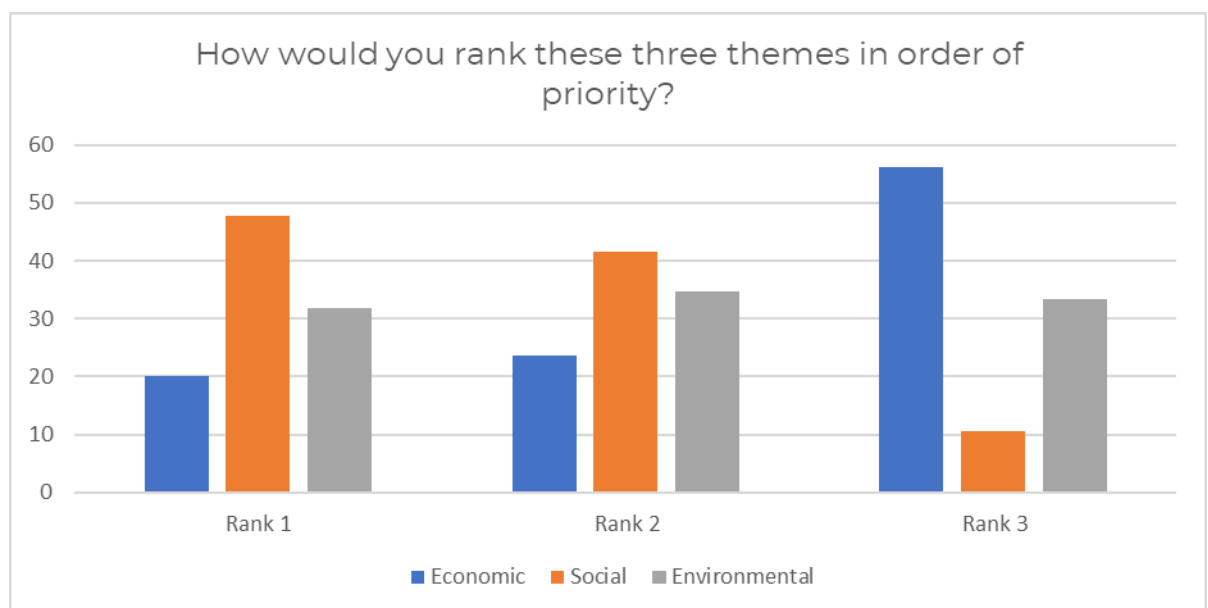


Figure 1 - Changes in importance of the last 5 years of different economic priorities (percentage of respondents)

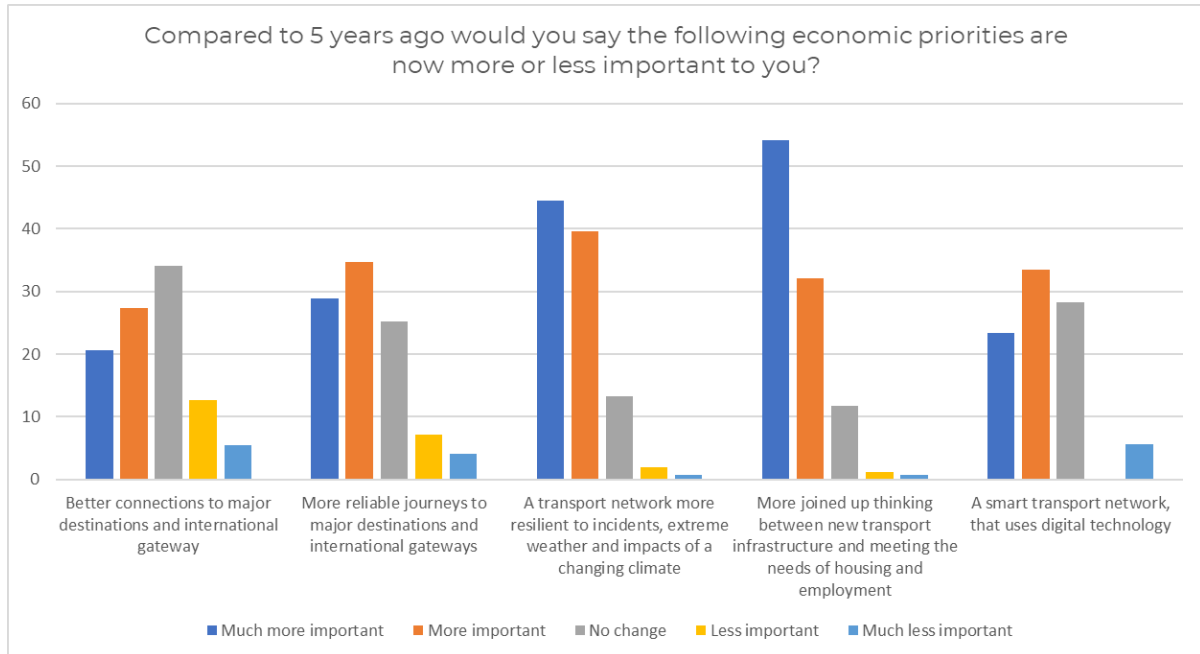


Figure 2 - Changes in environmental priorities of the Transport Strategy over the last 5 years (percentage of respondents)

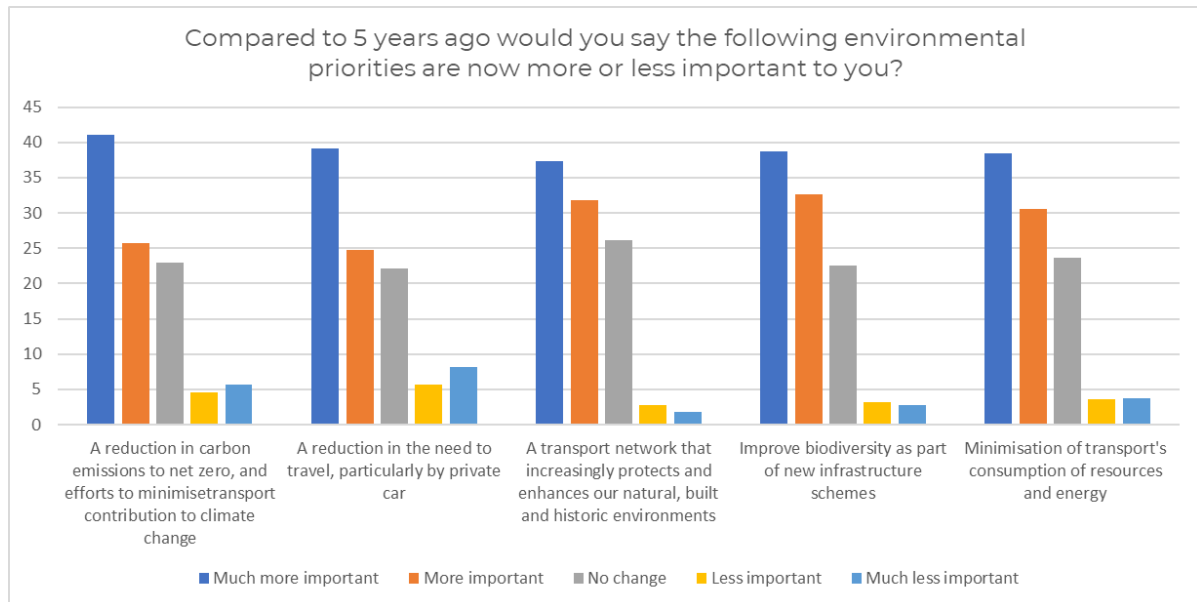
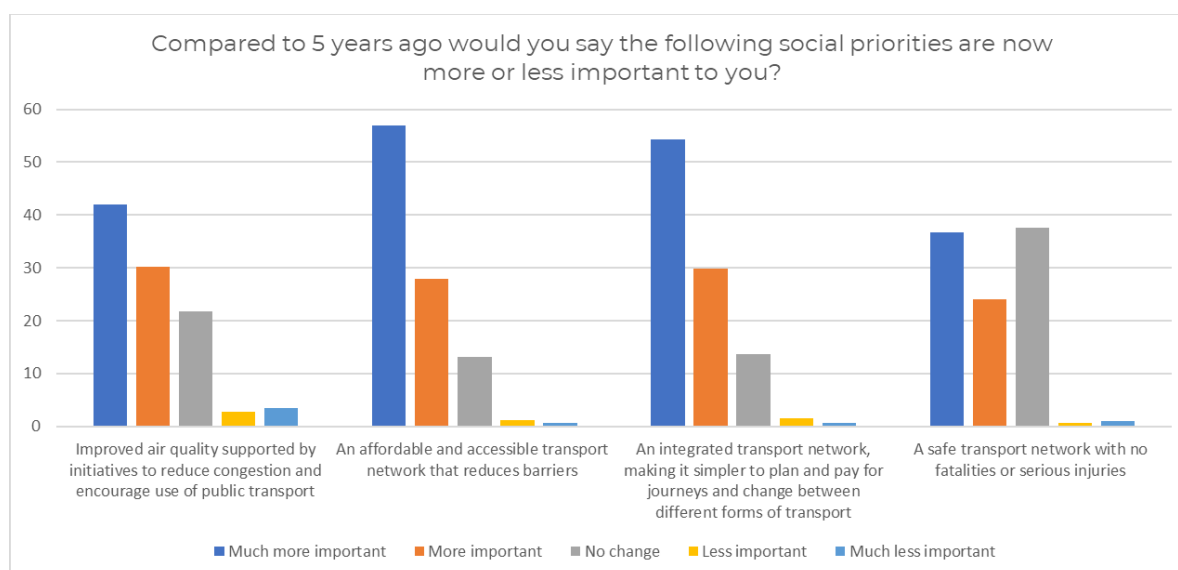


Figure 3 - Changes in social priorities of the Transport Strategy over the last 5 years (percentage of respondents)



3. An Analysis of the comments received as part of the survey was also undertaken. All of the top 6 themes that were raised in the free comments related to public transport, particularly focussing on affordability of public transport. There were also specific mentions of the Isle of Wight Ferries (Table 1).

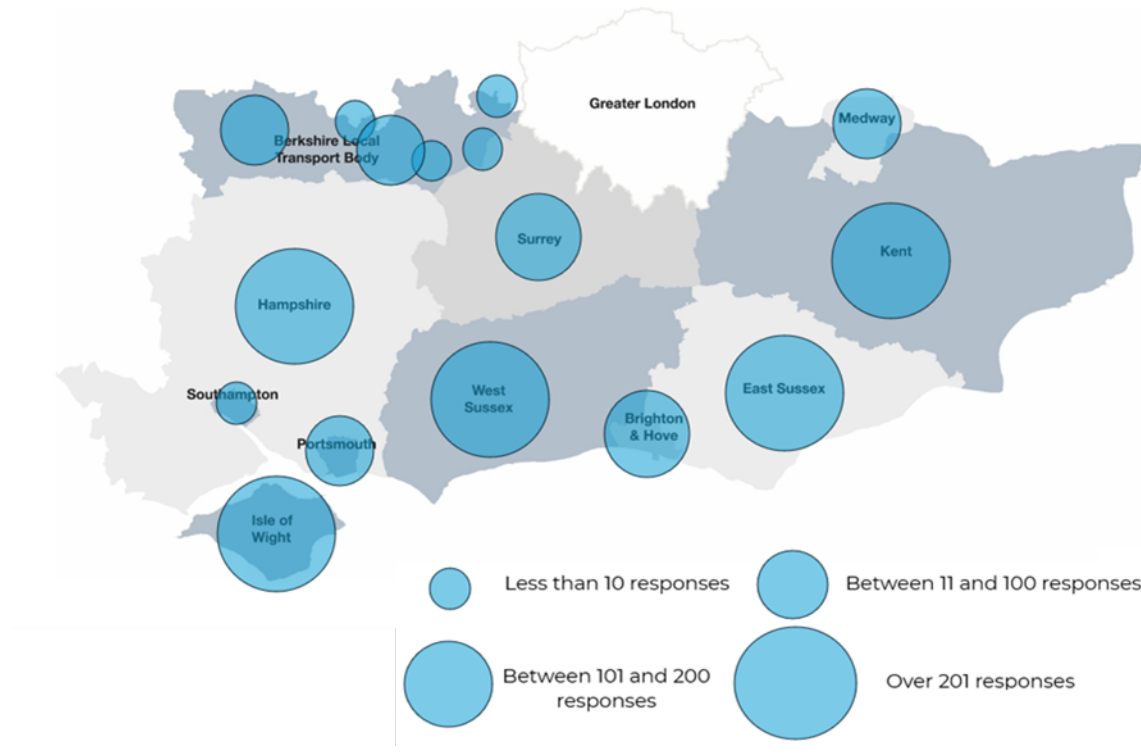
Table 1 - Priority Areas mentioned in free comments section of the Your Voices Survey, including specific mentions

Priority Area	Specific Mentions	Number
More affordable public transport	Isle of Wight Ferries	108
	Train fares	23
	Bus fares	10
More frequent PT services / services than run later in the evening / run at weekends/ restore cut services	Bus services	60
	Ferry services	20
	Rail services	19
Improved public transport for rural areas / car journeys currently only option for key journeys / communities are cut off, promotes inequality and creates barriers to essential services	Isle of Wight	33
More reliable PT services / less strikes / more information	Isle of Wight Ferries	52
	Rail services	16
	Bus services	11

4. In terms of how representative the survey was of the population, we assessed this by comparing the characteristics of the sample data to basic demographic data (gender, age, ethnicity, disability) of the population across the South East. From the data we collected, we found that the profile of survey respondents aligned well with the population of the South East overall, with the exception of those over the age of 45 years old formed disproportionately more responses than those of younger ages, and disability where those with some kind of disability formed disproportionately

more of the responses. The geographic distribution of responses is shown below in Figure 7.

Figure 7. Distribution of responses received to the 'Your Voices' survey



Appendix 4 - The development of future scenarios

1. The purpose of this Appendix is to outline of the methodology that was used to develop four future scenarios along with their key characteristics and the way they are going to be used to help develop the strategy.
2. Since the last Board meeting in May 2024 work has taken place to develop four future scenarios. The purpose of this exercise was to identify a number of different plausible and possible futures that can be used to test the robustness of the strategy.
3. A series of workshops with members of Senior Officer Group, Transport Strategy Working Group and other key stakeholders to help develop these scenarios. The first workshop took place in April 2024 and was focussed on identify a number of drivers of change, these being the key things that are likely to affect the future of transport across the TfSE area.
4. The drivers of change are the key building blocks of the future scenarios, and consequently, developing consensus on what these drivers are, and their relative importance was an important part of the process. The outputs from this workshop were used to identify the two drivers of greatest importance and highest uncertainty to form the two axes of a grid in which form the basis for generating four future scenarios. The two key axes that were identified were the volatility of future economic growth (ranging from volatile growth to stable long term growth and the level of intervention from the state (ranging from interventionist to laissez faire). These two axes and the scenarios that were developed in each of the four quadrants they create are shown in Figure 1 below.

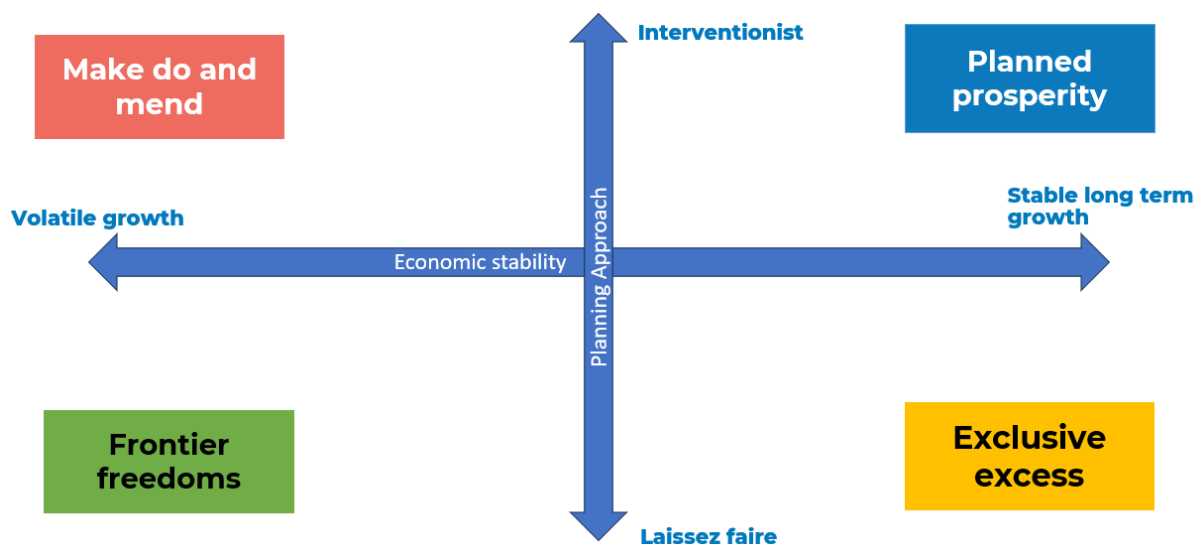


Figure 1 - The TfSE Scenario Matrix

5. For each of the scenarios, a scenario narrative has been developed to describe the future world that would occur in that scenario if TfSE took no action (Figure 2). At a further workshop, members of Senior Officer Group, Transport Strategy Working Group, and key stakeholders reviewed these narratives, and the impact of each scenario would have on a range of criteria (e.g. transport demand, land use development, access to digital services and new technology).



Figure 2 - Scenario Narratives

6. Resulting from this work, the South East Economy and Land Use Model (SEELUM) will be used to model each of the scenarios to identify what the implications of each are on a range of characteristics if there was no action by TfSE in each scenario. Such characteristics include economic growth, population growth, carbon emissions, car use, public transport use and active travel use. As the Policy Road Maps are developed, these can be tested against the different scenarios to identify how the road maps perform under each scenario in achieving the missions. This will enable us to identify which road maps provide are the most robust under different future scenarios.

Appendix 5 - The identification of the draft Missions that the transport strategy should seek to address

1. The purpose of this Appendix is to outline of the methodology that has been used to identify the Missions that the strategy should seek to address and set out how they are going to be used to develop the strategy.
2. An approach to the development of the strategy based on Missions will enable well-defined direction of travel to be identified with each Mission having a clearly defined outcome or end point. This will enable the co-ordinated action that will be needed to achieve the Mission to be identified.
3. Since the May Partnership Board meeting, the Project Team has been working to identify and shortlist these missions, building upon the foundation of co-creation with our key partners.
4. The Missions are to be structured around a set of cross cutting topics. Each will have a single, coherent narrative and set of objectives addressed by a range of interventions. A workshop was undertaken with members of TfSE's Senior Officer Group, Transport Strategy Working Group and other key stakeholders in early July to identify and shortlist the potential Missions .

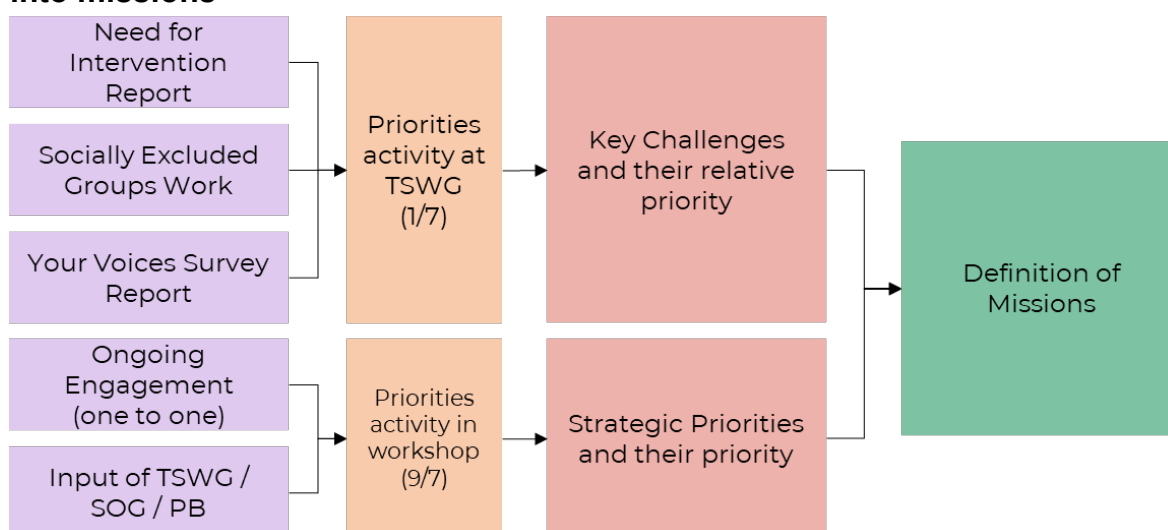
Work to date on the missions

5. The Project Team has worked with the Transport Strategy Working Group and Senior Officer Group, building upon the evidence base from the Need for Intervention Report (Appendix 1), Socially Excluded Groups Report (Appendix 2), and Your Voices Survey (Appendix 3) to identify the priority challenges and strategic priorities that should form the basis for the Missions. This has involved two activities:

- The prioritisation of the challenges identified in the Need for Intervention report undertaken as part of the July meeting of the Transport Strategy Working Group with further feedback received subsequently;
- Prioritisation of strategic priorities, based upon how challenging they are to achieve, as part of a Missions workshop with members of Senior Officer Group and Transport Strategy Working Group in early July

This process is summarised in Figure 1 below.

Figure 1 – Process of prioritising challenges, strategic priorities, and distilling into missions



6. Through this exercise, a long list of potential missions was identified (Table 1),).

Table 1 - Long List of potential Missions considered

Potential Mission
Delivering a resilient and reliable transport system
Enhancing our natural and historic environment
Decarbonising transport and travel
Unlocking our international gateways and facilitating more trade
Boosting strategic connectivity between the south east and rest of the UK
Enhancing business and labour market connectivity
Increasing the safety of the transport network
Delivering an integrated transport network
Providing an inclusive and affordable transport network
Ensuring our transport network facilitates access to key services
Transport enabling sustainable development
Better connecting our coastal communities
Better connecting our rural communities
Transforming east – west connectivity
Resilient radial corridors

Potential Mission
World class urban transport systems
Delivering devolution
Building institutional capacity
Securing funding for our transport infrastructure
Health / Healthy Streets

7. The missions shown in Table 1, were reviewed as part of the workshop with Senior Officer Group and Transport Strategy Working Group and a prioritisation process was used to refine them down to a shortlist of potential missions. This prioritisation was based on the degree to which TfSE could have a meaningful role take in achieving a Mission. The Missions to be taken forward as a result of this process are shown in bold in Table 2. This table also sets out how those that are not shown in bold will be addressed.

Table 2 - Shortlisting of Missions

Potential Mission (those in <u>bold</u> taken forward)	Notes for missions not taken forward
Delivering a resilient and reliable transport system	
Enhancing our natural and historic environment	To be captured in overarching strategy – better led by national organisations and local transport authorities
Decarbonising transport and travel	
Unlocking our international gateways and facilitating more trade	
Boosting strategic connectivity between the south east and rest of the UK	
Enhancing business and labour market connectivity	
Increasing the safety of the transport network	Captured in overarching strategy – better led by local transport authorities
Delivering an integrated transport network	
Providing an inclusive and affordable transport network	

Potential Mission (those in bold taken forward)	Notes for missions not taken forward
Ensuring our transport network facilitates access to key services	Captured in overarching strategy – better led by Local Transport Authorities
Transport enabling sustainable development	
Better connecting our coastal communities	Captured in overarching strategy – likely to be an outcome of other missions
Better connecting our rural communities	Captured in overarching strategy – likely to be an outcome of other missions
Transforming east – west connectivity	
Resilient radial corridors	Captured in overarching strategy – captured under <i>Delivering a resilient and reliable transport system</i>
World class urban transport systems	
Delivering devolution	
Building institutional capacity	
Securing funding for our transport infrastructure	
Health / Healthy Streets	Captured in overarching strategy – better led by Local Transport Authorities

The Missions that have been identified to be taken forward have been grouped into the different thematic areas shown in Table 3 to enable them to be combined.

Table 3 - Mission themes identified

Mission themes	Component missions
Resilience	Delivering a resilient and reliable transport system
Decarbonisation	Decarbonising transport and travel
Strategic Connectivity	Unlocking our international gateways and facilitating more trade
	Boosting strategic connectivity between the south east and rest of the UK

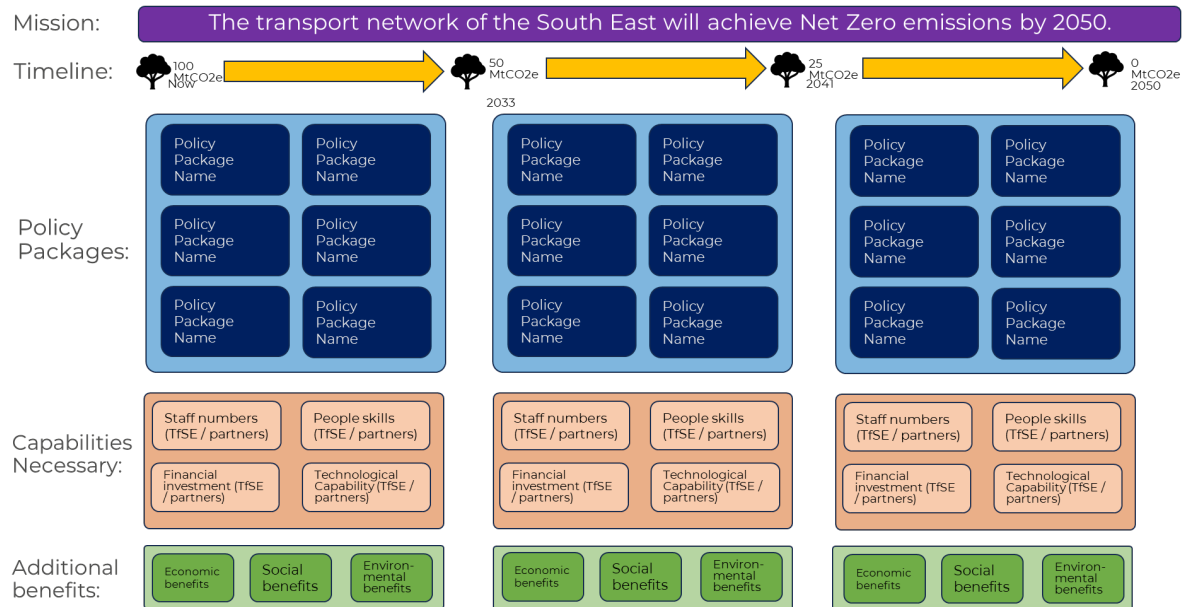
Mission themes	Component missions
	Enhancing business and labour market connectivity
	Transforming east – west connectivity
	World class urban transport systems
Integration and inclusivity	Delivering an integrated transport network
	Providing an inclusive and affordable transport network
Transport enabling sustainable development	Transport enabling sustainable development
Delivery	Delivering devolution
	Building institutional capacity
	Securing funding for our transport infrastructure

8. Based upon these thematic areas identified in Table 3, one consolidated mission for each thematic area was then identified. These are set out in Appendix 6 as the Partnership Board is being asked to agree them. The wording of each of the Missions will be subject to further refinement as the strategy is developed over the coming months, and consequently should not be considered as the final wording at this stage. The components identified under the Delivery theme have not been presented as a Mission in Appendix 6, as they constitute supporting actions that will be needed to enable TfSE to deliver all of the other Missions.

Development of Policy Route Maps

9. Once the Missions have been agreed by the Partnership Board, Policy Route Maps will be used to identify packages of interventions that are needed to achieve a mission or series of missions, including supporting work and capabilities needed to deliver them. These road maps will identify a series of policies needed to deliver each mission. Figure 1-2 below illustrates how this process will be applied. This will be supported by analysis work to test different options and road maps against the future scenarios that have been developed. An update on the development of these policy route maps will be presented to the Partnership Board at their meeting in October

Figure 1-2 - Illustrative example of a mission and associated route map (working example)



Appendix 6 – Draft Missions for the transport strategy

1. The purpose of this Appendix is to set out the draft Missions that the strategy should seek to address. The methodology used to develop the Missions to this stage is described in Appendix 5.
2. The Partnership Board is advised that the wording of these Missions may be subject to further refinement as a result of the Policy Road Map work and any other supporting technical work. During the development of these Missions it was identified that there would need to be supporting work to ensure their delivery including building the institutional capacity and skills needed as well as the devolution of powers and responsibilities and the funding the region needs.

Draft Missions:

Mission 1: Enhance connectivity to and between economic centres, international gateways and the rest of the UK

Mission 2: Enable sustainable development and economic growth

Mission 3: Decarbonise transport and travel

Mission 4: Create an integrated, universally accessible, and affordable transport system that is inclusive of difference

Mission 5: Improve the resilience and reliability of the transport system

Agenda Item 12

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.**
-

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.

RUPERT CLUBB
Chief Officer
Transport for the South East

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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

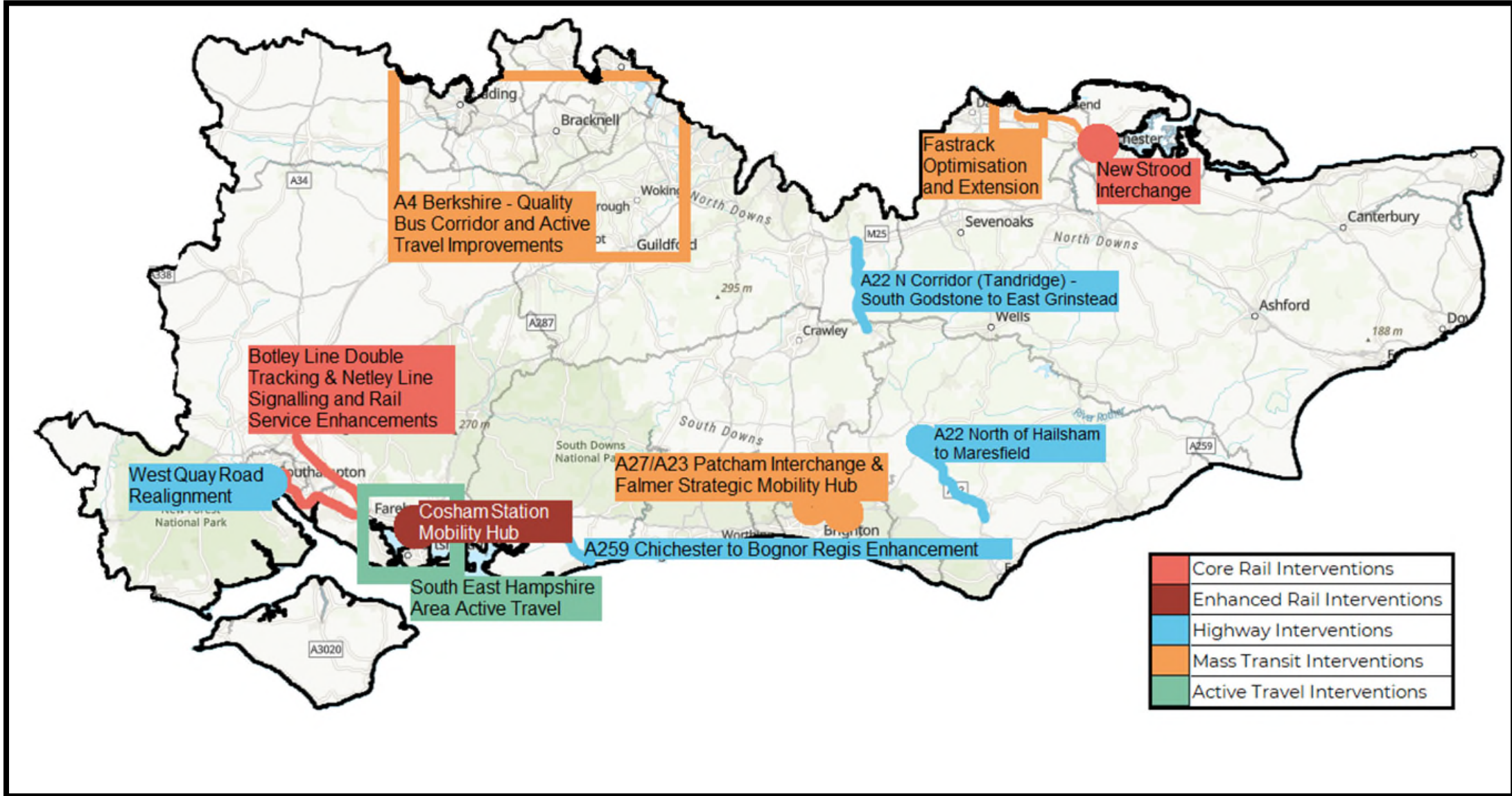
Table 3 – 2024/25 shortlist**Schemes to be offered funding in 2024/25**

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



Agenda Item 13

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: **Responses to consultations**

Purpose of report: **To agree the draft response submitted in response to a consultation**

RECOMMENDATION:

The Members of the Partnership Board are recommended to agree the draft response to the following consultation: Department for Transport – Adapting the UK’s transport system to the impacts of climate change

1. Introduction

1.1 Transport for the South East (TfSE) has prepared a response to a recent consultation. This paper provides an overview of the response to the following consultation:

- **Department for Transport – Adapting the UK’s transport system to the impacts of climate change**

2. Department for Transport – Adapting the UK’s transport system to the impacts of climate change

2.1 The Department for Transport (DfT) held a period of engagement on their transport adaptation strategy, which includes actions and policies to enhance climate adaptation planning and action across the sector.

2.2 This consultation closed on 31 May 2024 and the officer level response that was submitted is contained in Appendix 1.

2.3 Overall, TfSE welcomed the publication of the transport adaptation strategy publication and specifically, that the Government is taking a long-term, national and informed approach to predicting, and developing the country’s transport resilience needs.

2.4 However, we did raise some concerns, particularly around the increased financial pressure local transport authorities and transport operators will experience with the increased need for climate adaptation. They are already under intense funding pressure for maintenance, renewals and new infrastructure. We would like to

see a commitment for clearer guidance and support from central government in identifying locations that are at risk and defining these risks. This would help local transport authorities and transport operators build better asset management plans and develop appropriate mitigations which they can be confident will be funded.

2.5 Without independent ringfenced funding for resilience it will have to compete with the other priorities for infrastructure operators with already strained budgets. Achieving the high levels of adaptation that are needed will require comprehensive action, likely requiring substantial additional investment.

3. Conclusion and recommendations

3.1 The members of the Partnership Board are recommended to agree the draft response to the consultation detailed in this report.

RUPERT CLUBB

Chief Officer

Transport for the South East

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Transport for the South East (TfSE) response to the Department for Transport's consultation regarding Adapting the UK's transport system to the impacts of climate change Strategy

1. Introduction

- 1.1. Transport for the South East (TfSE) welcomes the opportunity to respond to the consultation regarding Adapting the UK's transport system to the impacts of climate change Strategy. This is an officer level response which will be presented to our Partnership Board in July 2024. A further iteration of it may therefore follow.
- 1.2. TfSE is the sub-national transport body (STB) for the south east of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a [30-year transport strategy](#) in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.
- 1.3. Our principal decision-making body, the [Partnership Board](#), brings together representatives from our 16 constituent local transport authorities, business, , district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.
- 1.4. Our [Strategic Investment Plan \(SIP\) for South East England](#) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan provides a framework for delivering our Transport Strategy, which:
 - Is a blueprint for investment in the south east.
 - Shows how we will achieve our ambitions for the south east.
 - Is owned and delivered in partnership.
 - Is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels.
 - Provides a sequenced plan of multi-modal investment packages that are place based and outcome focused.
 - Examines carbon emissions impacts as well as funding and financing options.
- 1.5. The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for

Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses, and political representatives.

- 1.6. TfSE welcome the transport adaptation strategy publication and specifically, that the Government takes a long-term, national and informed approach to predicting, and developing the country's transport resilience needs. Achieving our vision for the south east is dependent on the government and operators' ability to maintain the existing transport network in addition to funding and facilitating new infrastructure to deliver the UK's and the south east's objectives. TfSE welcome the opportunity to respond to this consultation and we recognise the risk to the transport networks posed by climate change, and the benefit of a robust evidence led plan alongside appropriate funding to improve the Country's ability to cope with these effects while also resolving to reduce the cause.

2. Assessing climate risks

- 2.1. TfSE are not a Transport Infrastructure Operator (TIO), however as an STB we consider climate resilience at a strategic level although do not have access to any data that would enable assessment of the risks at the level enquired to in the consultation.
- 2.2. TfSE does not submit reports to government as part of the Defra-led process known as the Adaptation Reporting Power.

3. Whether TfSE support the policies included in the strategy.

- 3.1. The strategic priorities set out in the Transport Adaptation Strategy are aligned with Transport for the South East's. Our vision set out in our transport strategy is that 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.
- 3.2. Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.
- 3.3. To deliver this will require new infrastructure and multi modal solutions, but also the protection of existing networks. Our Transport Strategy recognises the critical importance of climate resilience, particularly concerning the potential loss of infrastructure.
- 3.4. Our understanding has been further shaped by insights including those from the Department for Transport (DfT) led training - preparing the transport

network for climate change. Among many other things the training highlighted concerning projections that by the 2080's:

- a) Areas with railway lines exposed to flooding more frequently could see increases of 53% and 160% for 2°C and 4°C temperature rises respectively.
- b) The length of major roads at risk of flooding could increase by 41% and 120% for 2°C and 4°C temperature rises respectively
- c) The number of vulnerable railway stations at risk of flooding could increase by 10% and 28% for 2°C and 4°C temperature rises respectively

(Committee on Climate Change, 'Climate Change Risk Assessment 2017').

3.5. We support the centralised collection of data where possible to efficiently support and inform decision making by operators for investment in resilience. It is positive that the DfT are working with the Met Office to make it easier for the transport sector to use climate projections through provision of information and development of a tool to better understand the frequency of extreme weather events.

4. How effective TfSE consider the policies will be at enhancing the adaptation action taken by organisations responsible for transport infrastructure.

4.1. The Transport Adaptation Strategy makes the case for pre-emptive investment, yet maintenance budgets are in real terms reducing across the sector. Without adequate funding for mitigation, enforced reporting will likely lead to diluting maintenance funding to incorporate resilience. TIO's are already stretching their budgets and are working to targets for condition, service and reliability. The Strategy makes the case for climate risk understanding but there is little detail of how delivery of mitigation will be funded. Network Rail stated in their newly published southern region weather resilience & climate change adaptation plan 2024 – 2029 that they have had to make some tough choices around balancing spending in CP7 to provide the most value to both customers and the taxpayer. They expect it to become increasingly challenging to keep pace with the frequency and intensity of extreme weather events through the current control period, which will be a significant factor in planning for future control periods. This highlights that currently increased resilience mitigation is being funded to the detriment of maintenance and renewals.

4.2. TfSE are concerned particularly for Local Transport authorities that are already under intense funding pressure for maintenance, renewals and new infrastructure. We would like to see a commitment for clearer guidance and support to be given by central government climate experts in identifying locations and types of risk to TIO's so that they can include in their asset management plans and develop appropriate mitigation which they can be confident will be funded.

4.3. We support standardised methods of risk assessment to enable TIO's to ensure they are assessing risk at the same levels as each other and allow the government to compare like for like when it needs to prioritise funding. Additional skills and requirements that are placed onto TIOs will have a cost.

Therefore, we feel the more that can be delivered centrally the more efficient risk assessment and mitigation will be. Enabling TIO's to focus their efforts on mitigation and collaboration with other at risk parties.

- 4.4. The commitment to provide the guidance, tools, evidence, and knowledge to consider climate risks and make the case for action is positive. Providing the tools in order for TIOs at all levels to embed climate resilience into their asset management plans is positive. Adopting global best practice in the form of adaptation pathways also appears sensible. A database of best practice adaptation measures will support TIOs and relieve the problem of decision making, making it simpler and easier to consider potential costs at a strategic level. The additional climate information will support long term planning for the transport sector. The risk assessment guidance is also welcomed as this will help consistency throughout the network across modes.
- 4.5. We are keen to understand what action the government will take regarding funding once risk assessment is complete and there is an estimated volume of investigation and mitigation defined. It is intonated in the strategy but it is not clear whether TIO's will be expected to meet this need from existing budgets which would be a concern.
- 4.6. Within the TfSE region we are aware of resilience issues and the high cost of mitigation. Most recently one of our constituent authorities is facing extensive disruption as a result of landslides following flood events. In order to complete investigations to understand the risk and deliver immediate management of highway diversions and safety improvement works they require nearly £1.5m of funding which currently they do not have. The remediation and mitigation itself is still at this time unknown but likely to require central funding from government if further issues are to be averted. There are likely to be many similar situations throughout the country.
- 4.7. The "Why this action is needed" in the building the evidence base section is coherent but the cross sector actions seem more focussed on transition risks and low carbon solutions over climate resilience. We are not convinced it is enough to "factor climate risks into analyses as part of DfT business cases." This suggests that resilience will only be considered as part of schemes being delivered through another existing prioritisation. There is a case for resilience schemes to be prioritised on the basis of resilience alone as set out in the benefits of climate adaptation chapter.
- 4.8. Using funding agreements like RIS and Control Periods to incentivise resilience is likely to encourage adaptation in transport projects and policies. However, they might not fully support adaptation in asset management planning for infrastructure, beyond maintenance and renewals. We advocate for a clearer approach. This should include assessing networks as a whole to protect areas at highest risk. Projects should be prioritised based on their own merit. We believe it's crucial to focus on making entire areas more resilient, not just protecting separate assets. The current strategy mentions this under "cascading failures." Our concern is that TIOs, tasked with risk management, might overlook broader approaches. They might simply focus on their own assets and collaborate with other infrastructure owners in proximity where

they are agreeable. We suggest that the government could achieve greater efficiencies by looking at larger areas, rather than delegate to infrastructure owners that will have greatest regard for their own individual assets.

- 4.9. We are worried about the financial pressure on infrastructure operators, especially local highway authorities. High inflation and rising costs already limit their project delivery. Moreover, they must meet increasing metrics, including biodiversity net gain, carbon reduction, and benefit-cost ratio. Funding is not keeping pace with the growing requirements.
- 4.10. The strategy states, "Transport operators should decide on the warming scenario." However, we suggest it would be more appropriate for guidance to be given to operators on the best warming scenario. Operators would then not need to hire staff or consultants to review climate forecasts and make decisions that are outside of their area of expertise, and a more consistent view could be taken.
- 4.11. TfSE feel that more direction would be welcomed over cross sector collaboration to avoid duplication and independent development of systems that then do not work together.
- 4.12. We support commitment to the resilience framework but raise concern again over whether there will be provision of additional funding to service the increased need as it becomes clearer. We feel it is very important that the standards imposed as a result reflect the funding available and that operators' budgets are not squeezed any further than they already are.
- 4.13. We do have a concern regarding the apparent need to link climate change as cause to resilience. We feel resilience mitigation should be prioritised based on the other factors highlighted in the strategy for reliability, impact and pre-emptive mitigation being more efficient than replacement or repair after the fact. We agree that climate change should be monitored but are concerned of separating funding for resilience into different pots for transport infrastructure that can prove climate change causality and those which cannot.

5. What more TfSE think government could do to adapt transport infrastructure to the impacts of climate change.

- 5.1. We are keen to understand if there will be additional funding to carry out mitigation once identified. Without independent ringfenced funding for resilience it will have to compete with the other priorities set out for infrastructure operators with already strained budgets. Achieving the high levels of adaptation that are projected will require comprehensive action across all policy areas and implementation stages, likely requiring substantial additional investment. Network Rails southern region weather resilience & climate change adaptation plan 2024 – 2029 also states that In CP7 weather risk task force (WRTF) schemes will provide some investment in pure resilience, but prioritisation of available funding means that such investment will be limited elsewhere. How should TIO's prioritise potential (resilience) against known (condition) requirements. How will they be targeted and what are the

expectations on them if resilience is not funded independently of maintenance budgets.

- 5.2. For Local Highway Authorities there are tremendous pressures to adequately maintain their ageing/life expired assets in addition to the risk from climate change. If there were a dedicated fund for resilience there is still concern that until adequate funding is available to maintain, assets will become less resilient and more difficult and costly to keep in service.
- 5.3. Despite the points made in this response the science suggests we remain locked in to a degree of change. The reality is that to adapt transport infrastructure to counter the effects of a changing climate will be unaffordable in the short term. However public expectation is that infrastructure should always be available, despite extremes of weather. We would recommend central messaging to manage this expectation and be clear that from time to time our changing climate means that assets may not be available.

Agenda item 14

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: **Chief Officer's Report**

Purpose of report: **To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the activities of Transport for the South East between April-June 2024.

1. Introduction

1.1 The focus of work for Transport for the South East (TfSE) in the last quarter has been on the thematic projects and activities contained within the board pack including the Centre of Excellence and Transport Strategy Refresh work.

1.2 The Department for Transport (DfT) grant allocation has been received. It was an increase on last year's allocation. Officers have revised the work plan due to a slight reduction in our ask that was set out within our Business Plan for 2024/25. More information can be found in agenda item 7.

2. National Policy

2.1 In May the deadline for the decision on the Lower Thames Crossing was extended from 20 June to 4 October.

2.2 The General Election took place on Thursday 4 July. Officers are working to understand how the election outcome will affect transport policy and local government policy and how this will impact the work of TfSE. Our public affairs manager is preparing new factsheets for the incoming MPs.

3. Work of Transport for the South East

3.1 The Centre of Excellence launch took place on Tuesday 18 June with officers. Local authority officers attended a site demonstration took place with two training sessions for officers in the afternoon.

3.2 Work is underway on the refresh of the Transport Strategy. The Your Voices Survey closed on the 2nd June receiving over 1500 responses from members of the public across the South East. This is a significant increase on the original Transport Strategy engagement. Further information on the work undertaken so far can be found within the board pack, agenda item 10.

Joint STB Work

3.3 The joint Sub-national Transport Body (STB) chief executives met in May and July and they were joined by officials from Department for Transport (DfT).

3.4 Transport East, Transport for the North and Midlands Connect spoke at the Transport Select Committee to scrutinise the draft Rail Reform Bill. TfSE provided written evidence to this and were able to ensure that our collective STB position on their being a larger role for STBs to have been heard.

3.5 As previously identified, all the STBs are also collaborating on a variety of different projects, those involving TfSE are outlined below:

- TfSE, Transport East (TE) and England's Economic Heartland (EEH) have completed joint work on a Carbon Assessment playbook that will be launched in July.
- 5 STBs are working on identifying locations for alternative fuels for road freight vehicles
- 7 STBs working jointly on developing an approach to modelling freight movement within the UK
- 7 STBs working jointly on the development of a Common Analytical Framework that can be used to help develop business cases for transport scheme proposals.

3.6 All projects are proceeding well and more information can be found in the technical programme update report agenda item 16.

Events

Wider South East Freight Forum

3.7 An in person meeting was held in London on 20 June 2024. It was well attended with representatives from all the STBs (TfSE, Transport East and England's Economic Heartland), our local authority partners, representatives from the freight and logistics sector, port, river and rail freight operators, professional transport bodies, TfL and the DfT. The meeting focussed on decarbonisation issues faced by the freight and logistics sector. A number of opportunities were identified for the Freight Forum and STBs to take forward.

Wider South East Rail Partnership

3.8 A second meeting of this Partnership was held in person on 6th May 2024 in London. The meeting was well attended by TfSE, England's Economic Heartland (EEH), Transport East (TE), Department for Transport (DfT), Transport for London (TfL), Network Rail (NR) and Great British Railways Transition Team (GBRTT). A presentation was given about the value of passenger and freight rail to the wider south east region and the wider UK and outlined opportunities to lever wider rail industry reform to support wider policy ambitions for the south east. Discussions were held about how we can lever growth opportunities in the region to deliver wider government ambitions – noting that population, jobs, and the economy are growing faster in the wider south east than other parts of the country; and how the rail reform agenda offers opportunities for more devolution in which the Wider South East Partnership could play a role.

4. Conclusions and recommendations

4.1 The Partnership Board is recommended to note the activities undertaken by TfSE between April-June 2024.

RUPERT CLUBB

Chief Officer

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Agenda Item 15

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

Date of meeting: **22 July 2024**

By: **Chair of the Transport Forum**

Title of report: **Advisory Panel and Transport Forum Update**

Purpose of report: **To update the Partnership Board on the Transport Forum and Advisory Panel.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the recent work of the Transport Forum and Advisory Panel.

1. Introduction

- 1.1 The second meeting of the Advisory Panel took place on Tuesday 2 July 2024.
- 1.2 Transport Forum attendance will be reviewed and updated as plans develop for the second Transport Forum event of 2024.

2. Transport Forum 2024

- 2.1 Following on from the review of the Transport Forum we continue to review and refresh invited attendees to ensure consistent and broad stakeholder attendance. This includes contact with stakeholders to confirm appropriate representation and correct contact details from their organisations.
- 2.2 In line with the review of the Transport Forum in late 2023, work is ongoing to plan a second in-person event. This will take place in Autumn 2024.

3. Advisory Panel

- 3.1 Following the first Advisory Panel the request of officers was to develop a forward programme for future meetings. As such the agenda for the second meeting reflected ongoing standing items, including the chance for the Advisory Panel to discuss the forthcoming Partnership Board agenda.
- 3.2 In the meeting, the Advisory Panel discussed the potential opportunities and challenges for a new government, and the priorities facing their organisations.
- 3.3 The Advisory Panel provided good discussion around the priorities for TfSE as well as feeding back on the work of their own thematic group areas.

4. Conclusions and recommendations

4.1 It is recommended that the Board note the work of the Transport Forum and Advisory Panel.

GEOFF FRENCH
Chair of the Transport Forum
Transport for the South East

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Agenda Item 16

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: **Centre of Excellence**

Purpose of report: **To provide an update on work to deliver and launch TfSE’s Centre of Excellence.**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the progress of the Centre of Excellence development.

1. Introduction

1.1 This report outlines the progress of Transport for the South East’s (TfSE) Centre of Excellence (CoE) and its progress since the previous Partnership Board.

2. Background

2.1 In February 2022, the Levelling Up White Paper set out proposals for Regional Centres of Excellence to be established. Subsequently, the Department for Transport (DfT) have set out expectations that Sub-national Transport Bodies (STBs) take responsibility for developing and operating Centres of Excellence in their region, to provide bespoke support to Local Transport Authorities (LTAs) to help them deliver ‘clear project pipelines and comprehensive strategies to improve local transport for people and reduce carbon emissions’.

2.2 Now live, the Centre of Excellence will help users, and support DfT in their objectives:

The Centre of Excellence will support LTAs in:

- Developing effective business cases
- Developing and maintaining an effective pipeline of schemes
- Reducing the environmental impact of transport
- Updating Local Transport Plans

3. Centre of Excellence project progress update

3.1 The CoE project is currently being reprofiled, to reallocate the majority of remaining budget to content creation, postponing the development of a procurement framework (Task 5), based on Steering Group feedback.

4. Governance

4.1 A governance structure was established for the project to ensure that the CoE was co-designed with LTAs, making the content appropriate and leveraging existing tools and guidance. A Steering Group was established (Dec 2023), and has been vital to the site's development and will continue to engage on a bi-monthly basis after September, as the focus of the project shifts to content creation.

5. Stakeholder engagement

5.1 Extensive engagement will continue through the life of the project in various formats. A monthly newsletter will be provided for all users to update them on new content and summary of Forum engagement that takes place on the site.

5.2 The site has layers of access, to allow key partners access to specific areas, where they are able to contribute ideas and resources.

5.3 Collaboration with all seven STBs will continue to ensure that duplication is avoided, and resources and tools are shared.

6. Regional Capability

6.1 A survey went out to the 70 registered users (as of April 2024) of the CoE level of capability among LTA officers and their target capability. This has been used to identify skills gaps, informing the pipeline of content that is required. Current solutions that are being developed include:

- **Business case development:** drop in sessions, a toolkit for LTAs, and an FAQ document.
- **Securing Development Consent Orders:** A resource with key definitions, tips, and lived experiences from TfSE's authorities.
- **Improving sustainability and lowering carbon:** Guidance documents and case studies.

6.2 Annual surveys will continue to shape content. Outside of the survey, feedback and suggestions for new content is welcomed through the site and governance for consideration.

7. Management of the platform

7.1 The Management Plan outlines processes across four stages: planning, launch, initial management, and longer term management. It includes details on roles, communications, data strategy, partnership and success measures. This plan is being adopted as the standard operational approach.

8. Launch event

8.1 A launch event was held on 18 June, at Broadway House, London, to formally introduce the platform, demonstrate its uses, and discuss next steps.

8.2 The day also included the first training sessions for Officers. Training sessions included Healthy Living Streets, and business case development. Feedback from the event will be used to refine future support.

9. Site usage and feedback

9.1 Since the site formally launched for users on 18 June, we have 127 registered users. These include local transport officers, universities, professional institutions and national agencies. We are grateful to attendees of the event and Steering Group, who have raised awareness within their organisations to support the site's success.

9.2 To date, the Chat Forum, Resources, Data Hub, and Webinars are the most accessed components. We will continue to monitor the use of all components individually, to ensure that the communication plan for the Centre of Excellence is successful in promoting new content.

10. Fiscal benefits

10.1 The Centre of Excellence aims to deliver economies of scale by sharing resources and best practices, reducing duplication and saving costs for local authorities. Key performance indicators will measure these cost savings, and will be reported to the Audit and Governance Committee.

11. Conclusions

11.1 The formal launch event for users was held on 18 June and provided two training sessions, which was perceived to be successful through feedback after the event. Since launch, the site has had 130 sign ups (12 July), and we look forward to seeing this increase over time.

11.2 The project is being reprofiled to ensure that the majority of budget is being allocated to provision of content. Provision of content from organisations that sit outside of the Technical Call Off contract will also be explored and considered.

11.3 The survey that was issued to LTAs in April 2024 identified that skills that should be prioritised for 2024 are business case development, and national plans and guidance with bespoke content now being developed to provide solutions to support these capability gaps.

11.4 Board Members are recommended to note the progress of the project.

RUPERT CLUBB

Chief Officer

Transport for the South East

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Agenda Item 17

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: **Technical Programme Progress Update**
 Purpose of report: **To provide a progress update on the ongoing work to deliver the technical work programme set out in the 2024/25 business plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the progress with the work to implement the regional electric vehicle charging infrastructure strategy;**
 - (2) Note the progress with the work to develop a regional active travel strategy;**
 - (3) Note the progress with the delivery of TfSE's future mobility strategy;**
 - (4) Note the progress with the delivery of TfSE's freight, logistics and gateways strategy; and**
 - (5) Note the progress with the joint work on decarbonisation.**
-

1. Introduction

1.1 The purpose of this report is to provide a progress update on the delivery of a number of elements of the Transport for the South East (TfSE) technical work programme.

2. Electric Vehicle Charging Infrastructure Strategy

2.1 In March 2023, the Partnership Board approved TfSE's regional electric vehicle charging infrastructure (EVCI) strategy. Following on from the publication of the strategy and accompanying action plan, work is now underway to implement the action plan.

2.2 In December 2023, work was completed on the development of a methodology that will be used to help assess the future impact on a public charging infrastructure network from vehicle fleets across the TfSE area. Work is currently underway on the process for delivering a series of forecasts that will look to understand the additional demand that vehicle fleet operations could place on the south east's future publicly available charging network. This work is expected to be completed in summer 2024. A further update on the development of this

forecasting activity will be shared with the Partnership Board at their meeting in October 2024.

2.3 Transport for the North (TfN) are currently in the process of rolling out the EVCI Visualisation Tool that they have developed to other Sub-national Transport Bodies (STB). The tool provides users with localised information on projected electric vehicle uptake and charging infrastructure requirements. TfSE will be the first STB to receive a version of this tool and following roll out, the national data sets that support the tool will be regularly updated by TfN. A training workshop will be facilitated by Transport for the South East and Transport for the North in order to introduce the platform to local authority officers in September 2024.

2.4 As set out in the Finance Update report (Agenda Item 8) there have had to be some adjustments to the 2024-25 work programme to reflect the fact that the grant allocation was less than had been profiled. As a consequence, the further development of the development of the existing EVCI Locate tool will not now proceed in 2024-25. A provisional allocation of £60k had been made for this.

2.5 A further update on the progress of TfSE's work on EVCI will be given at the Partnership Board Meeting in October 2024.

3. Regional Active Travel Strategy

3.1 As reported to the Board in May 2023, work began on the development of TfSE's Regional Active Travel Strategy and Action Plan (RATSAP) in July 2023, with the work due to be completed by July 2024.

3.2 The aim of the RATSAP is to make walking, wheeling, and cycling an attractive, accessible, and realistic choice for more journeys undertaken across the TfSE area. The strategy will complement the work being undertaken by the local transport authorities (LTAs) through the delivery of their Local Cycling and Walking Infrastructure Plans.

3.3 To date the RATSAP Steering Group has held three outcome-driven meetings. The Steering Group is comprised of representatives from each of the 16 constituent LTAs, as well as national and strategic partners including Active Travel England, Homes England, National Highways, Network Rail, Sustrans, and Transport Action Network. The project team has also worked with all 16 LTAs to gather data for the strategy's evidence base.

3.4 During the last 3 months the project team has finalised the third report on Network Appraisal (formally Network Prioritisation) and drafted the final RATSAP document. The RATSAP is currently under review by Regional Active Travel Steering Group members and will undergo finalisation before being presented for approval to the October 2024 Partnership Board meeting.

4. Future Mobility Strategy

4.1 The latest meeting of TfSE's Future Mobility Forum was held on 17 June 2024. The theme for the meeting was Shared Mobility. There was a presentation from Jonathan Scherzer from the Capital District Transportation Authority (CDTA), located in Albany, New York State, USA on their suite of shared mobility programmes that are all owned and operated by them, a transport authority, rather than individual operators.

4.2 In March 2024, a Request for Quotations (RFQ) was issued for development of a Mode Propensity Tool. Bidders had until 05 April to submit their tenders. A tender evaluation meeting took place on 30 May and a subsequent clarification meeting was held on 14 June. At this time we will not be proceeding with awarding the work as the evaluation process revealed that the proposed approach would not meet all our needs and particularly those of our constituent local transport authorities. There were also some issues with the availability of sufficiently robust data on which to build the tool. As a consequence of this we will now to identify an alternative way forward with this work that may involve going out to the market with a revised RFQ at some point in the future. A further update on the progress of the work on future mobility will be given at the Partnership Board Meeting in October 2024.

5. Freight, Logistics and Gateways Strategy

5.1 As reported to the Board in May 2024, a mapping tool is being developed jointly by a number of STBs to identify current and future refuelling sites offering both recharging and access to alternative fuels for HGV vehicles. The tool will identify current and potential sites along the strategic and major road network in the TfSE area. The tool was made available to TfSE in June 2024 and we are now planning on how we can introduce it to our local authority partners in Autumn 2024.

5.2 The second Wider South East Freight Forum covering the TfSE, England's Economic Heartlands and Transport East areas was held in person in London on Thursday 20 June 2024. The meeting focussed on the challenges associated with the decarbonisation of the freight and logistics sector, in particular the issues that the Forum members need to influence/address that are not covered by existing plans and activity. It also sought to identify and any new activity that Forum members and STBs could support or undertake to speed up progress on decarbonisation across the wider South East.

5.3 The two studies investigating the potential for modal shift of freight from road to short sea shipping and the level of warehousing provision in the TfSE area are due to be completed during Summer 2024. Reports on the key findings and next steps from both studies will to be reported to the Partnership Board in October 2024.

5.4 As set out in the Finance Update report (Agenda Item 8) there have had to be some adjustments to the 2024-25 work programme to reflect the fact that the grant allocation was less than had been profiled. As a consequence, the level of expenditure on the freight awareness programme work that will commence in 2024-25 will be reduced by £65,000.

5.5 A further update on the progress of the work on freight and logistics will be given at the Partnership Board Meeting in July 2024.

6. Decarbonisation

6.1 As reported to the Board in May 2024, TfSE, Transport East (TE) and England's Economic Heartland (EEH) are working collaboratively to develop a Carbon Assessment Playbook. This will identify baseline carbon emissions and trajectories to net zero in each of the LTAs in the three STB areas. Each LTA will then be able to assess the carbon reduction potential of the proposals to be included in their local transport plans.

6.2 Work on the development of the tool is now complete and it will be launched on at a joint event on 23 August 2024. All the constituent authorities in the TfSE area will be invited to the launch. Following this and feedback from users work will then commence to identify further refinements that are needed to the tool. A further update on the progress of the development of the Carbon Assessment Playbook will be given at the Partnership Board Meeting in October 2024 .

7. Financial considerations

7.1 The decarbonisation work set out in this report has been funded from the additional in-year funding awarded to TfSE in January 2022. The future mobility strategy, freight strategy, electric vehicle strategy implementation work, regional active travel strategy development are being funded from the DfT grant funding for 2023/24 and 2024/25.

8. Conclusions and recommendations

8.1 The Partnership Board is recommended to note the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Board at their meeting in October 2024 .

RUPERT CLUBB

Chief Officer

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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: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the Board on communications and stakeholder engagement activity**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last Board meeting.

1. Introduction

1.1 This paper provides an update on communications and engagement activity undertaken since the last Board meeting, including support provided to technical projects, stakeholder meetings, media activity and recent and upcoming events.

2. Recent communications and engagement activity

2.1 We continue to support the implementation of communication and engagement activity across the work programme. We received pleasing local and regional media coverage following our press releases promoting the ‘Your Voices’ survey as part of our Transport Strategy Refresh work. Transport for the South East (TfSE) continues to lead the communications work for the Wider South East Freight Forum working with our STB colleagues at Transport East and England’s Economic Heartland. Work continues revamping the TfSE website with a fresher design and enhanced content.

2.2 Our MP engagement plan was put on hold following the announcement of a general election and Parliament being dissolved.

2.3 The TfSE region now has 76 MPs following the general election. This is an increase of 5 as new constituencies were created following the boundary review. The political make-up of the TfSE region has changed significantly and is made up of the following: 29 Labour MPs, 28 Conservative MPs, 18 Liberal Democrat MPs and 1 Green MP. For the first time in over 5 years, we now have Liberal Democrat MPs in our region. This is also the first time in electoral history that our region has more Labour MPs than Conservative MPs. We will tailor our MP engagement programme accordingly. Over the next year, we will attempt some form of engagement with every MP in our region, to raise awareness about TfSE and build cross-party support for our work and the need to invest in the South East. Over the coming months we will offer

every new MP a briefing and send them the constituency factsheet detailing the Strategic Investment Plan interventions relevant to their area.

2.4 We are delivering against the objectives set in the 2024/25 communications and engagement plan, with activity supported by web content, social media coverage, our monthly newsletter and podcast. Social media numbers continue to increase. We are now using more video content to enhance further engagement.

3. Transport Strategy Refresh stakeholder engagement

3.1 The first phase of our citizen engagement for the Transport Strategy Refresh closed on 2 June. Our 'Your Voices' online survey gathering views on transport priorities received over 1,500 responses during the 10-week survey period. We continue to plan for further public engagement as we develop the Transport Strategy Refresh to ensure co-design with the residents of the South East. We have completed a programme of workshops with Senior Officers Group, working groups members and key external partners to co-develop the priorities for our emerging Transport Strategy Refresh.

3.2 The survey received good promotion from MP's on their social media platforms and was also shared widely by local authorities across the region. We received good local newspaper, online and radio coverage about the survey which helped promote the TfSE brand to the wider public in the TfSE region.

3.3 We continue to reach out to local authority partners across to gather feedback on our engagement processes and how can improve engagement and communication with our Local Transport Authority officers.

4. Upcoming events and speaker slots

4.1 Future events / speaker slots

- 17 October, Highways UK, Birmingham: Rupert Clubb on 10.10am panel entitled: 'Optimising local transport: Connectivity, investment, and public accessibility'. Panel will include a rep from the Department for Transport. We are in the process of finding slots for other TfSE contributors.

5. The TfSE Podcast

5.1 Recent podcast episodes have covered our Centre of Excellence and the importance of data in the transport sector. Future podcasts planned include Active Travel, The Solent Freeport and the Port of Dover.

6. MP engagement and public affairs

6.1 The dissolution of Parliament took place on 30 May which means we paused our MP engagement activity until after the general election.

6.2 Prior to the general election announcement, Councillor Keith Glazier and Rupert Clubb had virtual meetings with Portsmouth South MP Stephen Morgan and Reading East MP Matt Rodda. The meetings were positive with both MPs requesting more

information from TfSE on various matters. Follow-up letters containing the requested information was sent before Parliament was dissolved.

6.3 We will have a significant number of new MPs in the TfSE region. This provides us with the opportunity to freshly engage with new names and faces to promote our work and evolution.

7. Conclusion and recommendations

7.1 In conclusion, we will continue to keep our communications and engagement activities under review following the priorities and objectives outlined in the Communication and Engagement Plan for 2024/25.

7.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since the last Board meeting.

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