**Transport for the South East
Partnership Board Meeting**

Agenda
Monday 28 October 2024, 14:00-17:00

LGA, Belvin Hall, 18 Smith Square, London

Partnership Board Members		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Simon Curry (Deputy Chair) Cabinet Member, Climate Change and Strategic Regeneration Medway Council	Cllr Trevor Muten Chair, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Paul Fishwick Executive Member for Active Travel, Transport and Highways (representing Berkshire Local Transport Body)	Cllr Phil Jordan Leader Isle of Wight Council	Cllr Lulu Bowerman Executive Member for Highways and Waste Hampshire County Council
Cllr Peter Candlish Cabinet Member for Transportation Portsmouth City Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Geoff French CBE Chair Transport Forum
Daniel Ruiz Business Representative	Vince Lucas Business Representative	Cllr Sophie Cox Leader Worthing Borough Council (jointly representing District and Borough Councils)
Cllr Matt Boughton Leader Tonbridge & Malling Borough Council (jointly representing District and Borough Councils)	Tim Burr Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)	Stuart Kistruck Network Rail (on behalf of Ellie Burrows)
Felicity Clayton Head of Network Development National Highways (on behalf of Richard Leonard)	Gary Nolan Strategic Engagement Lead Transport for London	

Apologies:
Councillor Eamonn Keogh, Southampton City Council
Councillor David Robey, Kent County Council
Councillor Matt Furniss, Surrey County Council
Ellie Burrows, Network Rail
Richard Leonard, National Highways

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting** *(p5-14)*	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
	For Decision	
5	**Next steps for Transport for the South East** *(p15-29)* • *Appendix 1 – Consultation Plan* • *Appendix 2 – Proposed Powers*	Rupert Clubb
6	**Business Planning for 2025/26** *(p30-65)* • *Appendix 1 – Business Plan Funding Scenarios* • *Appendix 2 – Value for money report* • *Appendix 3 – TfSE Analytical Framework – Value for money*	Keir Wilkins
7	**Prioritisation** *(p66-75)* • *Appendix 1 – Priority lists*	Sarah Valentine
8	**Report of the Audit and Governance Committee** *(p76-77)*	Cllr Joy Dennis
9	**Finance Update** *(p78-82)* • *Appendix 1 – TfSE Budget – Spend to September 2024*	Keir Wilkins
10	**Transport Strategy Refresh** *(p83-94)* • *Appendix 1 – Timeline of Transport Strategy Refresh* • *Appendix 2 – Proposed Vision for the Transport Strategy* • *Appendix 3 – Wording of the Mission Statements for the Transport Strategy* • *Appendix 4 – Draft Transport Strategy Consultation Plan*	Mark Valleley
11	**Regional Active Travel Strategy – Action Plan** *(p95-130)* • *Appendix 1 – Draft Regional Active Travel Strategy and Action Plan*	Mark Valleley
12	**Responses to Consultations** *(p131-146)*	Rupert Clubb

	• *Appendix 1 – Kent County Council Local Transport Plan 5* • *Appendix 2 – Proposed reforms to the National Planning Policy Framework*	
	For Information	
13	**Chief Officer's Report** *(p147-149)*	Rupert Clubb
14	**Business Advisory Group** *(p150-151)*	Daniel Ruiz and Vince Lucas
15	**Advisory Panel and Transport Forum** *(p152-153)*	Geoff French
16	**Delivery of the Strategic Investment Plan** *(p154-158)*	Sarah Valentine
17	**Technical Programme Update** *(p159-164)* • Centre of Excellence • Electric Vehicle Charging Infrastructure Strategy • Future Mobility Strategy • Freight, Logistics and Gateways Strategy • Rail • Decarbonisation	Mark Valleley
18	**Communications and Stakeholder engagement update** *(p165-167)*	Keir Wilkins
19	**AOB**	All
20	**Date of Next Meeting** Monday 9th December, 9am, Virtual MS 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
Mark Valleley	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
Sally Haslam	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
22 July 2024 14:00-17:00
Minutes - *draft*
LGA, Bevin Hall, London

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Lulu Bowerman Executive Cabinet Member for Highways and Waste Hampshire County Council	Cllr Trevor Muten Chair, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Paul Fishwick Executive Member for Active Travel, Transport and Highways 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 Transport Portsmouth City Council	Cllr Eamonn Keogh Cabinet Member for Transport and District Regeneration Southampton City Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council
Geoff French CBE Chair Transport Forum	Daniel Ruiz Business Representative	Vince Lucas Business Representative
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 Leonard Network Planning Director National Highways

Guests:

- Steven Bishop, Edmund Cassidy, John Collins, Harshil Patel, Steer

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

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 Barkes, Transport for the South East
- Kate Over, Transport for the South East
- James Gleave, Transport for the South East

- Dan Taylor, DfT
- Peter Duggan, DfT

- Andrew Renaut, Brighton and Hove City Council
- Chris Maddocks, Berkshire Local Transport Body
- Dominic McGrath, Hampshire County Council
- Hayley Chivers, Portsmouth City Council
- Joe Ratcliffe, Kent County Council
- Matt Davey, West Sussex County Council
- Thomas Cornwell, National Highways

Item	Action
1. Welcome and Apologies	
1.1 Councillor Keith Glazier (KG) welcomed members to the meeting and noted apologies. 1.2 KG welcomed all the guests attending the meeting including Cllr Peter Candlish new Board representative for Portsmouth, and Cllr Lulu Bowerman for Hampshire. 1.3 KG noted the Board's thanks to Councillor Rob Humby who has stepped down as Leader of Hampshire County Council. The Board agreed that KG would send Councillor Humby a letter of thanks, on behalf of the Board.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
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. Governance

5.1   RC introduced the item and requested nominations for Chair of TfSE for 2024/25. Cllr Keith Glazier was proposed, seconded and there being no further nominations was elected.

5.2   Cllr Glazier sought nominations for Vice-Chair of TfSE for 2024/25. Cllr Simon Curry, Medway was proposed, seconded and there being no further nominations was elected.

5.3   Cllr Glazier sought nominations for Chair of the Transport Forum for 2024/25. Geoff French was proposed, seconded and there being no further nominations was elected.

5.4   Cllr Glazier sought nominations for the Chair of the Audit and Governance Committee for 2024/25. Cllr Joy Dennis was proposed, seconded and there being no further nominations was elected

5.5   Cllr Glazier sought nominations for membership of the Audit and Governance Committee. The Board agreed to the following membership:

- Cllr Joy Dennis – *Chair*
- Cllr David Robey
- Cllr Trevor Muten
- Daniel Ruiz
- Vince Lucas
- Geoff French

5.6   The Board agreed to co-opt for 2024/25: the Chair of the Transport Forum; Business Advisory Group Representatives Vince Lucas and Daniel Ruiz; Tim Burr nominated by the National Parks and other protected Landscapes; two people nominated by district and borough authorities; Richard Leonard representative for National Highways, Ellie Burrows representative for Network Rail and Gary Nolan representative for Transport for London.

5.7   The nominations for the two people nominated by district and borough authorities will be confirmed in due course.

5.8 The recommendations were **agreed** by the Partnership Board.

RECOMMENDATION:
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 Advisory Group 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.	

6. Next Steps for TfSE

6.1 RC introduced the item and invited Dan Taylor to provide an introduction. 6.2 Dan Taylor (DT) thanked the Board on behalf of the Department for Transport and the new Ministerial team. DT shared the new Secretary of State's five transport priorities: • Improving performance on the railways and driving forward rail reform • Improving bus services and growing usage across the country. • Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality. • Delivering greener transport. • Better integrating transport networks. DT also highlighted the work of TfSE and the contribution that the South East makes to our economy and bringing together the Local Authorities to provide strategic oversight at a regional level. 6.3 RC then guided the Partnership Board through the paper. 6.4 RC outlined the work undertaken to date since TfSE came together in 2017. RC said that the change in Government and new policies, including the accelerating devolution agenda, meant that this was a good moment for TfSE to take stock of its future role, including consideration of a proposal for statutory status. 6.5 RC explained the next steps that TfSE will take, working with the Department for Transport and seeking views of Local Authorities. 6.6 The recommendations were **agreed** by the Partnership Board. *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	
7. Audit and Governance Committee Update	
7.1 Cllr Joy Dennis (JD) introduced the item and talked the Partnership Board through the paper and updates to the Strategic Risk Register. 7.2 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) 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.	
8. Financial Update	
8.1 KW introduced the item and guided the Partnership Board through the paper. 8.2 KW highlighted the draft budget that was agreed by the Partnership Board in May has been amended to reflect our grant allocation which whilst an uplift on last year was £175k lower than the planning assumptions provided by Dft. KW highlighted where the reductions in the budget have been made. 8.3 The Partnership Board sought clarification around the functionality of TfN's EVCI Visualiser Tool. Officers confirmed that it meets our current needs and that we will work with TfN through the Common Analytical Framework to seek to continue to build on this. 8.4 The Partnership Board queried the reserve levels that TfSE hold and asked whether some of this funding could be diverted to technical work. RC explained that this is not possible, as TfSE's accountable body require us to hold this reserve funding, to meet our obligations if TfSE is wound up as an organisation. 8.5 The Partnership Board also queried whether we could allocate more funding to scheme development support and reduce another budget line. RC explained that the Board were able to, noting the budget lines were signed off and this would mean cutting another budget line. in May. Instead, the Board agreed to explore whether to allocate more funding to scheme development funding in next year's Business Plan. 8.6 RC highlighted that early Business Plan engagement for 2025/26 will be discussed under agenda item 10. 8.7 The recommendations were **agreed** by the Partnership Board. *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.	
9. Business Representation	
9.1 RC introduced the item and talked the Partnership Board through the paper. 9.2 TM sought clarification on the representation of the Business Advisory Group and how this would be selected. In response to this RC explained that we would seek a diverse range of businesses, with representation from each Local Authority business board. RC said that we recognise this an evolutionary year, with some Local Authorities combining to form business boards. DR and VL agreed to report back to Partnership Board on how effective the Business Advisory Group was at the end of this Financial Year. 9.3 The recommendations were **agreed** by the 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.	
10. Business Planning for 2025/26	
10.1 KW introduced the item and talked the Partnership Board through the paper. 10.2 KW outlined the timeline for engagement highlighting a September Workshop with Board members. 10.3 The recommendations were **agreed** by the Partnership Board. *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 to shape the Business Plan and next steps for TfSE; and (3) Note the plan for further engagement Audit and Governance Committee	
11. Transport Strategy Refresh Update	
11.1 RC introduced the item and talked the Partnership Board through the paper. 11.2 RC outlined this building upon the morning workshop, we are now keen to get underneath the broad mission statements and establish a task and finish group.	

11.3 RC sought membership for the task and finish group, it was agreed to be the following: • Cllr David Robey • Cllr Joy Dennis • Cllr Lulu Bowerman • Cllr Trevor Muten • Cllr Paul Fishwick • Vince Lucas 11.4 The recommendations were **agreed** by the Partnership Board. *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.	
12. Delivery of the Strategic Investment Plan (SIP)	
12.1 Sarah Valentine (SV) introduced and talked the Partnership Board through the paper. 12.2 SV introduced Richard Leonard (RL) to provide an update on the RIS. RL highlighted the current stage of setting out the agenda to Government, thinking about outcomes, providing an opportunity to present a narrative. RL recognised the outcomes of working together, supporting communities and providing access to jobs. RL outlined that National Highways, TfSE and DfT met last week and will continue this dialogue to help shape the RIS. 12.3 JD asked about the A27 Arundel which was abandoned within the election narrative and if there is an update on this. In response to this RL explained that we expect Ministers to look at the totality of the RIS, we are keen to move forward and understand their new agenda. 12.4 SV provided an update on the Scheme development work for 2023/24 with good progress made. SV outlined the process for choosing the 2024/25 schemes which followed the same as last year, stressing this was not a competitive bid, it was designed as a light touch process. The shortlist for 2024/25 and the process was discussed with officers at Transport Strategy Working Group (TSWG). SV also highlighted officers will work with TSWG on the process for allocations for future years. 12.5 The recommendations were **agreed** by the Partnership Board. *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.	

13. Responses to Consultations

13.1   RC introduced this item and talked the Partnership Board through the paper.

13.2   The recommendation was **agreed** by the Partnership Board.

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

14. Chief Officer's Report

14.1   RC introduced this item and guided the Partnership Board through the paper.

14.2   RC highlighted the emerging national policy picture and the recent Kings Speech.

14.3   RC outlined the work of the Wider South East Rail Partnership and the Wider South East Freight Forum. Both bring together TfSE, Transport East and England's Economic Heartland.

14.4   JD highlighted West Sussex having the first European hydrogen filling station, but due to no Health and Safety legislation / regulations unable to use.

14.5   The recommendation was **agreed** by the Partnership Board.
RECOMMENDATION:
The members of the Partnership Board are recommended to note the activities of Transport for the South East between April - June 2024.

15. Advisory Panel and Transport Forum

15.1   Geoff French (GF) introduced the item and talked the Partnership Board through the paper.

15.2   The recommendation was **agreed** by the Partnership Board.

RECOMMENDATION:
The members of the Partnership Board are recommended to note the recent work of the Transport Forum and Advisory Panel.

16. Centre of Excellence

16.1   KW introduced the item and talked the Partnership Board through the launch of the Centre of Excellence. To see more about the Centre of Excellence, view the Welcome to **Centre of Excellence video here.**

16.2 KW thanked LA officers who have volunteered their time to sit on the Centre of Excellence Steering Group and said that the Centre of Excellence had been co-designed with LAs' needs in mind. 16.3 KG thanked those involved with the formal launch and the development of the Centre of Excellence. 16.4 The recommendation was **agreed** by the Partnership Board. *RECOMMENDATION:* The members of the Partnership Board are recommended to note the progress of the Centre of Excellence development.	
17. Technical Programme Update	
17.1 Kate Over (KO) introduced the item and talked the Partnership Board through the paper. 17.2 TM asked how we can influence the new Government's policies on EV and decarbonisation through the we work we are doing with the ECVI / strategy work and the playbook. KO explained will take the question away and provide a written response. 17.3 The recommendations were **agreed** by the Partnership Board. *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.	
18. Communications and Stakeholder Update	
18.1 Duncan Barkes (DB) introduced the item and talked the Board through the paper. 18.2 KG recognised the work on MP engagement last year and the opportunity we now face with the new MPs. 18.3 The recommendation was **agreed** by the Partnership Board. *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.	
19.AOB	

19.1 VL asked for an update on the Lower Thames Crossing. Joe Ratcliffe (JR) confirmed the decision was deferred, with a series of consultations, will wait and see on 4th October.	
20. Date of Next Meeting	
20.1 KG highlighted that the date for the next Partnership Board meeting in October will be changed to Monday 28 October due to a diary clash.	

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

Date of meeting: **28 October 2024**

By: **Chief Officer**

Title of report: **Next Steps for Transport for the South East**

Purpose of report: To review the options and agree the next steps for Transport for the South East

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RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Review the options for next steps for Transport for the South East; and

(2) Approve for Transport for the South East to consult with Local Authorities and other key stakeholders on whether Transport for the South East having powers would help them to achieve their objectives.

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1. Overview

1.1   Following a request from Partnership Board in July, officers at Transport for the South East (TfSE) have developed options on next steps for the future direction of travel for TfSE following the General Election.

2. Background

2.1   At the July Partnership Board, Members asked TfSE to develop options for next steps for TfSE following the General Election. The change of government, programme of legislative reform (including, for example the creation of Great British Railways) and potential new devolution arrangements provides a timely opportunity to consider how TfSE as sub-national transport body (STB) can most effectively deliver the transport strategy on behalf of the Board.

2.2   Up to this point, TfSE has been operating as a voluntary partnership with an agreed constitution and inter authority agreement to underpin its activities. In establishing ourselves as a voluntary partnership, TfSE have replicated the principles set out in Cities and Local Devolution Act 2016, which amends the Transport Act 2008, providing the framework for STBs to be established. We deliver the same core functions of an STB that

are set out in legislation, and we have the same constitutional arrangements of a statutory STB, with democratic accountability delivered through our Partnership Board.

3. Options for the future direction of travel

3.1   Broadly, there are two options that TfSE could take as next steps as an organisation. We could continue to act as a voluntary partnership or ask the Department for Transport (DfT) to provide powers and functions set out in the Cities and Local Devolution act, in certain agreed policy areas, to enable us to deliver more on behalf of our local authorities.

Continue to act as a Voluntary Partnership

3.2   TfSE have had multiple successes as a voluntary organisation, and we could look to continue operating under this model. In the previous parliament, the Department for Transport committed to have regard to TfSE's transport strategy and strategic investment plan when making investment decisions. We could ask new Ministers to re-assert this commitment when we submit the refreshed transport strategy. However, the Board have previously expressed their ambitions to seek appropriate powers, particularly in relation to road and rail investment.

Consult with Local Authorities on whether TfSE having powers would support them

3.3   The new Government has set out an ambitious agenda of change for the country, through its five missions and the Transport Secretary's five priorities for transport. Our Local Authority members also have an ambitious agenda for the South East, codified in our Transport Strategy in 2020, which is currently being refreshed. This refresh is being led by Board Members through the Task and Finish Group.

3.4   It is therefore right that we take stock of TfSE's ability to deliver against the priorities of both the Government and our Local Authorities, by analysing our impact as a voluntary partnership and whether we would be able to deliver even more impact with certain powers.

3.5   Officers have developed a theory of change model, for Members to review at the Board Meeting, setting out how effectively we can deliver on the Government's missions as a voluntary partnership, and with statutory powers. This is an initial piece of work, but to take this to the next step, we need to test these powers with our Local Authorities, and other key stakeholders, to get their feedback on whether they believe TfSE seeking these powers could add value.

3.6   A consultation plan is attached at **Appendix 1**. As set out in the plan, we propose a six week consultation, primarily focused on gaining views from our sixteen Local Authorities, District and Boroughs, neighbouring authorities, protected landscapes, and the Business Advisory Group Co-Chairs. We also suggest a wider stakeholder engagement group, which includes MPs, who we would engage with in a more light touch way, by emailing them to let them know that this work is taking place.

3.7   We do not know how Government would receive a request for statutory powers, and TfSE would not ask for statutory powers, unless the Government had given us an

indication that they would support this. We also do not know what the Devolution White Paper, expected in November, will say about the future of devolution in the South East. There are a number of other uncertain policy areas, including the National Planning Policy Framework (NPPF) and Great British Railways. The Board would want more clarity on all of these issues, before seeking powers from Government.

3.8   However, by consulting our Local Authorities on powers now, we will be able to better analyse the impact these powers could have - and how these powers could support our Local Authorities in achieving their objectives.

3.9   We also know that all our Local Authorities will undertaking a similar process and will be exploring what transport powers they may want in a possible combined authority deal from the Government. By us consulting with our Local Authorities now, we can ensure that the powers we may seek are complimentary and not duplicative of the powers Local Authorities may seek. Any powers that Local Authorities request TfSE to have would not prejudice any future devolution deals and Local Authorities would retain their right to ask for the same powers in future.

3.10   Consulting with other key stakeholders now also ensures that TfSE remains in the conversation – and that key stakeholders continue to recognise the vital role that TfSE plays in joining up transport decision making at the regional level, particularly on the strategic road and rail networks, which will always cut across more than one Local Authority boundary.

3.11   It should be noted that whilst any powers for TfSE should be fit for the 'end state' of Local Authority devolution, an added benefit is they would give 'back-up' support to Local Authorities through any forthcoming 'transition period' to combined authorities or equivalent, during which this partnership must retain a laser focus at a regional level to ensure the South East secures the best deal possible from policy and investment decisions to be made by government over the next 24 months, including Rail Reform, Bus Reform, the National Transport Strategy and the Government's 10-year investment plan.

4. Audit and Governance Committee

4.1   The Audit and Governance Committee, which deliver the scrutiny function on behalf of the Partnership Board, have reviewed the options for next steps and endorsed that further work be done to develop this. The Audit and Governance Committee noted the importance of TfSE being aligned to changes to the devolution landscape. Consulting with our Local Authorities would enable us to do this.

5. Conclusions and recommendations

5.1   The Partnership Board is recommended to review the options for next steps for TfSE.

5.2   The Partnership Board is recommended to approve for Transport for the South East to consult with Local Authorities and other key stakeholders on whether Transport for the South East having powers would help them to achieve their objectives.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Keir Wilkins
Email: Keir.Wilkins@transportforthesoutheast.org.uk

TRANSPORT FOR THE South East
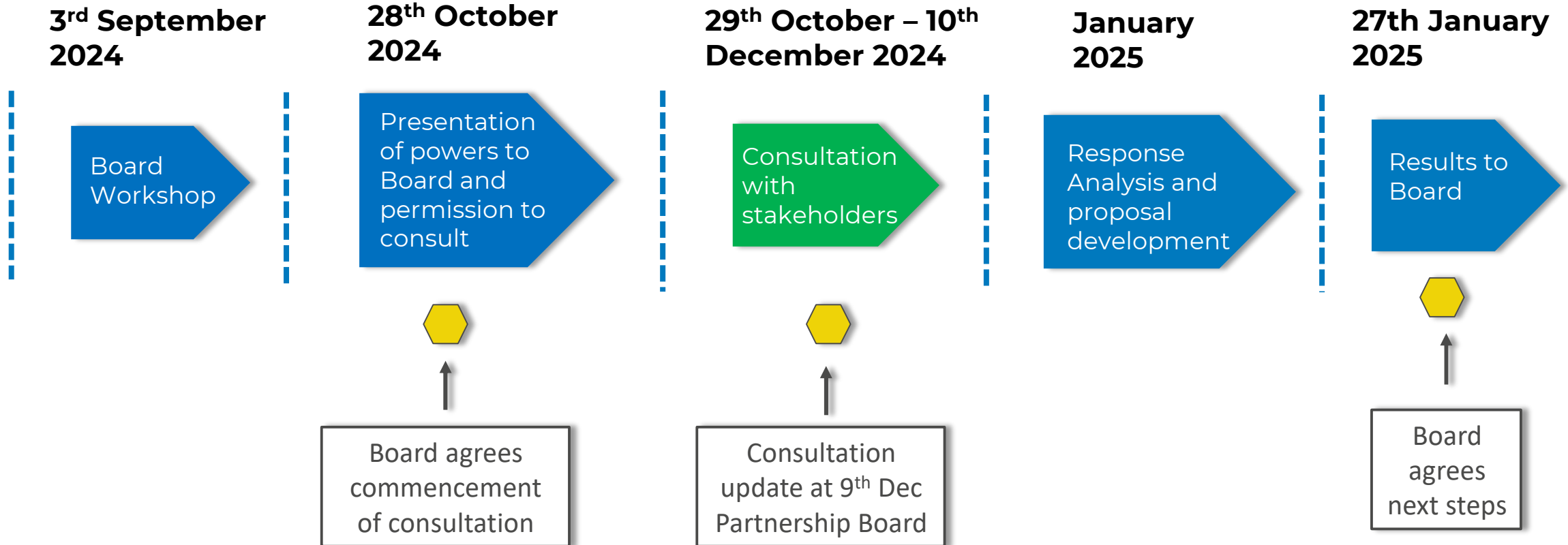
Next Steps for TfSE - Consultation Plan

Background

➢ Transport for the South East, along with Transport East and England's Economic Heartland are exploring whether powers could help them deliver more value for their constituent authorities.

➢ TfSE will carry out a 6 week consultation on the draft proposed powers it could seek as part of a proposal to government from 28 October to 10 December 2024.

➢ Consultees across the TfSE geography will include both local transport authorities and local planning authorities. Neighbouring authorities and STBs will also be engaged.

➢ The outcomes of this consultation will be presented at the January Partnership Board.

Objectives

➢ The primary aim of the consultation is to ensure opportunity for consultees are to input into potential powers sought by TfSE.

➢ This will enable us to:

➢ Continue to make the strategic and economic case for Transport for the South East.

➢ Increase awareness of TfSE, our vision and transport strategy.

➢ Gain support among stakeholders for the specific powers we may seek.

➢ Position ourselves as:

   ➢ On the side of our partners, businesses, residents and transport users re: making the case for future investment; and

   ➢ Serious about limiting the environmental impacts of our transport network.

2024 Consultation Timeline

3rd September 2024

Board Workshop

28th October 2024

Presentation of powers to Board and permission to consult

Board agrees commencement of consultation

29th October – 10th December 2024

Consultation with stakeholders

Consultation update at 9th Dec Partnership Board

January 2025

Response Analysis and proposal development

27th January 2025

Results to Board

Board agrees next steps

TRANSPORT FOR THE South East

22

October – December Engagement Period

➤ **Activity**
  ➤ Prospective powers list published and sent to key stakeholders for response.
  ➤ Bespoke emails depending on stakeholder level to encourage response.
  ➤ Light touch promotion in other communications.
  ➤ Offer meetings to statutory and other key consultees.

➤ **Considerations**
  ➤ Consultation window in line with government guidance
  ➤ Need to have time to consciously consider the feedback from the consultation before determining next steps
  ➤ Wider considerations around devolution and national transport policy will also inform any future decision
  ➤ Consultees will be determined by how impacted an organisation would be by the proposed powers

TRANSPORT FOR THE
South East

Engagement Period 29th October – 10th December 2024 – Statutory Consultees

Who		Activities
Bracknell Forest	Reading	➢ Briefings offered to all leaders.
Brighton & Hove	Slough	
East Sussex	Southampton	➢ Bespoke emails to Board members and senior officers to encourage responses.
Hampshire	Surrey	
Isle of Wight	West Berkshire	
Kent	West Sussex	➢ Timeline aligned with member engagement on Transport Strategy Refresh
Medway	Windsor and Maidenhead	
Portsmouth	Wokingham	

TRANSPORT FOR THE
South East

Engagement Period 29th October – 10th December 2024 – Other Key Consultees

Who	Activities
District and Borough Authorities	➢ Bespoke emails to key representatives.
Government Agencies	
Neighbouring Authorities	➢ Briefings given where necessary or requested.
Protected Landscapes	

1 Full list of proposed consultees in Appendix 1

TRANSPORT FOR THE
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Consultation Period 29th October – 10th December 2024 – Wider Stakeholder Group to inform

Who	Activities
Membership Bodies	
Rail Operators	➤ Emails to inform of ongoing consultation
Wider Business Groups	
Airports	➤ Mentions at any appropriate TfSE Forum
Bus Operators	
Cross channel and ferry services	
Passenger Organisations	
Ports	
Other Transport Forum Members	

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Appendix 1: Wider Stakeholders

➢ **46 District and Borough Authorities:**

Surrey	East Sussex	Kent	Hampshire	West Sussex
Elmbridge	Eastbourne	Ashford	Basingstoke & Deane	Adur
Epsom & Ewell	Hastings	Canterbury	East Hampshire	Arun
Guildford	Lewes	Dartford	Eastleigh	Chichester
Mole Valley	Rother	Dover	Fareham	Crawley
Reigate & Banstead	Wealden	Folkestone & Hythe	Gosport	Horsham
Runnymede		Gravesham	Hart	Mid Sussex
Spelthorne		Maidstone	Havant	Worthing
Surrey Heath		Sevenoaks	New Forest	
Tandridge		Swale	Rushmoor	
Waverley		Thanet	Test Valley	
Woking		Tonbridge & Malling	Winchester	
		Tunbridge Wells		

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Appendix 1: Full Wider Stakeholders

Neighbouring Authorities	
Bexley	Kingston Upon Thames
Bournemouth, Christchurch & Poole	Oxfordshire
Bromley	Richmond Upon Thames
Buckinghamshire	Southend-on-sea
Croydon	Sutton
Dorset	Swindon
Essex	Thurrock
Hillingdon	Transport for London
Hounslow	Wiltshire

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Appendix 2 - Proposed Powers to Consult on

	Detail of powers
	General Functions & Statutory Consultee • Set a Statutory Regional Transport Strategy • Statutory consultee for local plans / big applications which have strategic transport implications • Statutory consultee for OFGEM / energy infrastructure providers • Statutory consultee on Local Transport Pans
	Railways • Statutory consultee on rail strategy, investment priorities and operations • Set the rail strategy, investment priorities and operations
	Highways • Statutory consultee on the Road Investment Strategy • Set the Road Investment Strategy for the South East • Act as scheme Promotor on behalf of Local Authority to design and/or deliver
	Funding and Finance • A devolved, un-ringfence regional transport funding allocation • Increased resource funding to support accelerated scheme pipeline development • The powers to receive and pay capital grants to support delivery, complementary measures and benefits realisation of strategic / national projects

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

Date of meeting: **28 October 2024**

By: **Chief Officer**

Title of report: **Business Plan 2025/26**

Purpose of report: To review and approve the submission of draft funding allocations for the 2025/26 Business Plan against different funding scenarios.

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Approve the submission of the draft funding allocations for the Business Plan, attached at Appendix 1; and

(2) That contributions should be sought from Local Authorities at the same level as last financial year.

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1. Introduction

1.1   Transport for the South East (TfSE) produce an annual business plan which sets out the forthcoming year's workstreams and costings to inform the Department for Transport (DfT) grant settlement process. This year we have been asked to submit draft funding allocations for the 2025/26 Business Plan at an earlier stage in the year. The DfT have asked us to map out what our Business Plan would look like in different funding scenarios. This paper seeks the Board's agreement to our draft funding allocations.

1.2   As agreed by the Partnership Board in July the Business Plan for 2025/26 will focus on the priority areas of work that have been outlined by the DfT:
   o Finishing the delivery of the refreshed Transport Strategy.
   o Scaling up the Centre of Excellence, increasing the quantity and quality of resources, data and analytical support we provide to Local Transport Authorities (LTAs).
   o Laying the groundwork for a refresh of the Strategic Investment Plan, following the refreshed Transport Strategy.
   o 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.
   o 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. Board Workshop – 2 September

2.1   At their December meeting last year the Board asked to be engaged earlier in the business planning process. We established a workshop for board members which took place in September. This was attended by a number of Board members and included representation from Network Rail, TfL and the DfT.

2.2   Board members were supportive of the value that TfSE provide. Board members agreed that TfSE's role to speak with one voice to make the case for investment is especially important, given the recent change in Government policy.

2.3   Board members raised a number of other key points in the workshop: that the resilience and maintenance of the existing network is as important as new infrastructure; and the importance of achieving lower public transport fares and greater reliability. Board members also noted the adverse impacts utility workings have on the reliability of the transport network.

3. Draft Funding Allocations for the 2025/26 Business Plan

3.1   Officials at the DfT have asked us to submit draft funding allocations to them, earlier than last year, to help them make informed decisions and to provide internal advice on settlements to the sub-national transport bodies (STBs) based upon a range of funding scenarios. We have been asked to do this in advance of formal business planning guidance from the DfT. The DfT have asked us to ensure all our workstreams support the delivery of the Government and DfT's missions and support our Local Authorities in achieving their objectives.

3.2   The DfT are yet to confirm the funding envelope that will be available to TfSE, or other STBs for 2025/26. Officials at DfT asked us to profile our Business Plan based on three funding scenarios: that we receive the same level of DfT funding as 2024/25; that we receive 20% more funding from DfT and 20% less. These funding allocations are attached for consideration at **Appendix 1.**

3.3   Each of these three funding scenarios will mean a significant reduction in funding on the previous Financial Year. The board will note from the previous business planning process we carried forward budget lines for work which was committed and planned but could not be spent in year. At the start of the 2024/25 Financial Year, we carried forward £1.36m of funding for our technical programme, which could not be spent in 2023/24. This was a result of a late funding settlement.

3.4   The DfT and our Partnership Board asked us to spend all of this £1.36m carry forward in 2024/25 – and we are on track to do so. This means even if we receive the same DfT funding allocation as last year, our budget will be £1.36m less than the previous year. A 20% increase in DfT funding would still leave us with a budget that is £945k smaller than last year, and a 20% reduction in funding leaves us with £1.77m less than last year. These reductions are before taking into account inflationary pressures on our budget.

3.5   Because of this, it is recommended we set out another funding scenario to DfT – our optimal funding level, to enable us to make the maximum impact to achieving Government's missions and supporting our Local Authorities. This is based on an increase in DfT funding – to £3.75m, but it is an increase that we are confident that we can deliver, based on our track record of delivering a similar sized technical programme in this Financial Year.

3.6   All of the other funding scenarios would require us to scale back our technical programme, given the smaller level of funding. In all of these scenarios, we would not be able to start the refresh our Strategic Investment Plan in the 2025/26 Financial Year. A number of other workstreams would have to be cancelled in all of these scenarios. We would then have to scale back funding for TfSE scheme development support, our analytical framework, and Centre of Excellence, to match the scale of the reduction in funding. If DfT funding was much lower than profiled for, we may have to look at reducing headcount, although our working plan is to not do this, as this would damage our ability to regrow our capability, should we get our optimal funding level in the subsequent financial year.

3.7   We will come back to Partnership Board in December with a final business plan based on the funding envelope that DfT provide us with. This will include recommendations on changes to the work programme for the Board to consider if that is required.

4. Local Authority Contributions

4.1   TfSE recognise the significant and growing funding shortfalls that Local Authorities in our region are facing. Given these pressures, it is right it is right that every pound spent is scrutinised to ensure it delivers value for money. Audit and Governance Committee fulfil this scrutiny function for TfSE and are responsible for advising Partnership Board on TfSE's Business Plan and budget.

4.2   Last year, at the request of Audit and Governance Committee, TfSE created a Value for Partners document, attached at **Appendix 2**, which sets out the TfSE approach and the value we generate for Local Authorities and other partners. Since then, we have gone even further. Now, whenever we generate any new work, we make sure that outputs benefit our Local Authorities and can be shared to them through our Centre of Excellence.

4.3   In our representations to the DfT in advance of the Spending Review, we will ask them to agree a position on Local Authority contributions in future years, so that all STBs are funded in the same way. However, DfT have recommended the time to consider this is as part of the longer term spending review in the Spring.

4.4   The local authority contribution is an important component of the TfSE budget envelope and demonstrates to the DfT the importance the Local Authorities place on TfSE and their willingness to contribute to the work it produces.

4.5   In the event local contributions ceased we would have to either choose workstreams to cancel altogether or make further reductions to TfSE's scheme

development support and analytical framework. Board Members have given us repeated feedback that scheme development support and analytical framework are some of the most important workstreams that TfSE deliver. Both these workstreams deliver direct value for Local Authorities and are workstreams that Local Authorities would have to pay for themselves if TfSE's support was scaled down. TfSE's analytical support delivers particular value for Local Authorities, as TfSE can pay for analytical products once, saving Local Authorities having to pay for each of these products individually themselves. More detail on the savings TfSE's analytical support provides for Local Authorities is attached at **Appendix 3**.

4.6   TfSE will continue to work with the DfT through the spending review process to review local contributions as part of the spending review. Meanwhile it is recommended Local Authorities continue to support TfSE, noting the contribution has remained static since the inception of TfSE and it is not intended to uplift with inflation. Audit and Governance committee considered the issue of local contributions and recommend the Board consider and endorse the local contribution for 2025/26.

5. Audit and Governance Committee

5.1   The Audit and Governance Committee, which deliver the scrutiny function on behalf of the Partnership Board, have reviewed the draft funding allocations for the Business Plan and endorsed these to Partnership Board. The Audit and Governance Committee have also endorsed that contributions be sought from Local Authorities at the same level as last year.

6. Senior Officers Group

6.1   Revisions have been made to **Appendix 1** following feedback from Senior Officers Group. A 'narrative' has been added under each technical programme workstream to make it clear what will be delivered for each technical work area, and how work can be scaled upwards and downwards, based on the funding scenario.

6.2   At least £50,000 has been allocated to the Strategic Investment Plan (SIP) refresh in all funding scenarios, to ensure that we can go ahead with a light touch review of the SIP, even if we do not receive the level of funding that we hope. This will ensure the SIP: reflects the newly refreshed Transport Strategy; remains is in line with the new Government's objectives; and can be easily prioritised to the funding envelope available to the region.

6.3   £50,000 has also been allocated to the Centre of Excellence in the 'Rollover in DfT funding' scenario. This will enable us to continue to develop a small amount of bespoke work specifically for the Centre of Excellence, in line with the requests of Local Authority users.

6.4   We have also allocated all costs for the Call Off Contract that TfSE uses to procure work into the 'Other costs and technical support' budget line. Previously, these costs were attributed to different workstream's budget lines, but to enable efficient accounting procedures, these have been brought together into one budget line.

6.5   An extra £25,000 has also been allocated to the 'Other costs and technical support' budget line in all scenarios. This will enable TfSE to undertake new work within the year, as and when a specific need arises, for instance, a Government consultation, where the Board wants TfSE to procure technical work to inform our response.

7. Conclusions and recommendations

7.1 The members of the Partnership Board are recommended to approve the draft funding allocations for the Business Plan, attached at **Appendix 1**, and approve that contributions should be sought from Local Authorities at the same level as last financial year.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Keir Wilkins
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Appendix 1 – Business Plan Funding Scenarios

Income:

	2024/25 Business Plan	**2025/26** - Optimal Funding Level	**2025/26** – DfT funding +20%	**2025/26** – rollover in DfT funding	**2025/26** – DfT funding -20%
DfT Grant	£2,065,000	£3,750,000	£2,478,000	£2,065,000	£1,652,000
Local Contributions	£498,000	£498,000	£498,000	£498,000	£498,000
Carry Forward	£1,362,607	£0	£0	£0	£0
Carry Forward for TfSE Reserve	£406,730	£406,730	£406,730	£406,730	£406,730
Total	£4,332,337	£4,654,730	£3,382,730	£2,969,730	£2,556,730

Expenditure:

	2024/25 Business Plan	**2025/26** - Optimal Funding Level	**2025/26** – DfT funding +20%	**2025/26** – rollover in DfT funding	**2025/26** – DfT funding -20%
Staffing	£1,320,000	£1,425,000	£1,350,000	£1,250,000	£1,157,000
Technical Programme	£2,440,997	£2,505,000	£1,325,000	£1,025,000	£725,000
Governance	£10,000	£25,000	£25,000	£25,000	£25,000
Operational Expenses	£52,110	£75,000	£75,000	£75,000	£75,000
Communications and Engagement	£102,500	£98,000	£98,000	£98,000	£98,000
TfSE Reserve	£406,730	£526,730	£509,730	£496,730	£476,730
Total	£4,332,337	£4,654,730	£3,382,730	£2,969,730	£2,556,730

Technical Programme Breakdown					
	2024/25 Business Plan	**2025/26** - Optimal Funding Level	**2025/26** – DfT funding +20%	**2025/26** – rollover in DfT funding	**2025/26** – DfT funding -20%
Transport Strategy	£500,000	£40,000	£40,000	£40,000	£40,000
	Narrative: The £40,000 is necessary to make final amendments to the Transport Strategy, in preparation for a submission to Government in October 2025.				
Future Mobility	£40,000	£120,000	£40,000	£40,000	£0
	Narrative: Work to support the constituent Local Transport Authorities with the roll out of future mobility initiatives across the South East as set out in the Action Plan for the TfSE Future Mobility Strategy. This will include continued facilitation of the South East Future Mobility Forum and work on the monitoring and evaluation of future mobility pilot projects delivered through the Centre of Excellence.				
Active Travel	£56,000	£45,000	£45,000	£45,000	£0
	Narrative: Delivery of elements of the Action Plan for TfSE Regional Active Travel Strategy that are focused on assisting Local Transport Authorities with the delivery of their Local Walking and Cycling Infrastructure Plans. This will include workshops and training sessions on topics agreed by a Regional Active Travel Steering Group and delivered through the Centre of Excellence.				
Decarbonisation	£55,000	£40,000	£0	£0	£0
	Narrative: Continued development of the Carbon Assessment Playbook tool launched to Local Transport Authorities in August 2024 to increase the range of local transport interventions for which carbon reduction impacts can be calculated.				

Freight	£185,000	£205,000	£115,000	£115,000	£80,000
	Narrative: Commence delivery of the freight awareness work with local transport authorities, continued facilitation of the Wider South East Freight Partnership, and work to enhance the Alternative Fuels for Freight tool for the TfSE area. A reduced budget would mean reducing the scope of the programme of freight awareness work.				
Electric Vehicle Infrastructure	£130,000	£120,000	£95,000	£45,000	£45,000
	Narrative: Work to update and refine the methodology for forecasting the impact of the electrification of vehicle fleets on public charging infrastructure in particular the forecasts for HGVs. Work with local transport to authorities to identify further opportunities for the introduction of charging infrastructure for fleet vehicles. Scope of the work on the roll out of charging infrastructure for fleet vehicles would be reduced if budget was reduced.				
Rail	£0	£75,000	£75,000	£75,000	£75,000
	Narrative: Preparation of a rail strategy for the TfSE area and work to support the Wider South East Rail Partnership				
SIP Implementation	£615,000	£500,000	£150,000	£150,000	£150,000
	Narrative: Funding to be allocated to LTAs and other delivery partners to enable them undertake feasibility and strategic outline business case work and building a pipeline of schemes ready to access funding opportunities as they arise. A				

	reduced budget will result in fewer schemes being supported, a comprehensive pipeline not being developed and the South East not being able to access future funding opportunities.				
Other Costs and Technical Support	£204,997	£150,000	£150,000	£150,000	£150,000
	Narrative: Overall framework contract management costs for running the call off contract and delivering our technical work programme. Also includes an allowance to cover any unforeseen pieces of technical work that may be required during the year, such as responding to government consultations.				
SIP Refresh	£0	£250,000	£50,000	£50,000	£50,000
	Narrative: Following the refresh of the Transport Strategy, it will be necessary to also review the schemes and policies promoted within Strategic Investment Plan to ensure that they continue to support delivery of the outcomes set out in the strategy. If it is not possible to carry out a complete SIP refresh in 2025/26, then a light touch review will be required as a minimum. Reduced budget will delay the refresh of the SIP with the risk that the right schemes are not prioritised or brought forward which could compromise delivery of the outcomes set out in the strategy.				
Analytical Framework	£395,000	£725,000	£465,000	£265,000	£135,000
	Narrative: Continued development of a range of analytical tools and models which will support development of business cases to secure funding for schemes within the SIP. This work also adds value and efficiencies to our partners by providing access to data and tools to support their own transport models and analytical work. We will also continue to work with the other STB's in developing the common analytical framework, bringing efficiencies and consistency to analytical work across the county. Reduced budget will mean the work has to be spread over future financial years.				

Centre of Excellence	£260,000	£235,000	£100,000	£50,000	£0
	Narrative: The DfT has made it a priority for STBs to enhance capacity and capability through provision of a Centre of Excellence. Launched in June 2024, we are seeing incremental increases on identified skills gaps across the region. With the largest funding envelope, TfSE will provide enhanced training, data, and bespoke one-to-one support as identified by users. Without this funding, support will be more limited, hosting and facilitating outputs from TfSE workstreams and signposting to useful resources. The ability to meet DfT's objectives under this funding scenario will be considerably constrained.				
Total	£2,440,997	£2,505,000	£1,325,000	£1,025,000	£725,000

TRANSPORT FOR THE
South East

Demonstrating added value for partners.

Contents page

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TRANSPORT FOR THE
South East

Executive summary

The primary purpose of a sub-national transport body (STB) is to facilitate and oversee the strategic planning, coordination, and delivery of transport services at a regional level. Transport for the South East (TfSE) play a pivotal role in improving and supporting the transport infrastructure, connectivity, and services across our sixteen local transport authorities. Our support for our stakeholders encompasses various functions as outlined below:

Collaboration: Through effective engagement, TfSE improves operational efficiency by bringing together public and private sector stakeholders from across the region, to work together on shared objectives.

Support: TfSE has formulated long-term, evidence-based transport strategies and blueprints for investment to meet the region's needs. All of this has been possible through the support and collaboration of our partners via our governance, forums, and steering groups.

Scheme development: TfSE is working with local authorities to identify transport projects that are 'investment ready'. TfSE also provides a voice up to government, to support local authorities' bids during funding rounds. In addition, TfSE is engaging with the private sector, to explore how we could unlock additional investment in the region's investment priorities.

Value for money: Working with government, local authorities and other partners, we identify key investment priorities, evaluating their feasibility and prioritising them based on their strategic case and how they help to achieve regional and national policy goals.

Regional Centre of Excellence: All the components of the TfSE Regional Centre of Excellence will increase our local transport authorities' capability and capacity. It will enable knowledge sharing, hosting of data and research to make informed decisions, offer of training and events, and offer resources and key tools all in one, easy to use place.

Tools: TfSE is developing various tools to assist local transport authorities in all aspects of developing and implementing transport plans and infrastructure proposals including assessing their impact on carbon emissions.

TfSE's strategic planning ensures that investments in transport infrastructure are consider the long-term socio-economic benefits. We play a vital role in identifying the regions transport needs to meet national objectives, fostering economic growth, reducing congestion, and enhancing sustainability.

STBs represent a fundamental component of the Department for Transport's ambition to create a well-connected and efficient transport network in England. By bringing together local knowledge, regional priorities, and national policies, TfSE contribute to the overall improvement of transportation services, making them more cost-effective, accessible, and joined up.

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TRANSPORT FOR THE
South East

Introduction

The importance of STBs.

The coming year will be difficult for our constituent local transport authorities across the south east. Like households and businesses, local authorities are struggling in the face of high interest rates, inflation, and economic uncertainty. The government is facing the same pressures – and all spending must be carefully weighed up against other pressures. In the current climate, every pound matters and is rightly under scrutiny.

This document aims to provide a comprehensive overview of the added value delivered by sub-national transport bodies, and how these contributions resonate with both local authorities and the Department for Transport (DfT).

All seven STBs play a pivotal role in developing transport infrastructure in line with national policy and local policy. We have plenty of examples of our collaborative efforts and achievements, particularly through consultations, the advocacy of our Chair, Councillor Keith Glazier, the creation of practical tools and products, and establishment of forums for dialogue. Moreover, it underscores our role as a coherent region, speaking with a single voice to government about our priorities.

By bringing sixteen local authorities together, TfSE effectively streamlines and enhances the engagement process for the DfT. In a landscape where cooperation and efficiency are paramount, TfSE eliminates redundancy, reduces administrative overheads, and offers a seamless interface with the DfT. In essence, TfSE acts as a valuable conduit, fostering collaboration and enhancing the return on investment for all the parties involved in our partnership.

This document will demonstrate the benefits and tangible outcomes of our regional work, highlighting our role in the pursuit of joined up, strategic transport planning. It is an evidence-based testament to the commitment and impact of TfSE in transforming transport infrastructure and services while optimising the allocation of resources for the betterment of local authorities and the nation as a whole.

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TRANSPORT FOR THE
South East

Achieving our outcomes

Our Transport Strategy was created in partnership with our local transport authorities, and other key stakeholders. Together, we were able to set strategic goals that were relevant for the entire region. These were:

Economy: to improve productivity and attract investment to grow our economy and better compete in the global marketplace.
Society: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
Environment: protect and enhance the South East's unique natural and historic environment.

The strategic vision was also borne and adopted as a result of this work:

> '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.'

A vital role of Transport for the South East is to support the DfT in delivery of their priorities and also work with them on what our shared ambitions are for transport. The objectives for all sub national transport bodies is to develop and maintain a transport strategy for their region, provide advice to Ministers on prioritising transport investment, and to grow the capability of local transport authorities in the region by developing a Centre of Excellence.

As per the requirements of an STB, Transport for the South East published their Transport Strategy in 2020. This was created collaboratively and underwent a public consultation to ensure it represented the views of the region. We are now undergoing a refresh of the strategy, to ensure it remains fit for purpose, and evolves with the transport infrastructure requirements.

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TRANSPORT FOR THE
South East

Collaboration

Establishing good governance.

STBs are grounded in local democratic accountability by 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.

Transport for the South East's governance framework ensures that our stakeholders actively engaged in and challenge our work.

- **Monthly Senior Officer Group Meetings:** We meet with the Senior Officer Group on a monthly basis. It is made up of senior officers from our constituent authorities who have oversight of the transport planning and scheme development and delivery functions.   During these meetings, we provide updates on our ongoing work programme, projects, and financial position.

- **Quarterly Partnership Board Meetings:** Every quarter, our Partnership Board meets to consider progress on key aspects of our technical work programme. This accountability mechanism secures buy-in from our constituent authorities and ensure we are able to speak with one voice about the transport priorities for the TfSE area.

- **Transport Forum:** We bring together a broader range of stakeholders through our Transport Forum. This forum serves as a platform for operators, transport users, and private entities to offer their unique perspectives on our work programme.

- **Audit and Governance Committee:** This group is a key component of corporate governance providing an independent, high-level focus on the audit, assurance, and reporting framework underpinning financial management and governance of TFSE. It ensures efficient and effective processes are in place, and assists the Partnership Board in providing leadership, direction and oversight of the overall risks and their management.

All these groups have had a pivotal role is shaping our Transport Strategy, Area Studies, and Strategic Investment Plan.

Our collaborative approach goes beyond merely developing and delivering strategies and projects – it enables us to make informed decisions tailored to the specific needs of our region. This, in turn ensures the strength and reliability of our evidence base, rooted in local knowledge and data, which forms the building blocks of our strategic transport planning.

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. Additionally, we offer several free forums.

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TRANSPORT FOR THE
South East

Support
DfT

In line with DfT Business Planning Guidance, we undertake all work in accordance with government policy, legislation, and ambitions.

STBs play an integral role in shaping and meeting the transport needs of a region, and work with DfT to help inform and improve policy and legislation. 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 with one voice to government to help deliver a regional and integrated transport network 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, so that we are not wholly reliant on the DfT funding allocation.

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

- Growing and Levelling Up the Economy

- Reducing Environmental Impact

- Improving Transport for the User

This is achievable through the breadth of work that will be undertaken through our extensive technical programme.

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TRANSPORT FOR THE
South East

Support
Value for money

The collaborative activity facilitated by TfSE, between DfT and our constituent LTAs has helped to shape our work programme around government priorities. We will continue to support our constituent 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)) with a combined cost of nearly £57 million with a DfT contribution of over **£25 million**.

Three schemes (A259 Bognor Regis Enhancement, A326 Waterside improvements, North Thanet Link) combined have received over **£3.5 million** of DfT funding to proceed to the next stage of development (Outline Business Case) under the Major Road Network (MRN) and Large Local Majors (LLM) programme.

In the last year, an additional three schemes have received funding to proceed to the next stage of development (Outline Business Case) under the Major Road Network (MRN) and Large Local Majors (LLM) programme. These schemes are in Southampton, Surrey, and Kent. We will continue to work with LTA's and the DfT to progress all eleven of the MRN and LLM schemes in the region which have a combined value of nearly £930 million.

We will continue to work with DfT to prioritise any schemes, should further rounds of funding MRN/LLM arise, using our strategic prioritisation framework and tool.

Our commitment to improved rail connectivity for all is demonstrated through our contribution to the new Long Term Strategy for Rail (LTSfR). We are keen to see the rail priorities identified in our SIP progressed through the Rail Network Enhancement Pipeline (RNEP) and are working closely with Great British Rail and DfT, through our Wider South East Rail Partnership to increase financial viability.

 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. We received £300,000 from DfT in 2022/23, to support local transport authorities, implement their Bus Strategic Investment Plans (BSIP), and enhanced partnerships (EP). We will continue to operate our Bus Forum to local authorities, to maintain support in this area.

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TRANSPORT FOR THE
South East

Support
Capturing Fiscal Savings

Fiscal assessments will be conducted regularly as part of the monitoring process within the Centre of Excellence. The platform will offer subscriptions, memberships, training qualifications from third party organisations will be offered through the platform for the benefit and utilisation of local transport authorities, with all cost savings duly recorded. Additionally, any tools developed for local transport authorities will be evaluated for their cost saving potential.

An example of this cost-saving attribute can be observed in our Electric Vehicle Charging Infrastructure Locate Tool, which has been provided free of charge to all 16 local transport authorities. Typically, a licence for this tool would cost £400 per individual.

Furthermore, recurring data gaps have been identified regionally, and we are actively working in house to provide the necessary information to address these gaps. The saved hours of resources for local transport authorities serve as another metric for assessing the fiscal benefits extended to them.

One of the ambitions of the Centre of Excellence is to reduce the reliance on consultants, which will be enabled through sharing of case studies of best practice and lessons learned, and knowledge sharing between authorities. There will also be opportunities to undertake joint procurements, to obtain best value for money, and offer transport users more joined up infrastructure.

The key performance indicators as part of the Centre of Excellence will be detailed within the business plan and annual report, providing valuable insights for the audit and governance committee, as well as the Partnership Board.

TRANSPORT FOR THE
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Support Forums

We bring together individuals with shared goals through a number of Forums hosted by TfSE.   These quarterly Forum meetings demonstrate the resource committed to collaboration, and alleviating pressures on DfT to provide this 1 to 1 support.

Bus Back Better

The Regional Bus Forum was established in January 2023. It brings together authorities and operators, to assist with the implementation of BSIPs and EPs across the region.

Transport Forum

The Transport Forum was convened in 2017 with the purpose of providing expert advice and guidance to TfSE's Partnership Board on the development of the transport strategy.

EV Forum

The EV Forum has been a successful platform for developing strong working relationships between members and considers how potential issues regarding EVCI rollout can be mitigated.

Future Mobility

The South East Future Mobility Forum (SEFMF) brings together public, private, and third sectors to provide relevant, strategic, and practical insights to TfSE, and one another, about future mobility good practice, priorities, and projects.

Freight Forum

The Wider South East Freight Forum operates across three STB geographies with the aim of enhancing collaboration between freight/logistics operators and public sector bodies. It oversees the three STBs' freight initiatives, shares best practices regionally, identifies opportunities for joint working.

Universities

Through discussions with our local transport authorities, it was noted that access to academics would bring benefit to the region. This group enable knowledge sharing to be facilitated.

TRANSPORT FOR THE
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Support
Consultations

TfSE recognise the importance of responses to consultations on key issues and topics affecting the future development of the transport system in our region.

Lists of the responses to consultations and of letters of support we have offered are set out below.

Responses to consultations

- East Sussex County Council Local Transport Plan 4
- Portsmouth City Council Electric Vehicle Strategy
- Portsmouth City Council Parking Strategy
- Kent County Council North Thanet Link Highway improvement scheme
- National Transport Strategy – ICE
- A27 Arundel bypass - National Highways
- Office of Road and Rail Periodic Review 2023 Assessment of Network Rail's Stakeholder Engagement
- Western Gateway – Making the right choices
- Govia Thameslink Railway public engagement on potential changes to Southern's West Coastway services
- National Highways A27 Worthing and Lancing improvements scheme
- DfT Shaping the future of England's strategic roads RIS3 Initial Report
- National Highways Connecting the Country
- National Highways Route Strategies:
    - Kent corridors to M25
    - Solent to Midlands
    - London orbital
    - South coast central
    - South west peninsula
    - London to Wales

Call for evidence
- Transport Select Committee Call for Evidence Future of transport data
- National Networks National Policy Statement - Call for Evidence
- DfT call for evidence strategic road investment

Development Consent Orders - Relevant Representations
- Lower Thames Crossing
- Gatwick Northern Runway surface access
- M3 Junction 9

Letters of support

- Brighton mini-Holland feasibility study
- A259 Bognor Regis to Littlehampton Corridor Enhancement Scheme
- W9a gauge clearance between the Channel Tunnel and the West London Line via Maidstone

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Support
For other STBs

Western Gateway & Peninsula Transport - Job Descriptions

We provided a number of our job descriptions to colleagues in Western Gateway and Peninsula Transport, to help with their recruitment.
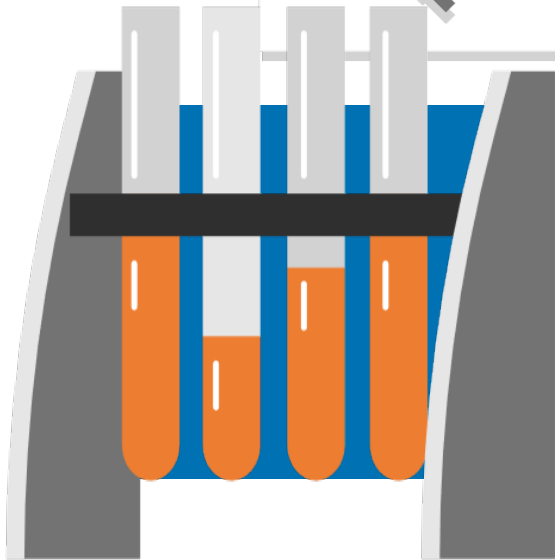
Transport for the North – Testing the Common Analytical Framework

As part of the 2023/24 spending round, Transport for the North are facilitating the development of several workstreams on behalf of the STBs. TfSE have been actively involved, and provided data, knowledge shared and offered insight at every available opportunity to maintain projects' momentum.
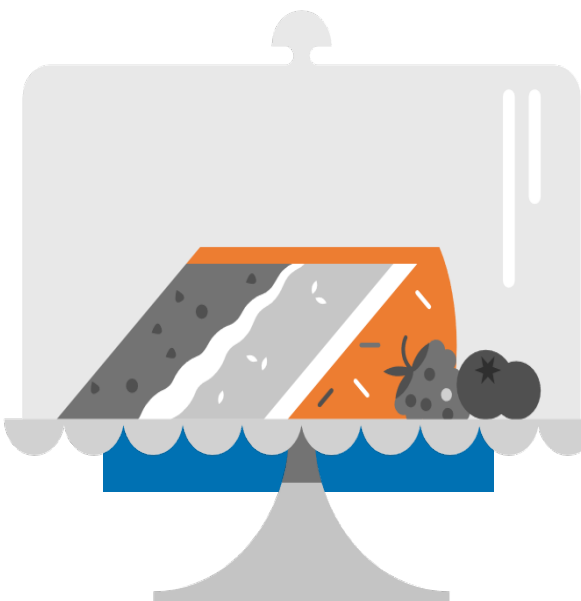
Transport East & England's Economic Heartland – Joint procurements

To demonstrate STB's conscious efforts to deliver best value spending tax payer money, we have undertaken joint procurements with Transport East and England's Economic Heartland, driving cost efficiencies.

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Transport investment in the South East

As per the request of the audit and governance committee that took place in January, TfSE have undertaken a task to monitor and analyse the share of transport funding that the south east region has received, compared to the rest of England.

It has not been possible to source reliable capital investment data for rail schemes as transparency data is not available. For comparing investment compared to other STBs we have taken DfT transparency data for the; Active Travel Fund (ATF), Bus Service Improvement Plan (BSIP), Capability Fund (CF), Local Electric Vehicle Infrastructure capital and capability (LEVI), Local Transport Fund (LTF), Levelling up Fund (LUF1), Transforming Cities Fund (TCF), Zero Emission Bus Regional Areas (ZEBRA) 1 and 2, and City Region Sustainable Transport Settlements (CRSTS) 1 and 2.

For the strategic road network, National Highways and the DfT have provided us with data for schemes in our geography only, and therefore we will not be comparing investment between TfSE and other STBs in this report for strategic road.

NB: This analysis is based on our interpretation of gov.uk figures and hasn't been verified by a third party. This data should not be used when making investment decisions, or any other decisions.

Figure 1: Funding allocation per capita, split by TfSE and rest of England (excluding London)

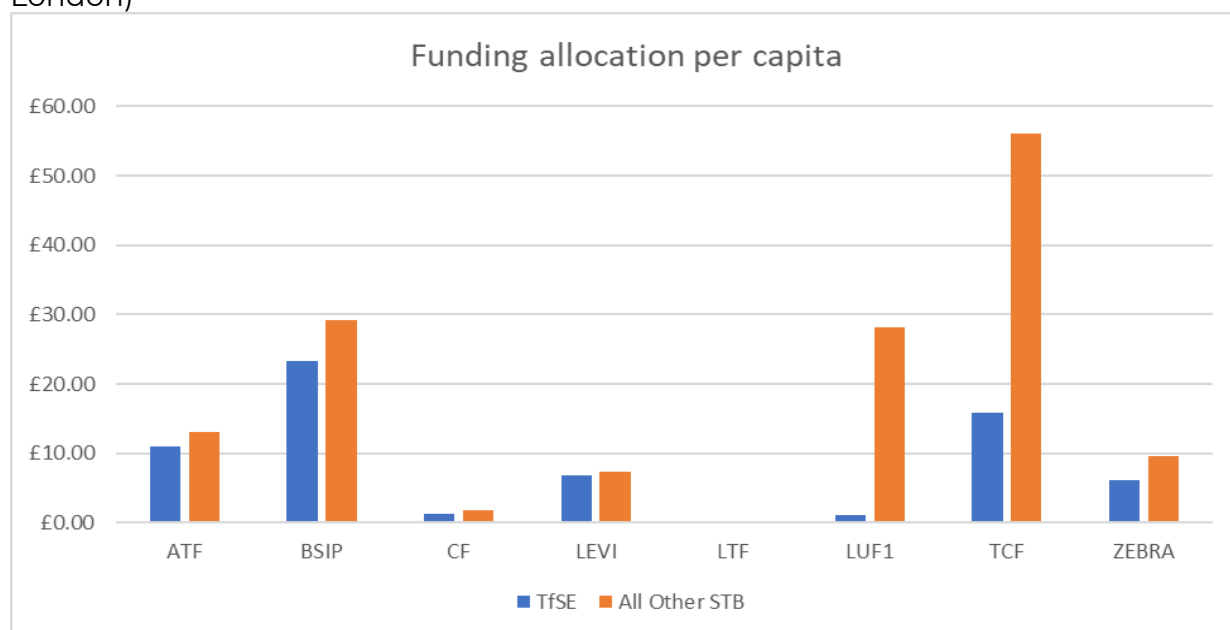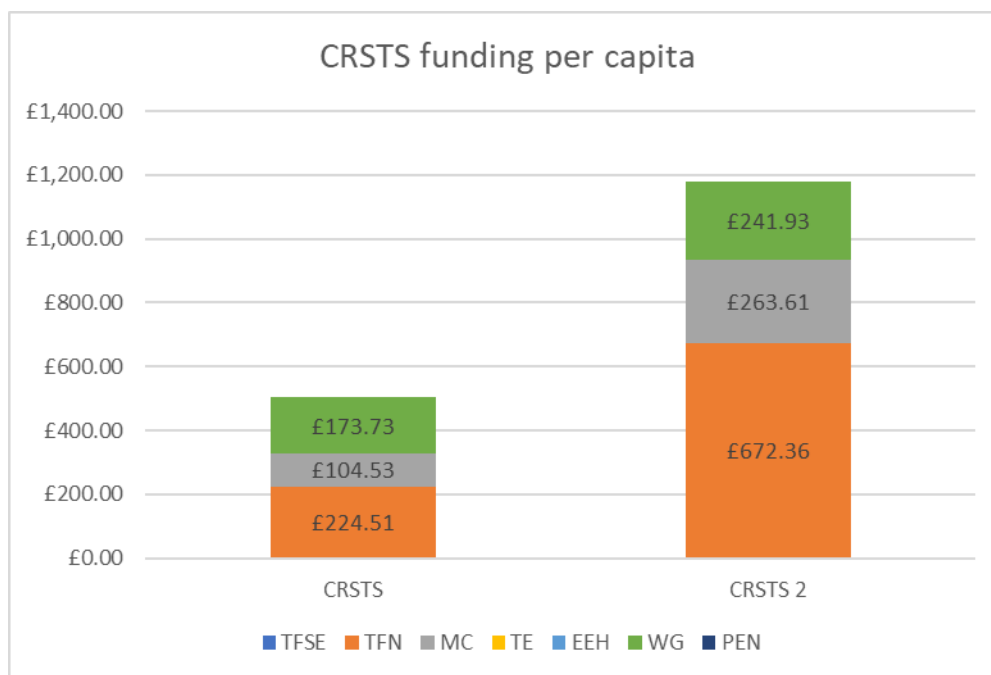TRANSPORT FOR THE
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Figure 2: Indicative CRSTS and CRSTS 2 funding allocation per capita, split by TFSE and rest of England exluding London.

Transport for the South East has a population of 7,713,000.

Figure 1 shows that Investment in the Transport for the South East region is lower per capita for each allocation than the average for the other STBs combined per capita total. For the largest funding allocation, CRSTS 1 and 2, we did not receive any funding. The breakdown of which STB areas received funding is outlined in Figure 2.

Table 1: Funding per capita by STB for funding allocations

STB	ATF	BSIP	CF	LEVI	LTF	LUF1	TCF	ZEBRA	CRSTS	CRSTS 2	TOTAL	RANK TOTAL
TFSE	£11.03	£23.25	£1.23	£6.89	£0.00	£1.03	£15.84	£6.18	£0.00	£0.00	£65.45	5
TFN	£17.12	£30.56	£2.15	£7.83	£0.18	£4.99	£83.54	£10.51	£224.51	£672.36	£1,053.75	1
MC	£10.27	£23.22	£1.56	£6.87	£0.17	£9.47	£56.30	£8.76	£104.53	£263.61	£484.75	3
TE	£10.95	£18.36	£1.39	£7.01	£0.00	£0.00	£10.83	£5.54	£0.00	£0.00	£54.08	7
EEH	£9.64	£15.59	£1.38	£6.48	£0.03	£1.26	£17.65	£12.75	£0.00	£0.00	£64.78	6
WG	£15.61	£74.47	£1.46	£6.94	£0.00	£4.13	£58.65	£5.79	£173.73	£241.93	£582.71	2
PEN	£6.76	£34.55	£1.29	£9.31	£0.00	£33.24	£24.96	£10.76	£0.00	£0.00	£120.87	4

When we break down the amount of investment per capita from the allocations that we have analysed, we see that TFSE ranks 5th of 7 for total investment per capita of the STB geographies. We have received £65.45 investment per capita, conversely top-ranking Transport for the North have received £1053.75 investment per capita.

This data is skewed by the city regional sustainable transport settlements. If we remove the CRSTS funding allocations TfSE still ranks 5th with Western Gateway receiving the most, however the difference in funding allocation is less extreme as can be seen in table 2 below.

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STB	TOTAL	RANK TOTAL
WG	£167.05	1
TFN	£156.88	2
PT	£120.87	3
MC	£116.61	4
EEH	£64.78	5
TfSE	£55.45	6
TE	£54.08	7

Table 2: Funding per capita with CRSTS allocations removed.

City Region Sustainable Transport Settlements (CRSTS) is a programme that invests in local transport network, providing long-term capital funding to regions across England through five year settlements. These were awarded based on plans put forward by city regions. As the TfSE region lacks major cities, it explains why there is no allocation (£0.00) recorded for these funding streams in the table. This underscores the funding dynamics at play within the TFSE region compared to other regions with prominent urban centres.

Please note that we are not able to do a comparative exercise for the rest of England on the RIS funding allocations, as this information is not available. Therefore, the 40% contribution of the £8.3 billion Lower Thames Crossing funding allocation to the TfSE geography has been removed.

Figure 2: TfSE funding by transport mode.

Funding by mode

■ Bus ■ Rail* ■ Cycling & Walking ■ Road ■ EV ■ Sustainable Transport
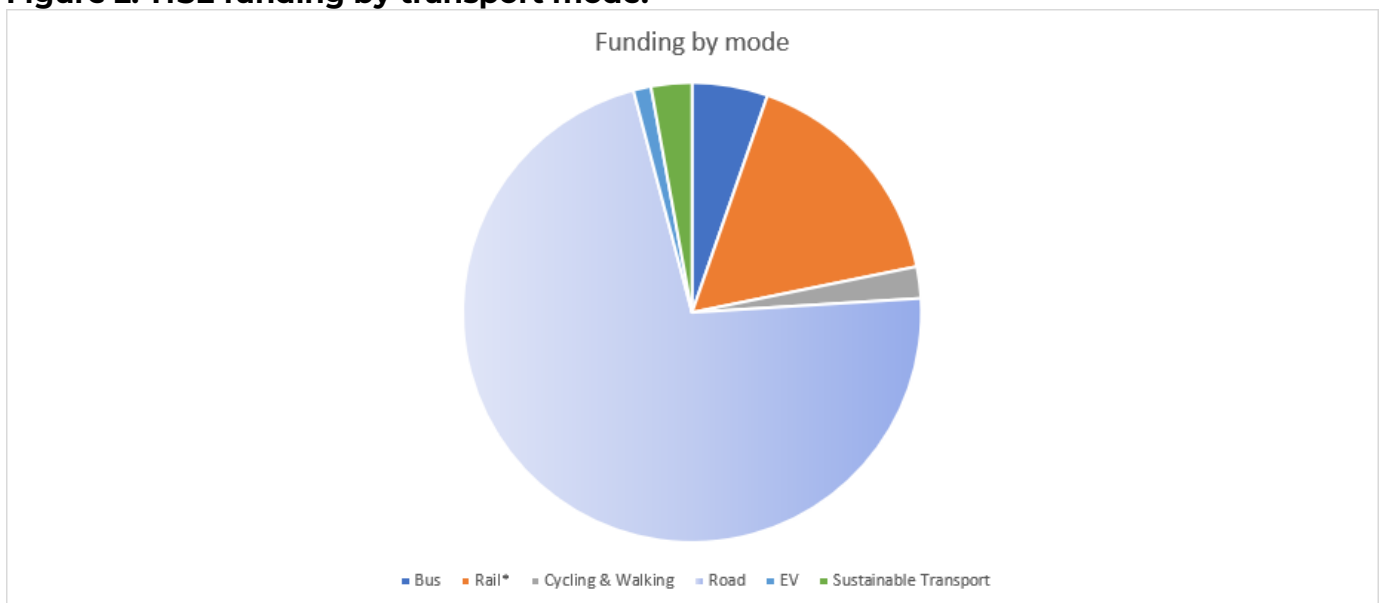
*please note that the rail funding allocation that is indicated in the above pie chart is for Network Rail's Southern Region, and does not exactly mirror the Transport for the South East boundary.

Within Figure 2, you can see the proportion of funding allocated by transport mode. The largest allocation is for Road Investment. This is made up of c. £800,000,000 investment in the MRN/LLM and RIS2 investment of £2.256 billion across 13 schemes in our geography. The Lower Thames Crossing has not been included in this report, however funding allocated at RIS2 was a £8.3 billion, c.40% off which can be

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attributed to TfSE geography. There was an additional £38.1 million allocated to A249 Swale Transport Infrastructure from the housing investment fund which has not been included in the road figure.

The second highest funded mode is rail, with the figure for enhancements in the Network Rail Southern Region between 2019 and 2024 is £700m. This excludes funding associated with the Elizabeth Line in the Reading area and HS2 which are not a part of the Southern Region, and also Thameslink due to it spanning the region.

Bus mode received £227,005,464 of investment over the past five years.

The 'sustainable transport' segment relates to funding from the transforming cities fund, which is spent on active travel and public transport combined.

Although we do not have comparison data for other STB areas, the amount of funding per capita for the MRN/LLM in the TfSE geography is £102.70. The amount per capita from RIS2 allocation (not including Lower Thames Crossing) is £1076.11 per capita. We do not hold any data for the funding allocations for rail.

BSIP funding for 2024 has not been included within the figures, as these are currently indicative.

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Scheme development

In 2023, TfSE published our Strategic Investment Plan (SIP). This outlined the schemes that we have identified as priorities for delivery by 2050, in alignment with our transport strategy. To deliver these schemes we will need to continue working in partnership with key delivery partners including our constituent local transport authorities, National Highways and Network Rail.

In 2020, TfSE partnered with Arup to work as an independent reviewer, to assess our current organisational structure and future objectives. The goal was to ensure we continue to deliver regional benefit for our constituent local transport authorities. This work identified the need for more resource and capability and recommended to bring data modelling and analytics in-house to better serve our constituent local transport authorities.

We have received funding from the DfT to support this workstream since 2020, following us to take significant steps toward fulfilling this recommendation. As a result, TfSE has equipped several authorities with funding or support.

To date we have developed a story mapper, an innovative tool designed to help both the public and transport planners visualise the schemes identified in our Strategic Investment Plan (SIP) and how they interact to provide greater benefit.

Additionally, we are developing a prioritisation methodology that will take external factors and influences into account. This will enable us to prioritise the schemes already identified in the SIP based on different drivers as and when they arise.

TfSE has also produced a 'State of the Region' report, which over time will help demonstrate the impact of the SIP.

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Local capability

In January 2022, TfSE secured £300,000 in funding from the Department for Transport (DfT) to help local authorities bridge their skills gaps.

The focus was to boost TfSE's understanding of what **capability gaps** could be addressed to help LTAs with the delivery of their LTP's and develop a delivery plan to address issues.

We identified these gaps through workshops and one-on-one sessions, and local authorities shared their proposed solutions via a survey. These solutions were evaluated using an assessment matrix, with a strong weighting applied to those with a regional benefit.

In June 2022, our Partnership Board approved funding for all eight proposed solutions.

The key areas we addressed included:
1. Strategic optioneering training
2. Communications training
3. Regional transport modelling license renewal
4. Quantifiable carbon reduction training
5. Guidance and advice document development

The outputs of these solutions will form the building blocks of our **Regional Centre of Excellence.**

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Regional Centre of Excellence

In February 2022, the Levelling Up White Paper was published and included a commitment from government to develop regional centres of excellence across the country. As a result, the Department for Transport has tasked Sub-national Transport Bodies (STBs) to deliver Regional Centres of Excellence (RCoE) in their areas. The overarching objective for the RCoE is to help LTAs address capacity and capability challenges. This will be facilitated predominantly through a virtual platform, which has been shaped by the local authorities, for the local authorities.

Key users of the platform will be local authorities, with external partners having restricted access. It will be collaborative, modular, encourage both self-learning and learning from others, and via a chat forum and message boards allow quick networking and open conversations.

Some of the initial areas of focus for the RCoE are as follows: considering unique modes such as freight, decarbonisation/carbon assessment, EVs, modelling, business cases, finance/procurement, active and sustainable transport, scheme delivery, and policy making including LTPs in particular.

The RCoE will aim to offer value for money by supporting business case development, unlocking investment, and improving staff capability. Its benefits are already being seen, as local authorities begin to provide case studies and best practice to those that have requested it.

All tools created across STBs, will be hosted on this virtual platform, in one simple, easy to access space.

Tools

Project View

Project View is an interactive data viewing tool, which has been used to view the evidence base of the transport strategy.

This has been rolled out to all 46 district and boroughs, and 16 local authorities free of charge, to use during their planning processes.

Mode propensity tool

This tool will be developed to assist Local Transport Authorities in prioritising interventions in different parts of their geography.

Analytical Framework

The development of an analytical framework will provide a mechanism for local transport authorities and others produce the evidence required to support the business cases for transport interventions needed in their area.

It will enable a more consistent approach regionally, providing efficiencies in data, as well as additional capacity and capability.

Carbon Assessment Playbook

TfSE worked in collaboration with England's Economic Heartland and Transport East, to develop a carbon assessment playbook that will enable local authorities identify baseline carbon emissions and trajectories to net zero in each of the LTAs in the three STB areas.

EVCI locate tool

The 'EVCI Locate' application has been developed by TfSE to help constituent authority officers identify and prioritise suitable locations to expand EVCI networks through an assessment of a range of different parameters. This includes location of terraced housing, areas of deprivation and parking restrictions.

Procuring this regionally, and making it available for constituent authorities at no additional cost, provides not only a consistent approach, but also valuable cost savings to the tax payer, DfT, and local authorities.

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At a glance

Developing and maintaining our strategies	Prioritising investment across the region	Supporting local authorities
Regional Active Travel Strategy	Strategic Investment Plan and its implementation	Tools*
Electric Vehicle Charging Infrastructure Strategy	Transport Strategy	Local capability
Lorry parking and driver welfare study	Prioritisation tool	Training
Freight blindness in the public sector	Scheme development	Consultations
Coastal water freight study		Letters of Support
Future warehousing provision		Forums
		Carbon Training
		Bus Back Better
		Regional Centre of Excellence

Tools* include:
Mode propensity tool
EVCI locate tool
Analytical Framework
Carbon Assessment Playbook
Development Log
Project View
SEELUM

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Transport for the South East's Analytical Framework – Value for Local Authorities

As part of Transport for the South East's Centre of Excellence, we are committed to offering our Analytical Framework to our Local Authorities, to benefit them.

The value offered by the TfSE analytical framework to our partners is composed of three key parts: **data, models/tools**, and **analytical capabilities**. The document below outlines the items that have been developed or are under development with 2024-25 funding, as well as the plans for the next two years as proposed and endorsed by the TfSE Partnership Board. The table records both costs and benefits for LTAs, however, quantifying the benefits is more challenging as it depends on how and if the LTA would procure the data or service. Therefore, indicative values are provided rather than absolute values, on a per LTA basis:

- £ = under £50,000
- ££ = £50,000 – 100,000
- £££ = over £100,000

1. Value Offered in the 2024-25 Plan
  1.1. Data:

Data is fundamental to the development of any analytical tools and strategies. Our plan, informed by a data gap survey and discussions with technical officers from LTAs, aims to collect data that can fill these gaps at the regional level and contribute to the development of our own analytical tools and strategies.

Projects	Description	Costs	Benefits per LTA
Data Management Plan	A formal document that outlines how data will be organised, stored, preserved, and accessible in ways that protect the integrity of the data and comply with legal, regulatory, and ethical standards.	£12,500	£
Data & Product Catalogue	A catalogue records all data and products that have been managed by TfSE, which will be made accessible to all LTAs through the TfSE Centre of Excellence platform	£2,500	£
D-Log/I-Log	A live log of TfSE Local Plans and interventions.	£5,000	£
Rail Demand	Rail passenger origin destination data, derived from ORR annual passenger demand and BT mobile network data	£2,500	£
Journey Time by Mode	Journey time by transport mode data, provided by 3rd party software	£20,000	£
Regional Travel Survey Data	Travel behaviour survey data covers the TfSE area	£70,000	££

1.2. Models/Tools:

This category includes transport models that are essential for making a business case for investments, as well as policy tools, which are built upon these transport models and can support strategies such as local transport plans and EV infrastructure strategies.

Projects	Description	Costs	Benefits per LTA
Travel Market Synthesiser	A tool to create synthetic matrices based on national trip end model and national travel survey data	£50,000	£
South East Economy and Land Use Model	A model can be used to test the impacts of interventions on land use and the economy (e.g., employment and housing demand) for the South East region.	£500,000	£££
Electric Vehicle Charging Infrastructure Tool	Tool to forecasting EV charging demand and potential locations for charging points	£100,000	££

1.3. Analytical Advisory and Research Capabilities:

Apart form data and models/tools, TfSE offers analytical advisory and research capabilities, to reduce the reliance on consultants.

Capability	Description	Costs	Benefits per LTA
Analytical advisory services	Technical specification, tender evaluation, technical assurance and best practice	£20,000 per project	££
Transport research	Working with academia to explore niche areas in transport.	£20,000 per project	£

2. Value Offered in Plan for 2025-26 and 2026-27

This section outlines the items currently included in TfSE's analytical framework plan for 2025-26 and 2026-27, which have been endorsed by the Partnership Board in May 2025.

2.1. Data

Projects	Description	Costs	Benefits per LTA
Data Hub	A centralised database managed and maintained by TfSE, to save all the data used in transport modelling and appraisal comes from national datasets, produced by 3rd party public sector organisations including the Department for Transport and consultancies.	£175,000	£££

Projects	Description	Costs	Benefits per LTA
	This workstream aims to include some map-based capacity.		
Traffic Counts Data (all modes)	Multimodal traffic counts camera (e.g. Vivacity)	£3,000/Camera	££
Mobile Network Data	Mobile network data to estimate the travel demand between origins and destinations, by travel mode	£100,000	££

2.2. Models/Tools

Projects	Description	Costs	Benefits per LTA
South East Highway Assignment Model	A road network model can be used to tests the impacts from interventions on road traffic conditions and travel costs	£200,000	£££
Active Travel Model	Model to give a realistic travel costs for walking and cycling	£100,000	££
Public Transport Model	A public transport model covers both bus and rail, give a realistic travel costs for public transport	£150,000	£££
Variable Demand Model	A models' integration component that can be used to model changes in travel behaviour, such as travel mode and destination choices	£150,000	£££
Decarbonisation Playbook	A tool to quantify operational carbon reduction from various transport interventions	£100,000	££
Alternative Fuels for Freight Infrastructure (ALFFI) Tool	The tool identifies preferential locations for the deployment of hydrogen and/or biomethane refuelling or recharging stations for heavy goods vehicles.	£50,000	£
Mass Transit/Mobility Hub Tool	A analytical tool to test mass transit and mobility hub schemes	£20,000	££

2.3. Analytical Capabilities

In addition to the analytical capabilities noted in Section 1.3, TfSE plans to expand our analytical team to better serve our partners. Once additional analysts have been recruited, we will be able to offer a range of analyses, from bespoke assessments such as accessibility analysis to more complex analyses like travel demand forecasting. Typical analytical project costs for consultancy fees range from around £40k for simpler projects to over £100k for more complex ones.

2.4 TfSE Centre of Excellence

Those items listed out above will all be featured in one place for convenience for local transport authorities. This will reduce the need for multiple log ins, and the ability to knowledge share on those workstreams with officers' lived experiences. In addition, the Centre of Excellence will provide expert briefings on topics through webinars, trainings, bespoke support, and specialised 1:1 support. It will

provide up to date exclusive content and act as a trusted resource, distinct from alternative sources, to improve capacity and capability.

Report to:	Partnership Board –Transport for the South East
Date of meeting:	28 October 2024
By:	Chief Officer, Transport for the South East
Title of report:	Priority schemes in the TfSE area for delivery in the short term
Purpose of report:	To agree lists of short term priority schemes for the TfSE area

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

1) Note the process that has been followed to prepare lists of priority schemes in the TfSE area for delivery in the short term; and

2) Agree that the lists of priority schemes shown in Appendix 1 be submitted to the Department for Transport for their use in providing advice to Ministers.

1. Introduction

1.1   A core function of sub-national transport bodies (STB's) is to provide advice to Ministers on prioritising transport investment. The Department for Transport (DfT) have asked Transport for the South East (TfSE) to provide details of priority schemes in the TfSE area for delivery in the short term, in anticipation that DfT officials will be asked to provide such advice to new Government Ministers.

2. Background

2.1   In July 2023 TfSE published the Strategic Investment Plan (SIP) which contains nearly 300 multi-modal scheme and policy interventions that are required to be delivered across the South East over the next 27 years, to realise the Vision for 2050 as set out in the TfSE Transport Strategy.

2.2   By virtue of their inclusion within the SIP, all the schemes contained within it have been identified as priorities for the region. However, we recognise that individual schemes will be delivered through a number of different funding streams and programmes over the long term, as such there is a need to filter and prioritise schemes within the SIP to aid their effective delivery.

2.3   TfSE therefore developed a strategic prioritisation framework methodology and tool, alongside associated governance processes, to filter the schemes within the SIP

and identify priorities either overall or based on a range of differing factors, such as funding streams and timescales for delivery. The strategic prioritisation framework methodology was endorsed by the Partnership Board at their meeting in October 2023, with the use of the tool and governance process for its deployment being endorsed and agreed respectively by the Partnership Board at their meeting in January 2024.

2.4 The DfT has requested the submission of priority schemes by the end of October 2024, however specific detailed criteria for the selection of schemes have not been provided, aside from advice to consider schemes that can be delivered within the next five years. It has therefore been necessary to make a number of assumptions based on our current understanding of emerging government priorities in order to apply filtering criteria and prepare lists of schemes. In submitting advice to DfT, it is important to be clear both what those assumptions have been and that should those assumptions not match any future more specific criteria that are announced, we reserve the right to review and amend those lists and/or prepare additional lists as necessary.

2.5 Regardless of any specific ask from DfT, it is also good practice for TfSE to be developing strategic, deliverable pipelines in our role as an STB to ensure the region does not miss out on funding opportunities when they arise.

3. Prioritisation methodology and use of scenarios

3.1 The lists of priority schemes may help influence emerging government policy, including National Integrated Transport Strategy, National Infrastructure Plan, Rail Plan, as well as informing the forthcoming Comprehensive Spending Review. The Secretary of State has also announced a list of five strategic priorities for the department, putting transport at the heart of mission-driven government.

3.2 It is therefore proposed to present four priority lists to DfT based on scenarios which are practical, based on current and likely funding / delivery programmes, and reflect our understanding of emerging government priorities. These are:

- Roads Investment Strategy 2025 – 2030 (RIS3) and RIS4
- Large Local Major (LLM) / Major Road Network (MRN) programmes
- Rail
- 'Strategic local schemes' with alignment to SoS priorities

3.3 The strategic prioritisation tool has been used to filter schemes contained within the SIP against criteria which reflect these four scenarios and a shortlist was drawn up for each scenario. The specific filters used for each scenario are set out in each section below.

3.4 In all scenarios and reflecting DfT advice to prioritise schemes for delivery within the next five years, filters have been applied to prioritise schemes that have already completed early stage scheme development and the final lists are presented by the stage of delivery that has been completed.

3.5 In accordance with the agreed governance process, the prioritisation methodology and shortlists were presented to Transport Strategy Working group (TSWG) for their consideration. The lists were refined and then presented to Senior Officer Group (SOG)

who provided detailed feedback on a number of schemes, resulting in further discussion as the final lists were developed. The RIS3/4 and Rail lists were also discussed with National Highways and Network Rail respectively.

4. Scenario 1 – Roads Investment Strategy 2025 – 2030 (RIS3) / RIS4

4.1   Throughout the development of RIS3 National Highways have involved TfSE as a key stakeholder and we have a strong working relationship with both National Highways and Department for Transport as a result.

4.2   Although the draft RIS3 is yet to be published, we anticipate that priority will be given to fund completion of RIS2 schemes, smaller schemes, and schemes that align more closely to the SoS DfT priorities, including addressing regional economic inequalities.

4.3   Filters were applied in the prioritisation tool to select:

- Schemes in the existing programme: undelivered RIS2 schemes, RIS3 Pipeline schemes
- New schemes: other schemes on the strategic road network
- Stage completed: schemes already having reached Strategic Outline Business Case or beyond
- Recognising previous government decisions, schemes in the Smart Motorway Programme were filtered out

4.4   Following review and feedback from TSWG, SOG and National Highways, the proposed list of 10 priority schemes for RIS3/4 is shown at Table 1 in Appendix 1

4.5   This list contains several schemes on the A27. We acknowledge the recent announcement by the Chancellor regarding these A27 schemes, however our evidence-driven SIP highlights that east-west connectivity, journey times and reliability remains a significant challenge across our region, particularly along the south coast corridor; the main east-west route through our region outside of the M25/M4 corridor. Whilst we accept that the specifically named schemes have been cancelled, TfSE will continue working with the government and National Highways to explore multi-modal solutions that will address issues around congestion and route inconsistency, and deliver agglomeration benefits along the whole south coast corridor, including at Chichester, Arundel, Worthing and east of Lewes.

4.6   It is possible that not all TfSE priority schemes can be funded within RIS3, and that therefore some might have to be considered in the longer term as priorities for RIS4.

5. Scenario 2 – Large Local Major (LLM) / Major Road Network (MRN)

5.1   STB's have a key role in managing the current MRN and LLM programmes within their area and supporting the development and delivery of schemes in the programme. This list seeks to reassert the requirement for funding of the current programme of schemes. As such filtering was limited to schemes in the existing LLM and MRN programmes.

5.2   Following review and feedback from TSWG and SOG, the proposed list of eleven priority schemes for the MRN/LLM programme is shown at Table 2 in Appendix 1.

6. Scenario 3 – Rail

6.1   Ring-fenced rail funding has been in place for decades, however it is a long time since central government's Rail Network Enhancements Pipeline was published and well beyond the date for intended update. As clearly set out in our Transport Strategy and SIP, TfSE and government cannot achieve the required transport and other wider priorities without significant investment in rail.

6.2   Filtering was implemented in the prioritisation tool to select:

- Existing schemes: rail schemes
- Stage completed: Strategic Outline Business Case or beyond, and to
- Filter out schemes at Procurement stage onwards

6.3   Following review and feedback from TSWG, SOG and Network Rail, the proposed list of 10 priority schemes for rail is shown at Table 3 in Appendix 1.

6.4   Maintaining the same criteria for deliverability this list has prioritised schemes that have progressed to Strategic Outline Business Case or beyond. However, we acknowledge that particularly for rail, schemes often have long development and delivery times leading to limitations of how many could be delivered in a five year window. Through our work on the Wider South East Rail Partnership we look forward to continuing dialogue with government and Network Rail and working together to bring forward rail transformation in the longer term.

7. Scenario 4 – 'strategic local schemes' with alignment to the Secretary of States priorities

7.1   In her first address to Department for Transport (DfT) staff on Monday 8 July 2024, the Secretary of State, Louise Haigh, set out her 5 strategic priorities, putting transport at the heart of mission-driven government. These are:

- Improving performance on the railways and driving forward rail reform
- Improving bus services and growing usage across the country
- Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality
- Delivering greener transport
- Better integrating transport networks

7.2   Post Housing Infrastructure Fund (HIF) and Transforming Cities Fund (TCF) strategic mass transit and mobility hub schemes currently have almost no major funding route in the South East of England. However, these solutions typically align very strongly with the priorities set out by the SoS.

7.3   We are additionally aware that DfT may consider a second round of MRN funding. If this were announced, it may have greater flexibilities than the previous criteria.

7.4   Filtering was implemented in the prioritisation tool to:

- Existing schemes: LLM / MRN Pipeline
- Additional schemes: mass transit, (non-SRN) mobility hubs, and other MRN schemes
- Stage completed: Feasibility Study or beyond for new schemes not in the LLM / MRN Pipeline

7.5   Following review and feedback from TSWG and SOG, the proposed list of 14 priority strategic local schemes is shown at Table 4 in Appendix 1.

7.6   After the schemes were identified through the filtering process using the prioritisation tool, they were each given a rating of their alignment with the SoS's five priorities as set out in the following table. These ratings were not used to select schemes but are provided to aid DfT understanding of the schemes. Rail schemes are not included in this list as they are within the separate Rail priority list.

Score	Criteria - Bus / Green / Integration
✓	mobility hub / single point of integration
✓✓	corridor-based interventions including several new or upgraded stations / hubs along the corridor
✓✓✓	mass transit network with more than one corridor and multiple new / upgraded stations / hubs

Score	Criteria - Inclusion / tackling economic inequality
✓	scheme in local authority areas in the bottom quintile for household deprivation
✓✓	scheme in local authority areas in the second from bottom quintile for household deprivation
✓✓✓	scheme in local authority areas in the mid quintile for household

8. Conclusions and recommendations

8.1 Following a request from the DfT the Partnership Board are recommended to note that the strategic prioritisation framework and tool have been deployed in accordance with previously agreed processes to assist with drawing up a number of short term priority lists of schemes for the TfSE area. The Partnership Board are also recommended to note that these lists have been prepared against a number of assumed criteria reflecting our current understanding of government priorities and delivery over the short term. Should those assumptions not match any future more specific criteria that are announced, then TfSE reserve the right to review and amend those lists and/or prepare additional lists as necessary.

8.2 The Partnership Board are recommended to approve the four priority lists set out at Appendix 1 and agree their submission to DfT Officials.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Sarah Valentine
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Appendix 1 – Priority schemes in the TfSE area for delivery in the short term

TRANSPORT FOR THE
South East

Table 1:

Scenario 1 – Roads Investment Strategy 2025 – 2030 (RIS3) / RIS4

Map ref.	Scheme name	Current Stage Completed	Estimated Progress 5 years
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 pipeline)	Outline Business Case	Develop / Deliver / In Operation
I1	M27 Junction 8 (RIS2)	Outline Business Case	Develop / Deliver / In Operation
I3	A27 Arundel Bypass (RIS2)	Outline Business Case	Develop / Deliver / In Operation
R1	M3 Junction 9 (RIS2)	Outline Business Case	Develop / Deliver / In Operation
I4	A27 Worthing and Lancing Improvement (RIS2)	Strategic Outline Business Case	Develop / Deliver / In Operation
X2	A2 Brenley Corner Enhancements (RIS3 pipeline)	Strategic Outline Business Case	Develop / Deliver / In Operation
I8	A27 Chichester Improvements (RIS3 pipeline)	Strategic Outline Business Case	Develop / Deliver
I7	A27 Lewes - Polegate (RIS3 pipeline)	Strategic Outline Business Case	Develop / Deliver
X3	A2 Dover Access (RIS3 pipeline)	Strategic Outline Business Case	Develop
R4	A3/A247 Ripley South (RIS3 pipeline)	Strategic Outline Business Case	Develop

Note:

We acknowledge the recent announcement by the Chancellor regarding these A27 schemes, however our evidence-driven SIP highlights that east-west connectivity, journey times and reliability remains a significant challenge across our region, particularly along the south coast corridor; the main east-west route through our region outside of the M25/M4 corridor. Whilst we accept that the specifically named schemes have been cancelled, TfSE will continue working with the government and National Highways to explore multi-modal solutions that will address issues around congestion and route inconsistency, and deliver agglomeration benefits along the whole south coast corridor, including at Chichester, Arundel, Worthing and east of Lewes.

Appendix 1 – Priority schemes in the TfSE area for delivery in the short term

Table 2:

Scenario 2 - Large Local Major (LLM) / Major Road Network (MRN)

Map ref.	Scheme name	Current Stage Completed	Estimated Progress 5 years
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Outline Business Case	Develop / Deliver / In Operation
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Outline Business Case	Develop / Deliver / In Operation
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Outline Business Case	Develop / Deliver
N3a	A22 Corridor Package	Outline Business Case	Develop
I9	A326 Capacity Enhancements (LLM)	Strategic Outline Business Case	Develop / Deliver / In Operation
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Strategic Outline Business Case	Develop / Deliver / In Operation
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN & BSIP)	Strategic Outline Business Case	Develop / Deliver / In Operation
R5	A31 Farnham Corridor (LLM)	Strategic Outline Business Case	Develop / Deliver / In Operation
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Strategic Outline Business Case	Develop / Deliver
I10	West Quay Realignment (LLM)	Feasibility Study	Study / Develop / Deliver
I11	Portsmouth City Centre Road (LLM)	Feasibility Study	Study / Develop / Deliver

Appendix 1 – Priority schemes in the TfSE area for delivery in the short term

TRANSPORT FOR THE
South East

Table 3:
Scenario 3 - Rail

Map ref.	Scheme name	Current Stage Completed	Estimated Progress 5 years
J4	Reigate Station Upgrade	Outline Business Case	Develop / Deliver / In Operation
O18	Theale Strategic Rail Freight Terminal	Outline Business Case	Develop / Deliver
J1	Croydon Area Remodelling Scheme	Outline Business Case	Develop
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Strategic Outline Business Case	
S2	London Victoria Capacity Enhancements - Signalling and Digital Rail	Strategic Outline Business Case	
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Strategic Outline Business Case	
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Strategic Outline Business Case	
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Strategic Outline Business Case	
S17	Rail Freight Gauge Clearance Enhancements	Feasibility Study	Develop / Deliver
A1	Solent Connectivity Strategic Study	Feasibility Study	

Appendix 1 – Priority schemes in the TfSE area for delivery in the short term

Table 4:
Scenario 4 – strategic 'local schemes' with alignment to SoS DfT Priorities

Scheme name	Current stage completed	By 2030	SoS DfT Priorities				
			Rail*	Bus	Green	Social Inclusion	Integration
Reading Mass Rapid Transit	Powers/Consents	Develop / Deliver		✓✓✓	✓✓✓		✓✓✓
Slough/Windsor/Maidenhead Area Bus Enhancements	Powers/Consents	Develop / Deliver / In Operation		✓✓	✓✓	✓✓✓	✓✓
Three Bridges Strategic Mobility Hub	Outline Business Case	Develop / Deliver		✓	✓	✓✓	✓
A22 Smart Road Trial Proposition Study	Outline Business Case	Develop / Deliver			✓		
A22 Corridor Package	Outline Business Case	Develop					
Tipner Transport Hub (M275 Junction 1)	Strategic Outline Business Case	Develop / Deliver		✓	✓	✓✓	✓
Bus Mass Transit - Newport to Cowes	Strategic Outline Business Case	Develop / Deliver		✓✓	✓✓	✓✓	✓✓
Eastbourne/Wealden Mass Rapid Transit	Strategic Outline Business Case	Develop / Deliver		✓✓✓	✓✓✓	✓✓✓	✓✓✓
Southampton Mass Transit	Feasibility Study	Study / Develop		✓✓✓	✓✓✓	✓✓	✓✓✓
Brighton & Hove Strategic Mobility Hubs	Feasibility Study	Develop / Deliver		✓✓	✓✓	✓	✓✓
Bus Mass Transit - Newport to Ryde	Feasibility Study	Study / Develop		✓✓	✓✓	✓✓	✓✓
A259 Chichester to Bognor Regis Enhancement (MRN pipeline)	Feasibility Study	Study / Develop		✓✓	✓✓	✓	✓✓
South East Hampshire Rapid Transit Future Phases	Feasibility Study	Study / Develop		✓✓✓	✓✓✓	✓✓	✓✓✓
A2270/A2101 Corridor Movement and Access Package (MRN pipeline)	Pre-feasibility / Not Started	Study / Develop				✓✓	

* Separate list

Agenda item 8

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

Date of meeting: **28 October 2024**

By: **Chair of 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**

RECOMMENDATION:

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

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1. Introduction

1.1 The Audit and Governance Committee met on Wednesday 2 October 2024. This report provides a summary of the discussions and actions to take forward.

2. Audit and Governance Committee

2.1 The Committee welcomed new member Councillor David Robey (Kent County Council) to the Committee.

2.2 The Committee reviewed the next steps paper as per the Partnership Boards recommendation following the recent General Election and subsequent emerging Policy. The Committee reviewed the two options; continue as a voluntary partnership or to submit a proposal for Statutory Status asking for powers to support delivery on the Boards ambitions. There was a good discussion on both the options. The Committee asked within the theory of change model to include the option for continuing as a voluntary partnership to help inform the decision for the Partnership Board. The Committee reviewed the options and agreed for this to be presented to the Partnership Board, agenda item 5.

2.3 The Committee reviewed the Business Planning 2025/26 funding scenarios. Following a request from the Department for Transport (DfT) to gather intelligence before submitting our formal Business Plan in December. The Committee endorsed the funding scenarios and agreed for this to be presented to the Partnership Board, agenda item 6.

2.4 The Committee endorsed that TfSE should seek local contributions for 2025/26 - and that these should be frozen at the same level as last year, in recognition of the pressures Local Authorities are facing.

2.5   The Committee reviewed the finance position, noting that the full detailed breakdown will be considered at future Audit and Governance committee meetings. The Committee were satisfied that TfSE's spend is in-line with plans. The full breakdown will be presented to the Partnership Board, agenda item 9.

2.6   The Strategic Risk Register was reviewed by the Committee. The Committee requested an increase in probability on the risk which tracks the uncertainty around the lack of devolution in the South East. The Strategic Risk Register will next be presented to the Partnership Board on 27 January 2025.

3. Conclusions and recommendations

3.1   The Partnership Board is recommended to note the discussions and actions arising at the recent meeting of the Audit and Governance Committee.

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

Contact Officer: Jessica Lelliott
Email: Jessica.Lelliott@transportforthesoutheast.org.uk

Report to: Partnership Board –Transport for the South East

Date of meeting: 28 October 2024

By: Chief Officer, Transport for the South East

Title of report: Financial Update

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

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RECOMMENDATION:

The members of the Partnership Board are recommended to note the current financial position for 2024/25 to the end of September 2024.

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1. Overview

1.1   The purpose of this report is to update the Partnership Board on Transport for the South East's (TfSE) financial position for 2024/25 to the end of September 2024.

2. Financial Position to the end of September

2.1   **Appendix 1** sets out the spend position to the end of September 2024 (end of Quarter 2) against the final Business Plan for 2024/25 that the Board signed off in July.

2.2   As forecasted in the final Business Plan, we plan to spend our full budget, apart from our earmarked reserve, on delivering our technical programme this Financial Year. In doing so, we aim to reduce our carry forward for the next Financial Year to as low as possible.

2.3   Spend against each budget line does not track equitably across the Financial Year. As invoices are paid on completion of work, spend on the technical programme and communications and engagement will increase in the second half of the Financial Year.

3. Technical Programme Spend

3.1   Our technical programme spend is slightly behind schedule. We expect spend to pick up substantially in Quarters 3 and 4, as technical work is completed. An update on spend against budget lines is provided below.

3.2   Transport Strategy – As set out in the report on the refresh of the transport strategy work is progressing well with the draft strategy due to be agreed at a special meeting of

the Partnership Board on the 9 December. This will be following by a three month public consultation exercise which will finish in early March. Work will then commence on a consultation report which will identify any changes needed to the draft strategy.

3.3   SIP Implementation – Following approval of the seven new Scheme Development schemes supported this year, work is now well underway to ensure appropriate legal agreements are in place with the benefitting authorities, and to finalise the scope and commission the support work.

3.4   Analytical Framework – The first phase of the South East Highways Assignment Model (SEHAM) development has been commissioned and work is underway. The regional travel survey for the TfSE area has been commissioned, with fieldwork planned for late autumn/early winter 2024. Options are currently being investigated for filling the various data gaps that have been identified, with a view to procuring the preferred solution in late 2024/early 2025.

3.5   Future Mobility – As set out in previous Board Paper we are unable to take forward the work on the Mode Propensity Tool due to the lack of robust data on travel patterns. The budget that was available for this work (£40K) has therefore been used to help pay for the Regional Travel Survey as this will provide the robust data that will be needed to build the tool.

3.6   Active Travel and Decarbonisation – Spend against these budget lines is on track, and work is being delivered, in line with the Business Plan.

3.7   Freight – As set out in the Technical Programme Progress report, work is in progress on the studies into the level of warehousing provision in the TfSE area and the potential to transfer freight traffic from road to short sea shipping. Work has now commenced on the development of a freight awareness programme for local transport authorities and also a study of the potential demand for increased intermodal transfer of freight between road and rail networks across the TfSE area.

3.8   Electric Vehicle Infrastructure – As set out in the Technical Programme Progress report, work is nearing completion on the study to produce forecasts of the demand for publicly available charging infrastructure resulting from the electrification of vehicle fleets. A follow-on study looking to identify the opportunity to establish commercially viable charging infrastructure to service the needs of vehicle fleets is dues to commence in November 2024 for completion by March 2025.

3.9   Centre of Excellence – Spend on the Centre of Excellence is ahead of schedule, as the majority of the budget went to developing the Centre of Excellence platform, which was completed in June 2024.

3.10 Other Costs/Technical Support – Spend on this budget line is progressing as planned.

4. Other Spend

4.1   Salaries and training – Salaries spend is on track. Our budget covers us for potential in-year cost increases, such as increases to pension costs, or employer national insurance. Spend on training is behind schedule, so we will work with staff to ensure this offer is being correctly utilised.

4.2   Events – Spend on events is behind schedule. This is because we did not host our an annual Connecting the South East Event in 2024. If we book a Connecting the South East in for 2025, this will increase spend. Our move to in-person Partnership Board meetings will also increase spend.

4.3   Communications – Spend on communications has been low, as we halted communications activity in the pre-election period. We expect spend to pick up significantly, as we implement our Communications Plan for the upcoming Transport Strategy Consultation.

4.4   Publications – Spend on publications has also been low but we expect this to increase to support work on the Transport Strategy Consultation.

4.5   Website – Spend on the website is as expected. We are currently refreshing our website, which should spend the entirety of this budget.

4.6   Stakeholder Database – Spend is as expected. We are billed for our stakeholder database in January each year.

4.7   Governance – Although we have not incurred any spend at this point, we may wish to spend this funding on supporting the Next Steps for TfSE work, depending on what happens with this.

4.8   Operational Expenses – Operational Expenses is behind schedule. This was also impacted by the pre-election period, which cancelled several in-person events and meetings. We expect this to pick up as activity increases in Quarters 3 and 4.

5. End of Year Forecast

5.1   The current forecast outturn to the year end is £3,925,607, against the budget of £3,925,607. Members will wish to note the carry forward for 2025/26 is currently forecast to outturn at £0.

5.2   We will continue to review spend against each budget line, to make sure our forecasts are correct. We will review each budget line and provide Members with an update following Quarter 3 at the January Board meeting. If we forecast an underspend against any budget line, we will bring a recommendation to the January Partnership Board, to suggest where this spend should be reallocated.

6. This year's Carry Forward

6.1   In the Finance Update for the July Partnership Board, we reported that our technical programme carry forward from 2023/24 was £1,357,610. The final figure was £1,362,607, as our final spend in 2023/24 was £4,997 less than projected. This additional carry forward of £4,997 has been reflected in this year's budget for other costs/technical support in Appendix 1.

7. Audit and Governance Committee

7.1   We were unable to present a full breakdown of spend against each budget line for the Audit and Governance Committee, due to issues with reconciliation. This has been addressed, and the figures are provided in full for this paper.

8. Conclusions and recommendations

8.1   The Partnership Board is recommended to note the financial position to the end of September 2024.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Keir Wilkins
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Appendix 1 – TfSE budget position at end of September 2024/25

	Budget	Actual YTD Spend	Forecast Spend
EXPENDITURE			
Salaries (including on-costs)	1,300,000	524,243	1,300,000
Training	20,000	875	20,000
STAFFING	**1,320,000**	**525,118**	**1,320,000**
Transport Strategy	500,000	197,398	500,000
SIP implementation	615,000	46,837	615,000
Analytical framework	395,000	28,978	395,000
Future mobility	40,000	0	40,000
Active travel	56,000	26,938	56,000
Decarbonisation	55,000	15,000	55,000
Freight	185,000	30,350	185,000
Electric Vehicle Infrastructure	130,000	50,082	130,000
Centre of Excellence	260,000	177,350	260,000
Other costs/technical support	204,997	90,951	204,997
TECHNICAL PROGRAMME	**2,440,997**	**663,884**	**2,440,997**
Events	41,000	15,406	41,000
Communications	17,500	504	17,500
Publications	5,000	250	5,000
Website	21,000	7,036	21,000
Stakeholder Database	18,000	0	18,000
COMMUNICATIONS/ENGAGEMENT	**102,500**	**23,196**	**102,500**
TfSE Governance	10,000	0	10,000
Operational Expenses	52,110	10,353	52,110
OTHER	**62,110**	**10,353**	**62,110**
TOTAL EXPENDITURE	**3,925,607**	**1,222,551**	**3,925,607**

FUNDING		
Local Contributions		498,000
DfT Grant		2,065,000
Carry Forward		1,362,607
TOTAL FUNDING EXCLUDING RESERVE		**3,925,607**

TfSE Reserve		406,730
TOTAL FUNDING INCLUDING RESERVE		**4,332,337**

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

Date of meeting: 28 October 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 wording of the Vision and Missions for the strategy.

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) comment on the progress with the work to refresh the transport strategy;

(2) agree the wording of the Vision for the strategy;

(3) comment on the wording of the Missions for the strategy;

(4) comment on the approach to developing the policy route maps for the strategy; and

(5) comment on the draft plans for the public consultation on the strategy

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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 July 2024. Specifically, it sets out the emerging work on the refinement of the vision, missions, and the development of the policy route maps that will form the main part of the refreshed transport strategy. A draft final version of the Strategy is to be presented to the Board at a special meeting on 9 December 2024, after which it will be subject to a public consultation lasting twelve weeks.

2.   Progress with the technical work

2.1   Since this last update there has been significant progress with the technical work to develop the strategy.

Partnership Board Task and Finish Group

2.2   As agreed at the July Board Meeting a Task and Finish Group has been established to assist with the development of this technical work between the quarterly Partnership Board meetings. It is made up of six Partnership Board

members (Cllr Paul Fishwick – Wokingham Council, Cllr Joy Dennis - West Sussex County Council, Cllr Trevor Muten – Brighton and Hove City Council, Cllr David Robey - Kent County Council, Cllr Lulu Bowerman – Hampshire County Council and Vince Lucas - Business Representative).   The group has met twice since the July Board meeting and the way in which the involvement in the technical work is set out below. An officer working Group consisting of representatives of both TfSE's Senior Officer Group and Transport Strategy Working Group has also continued to meet on a monthly basis.

Scenario planning report

2.3   The final technical report on the scenario planning has been completed. This report identifies the different scenarios against which the policy route maps will be tested to ensure their robustness against a variety of different future

Updated Vision

2.4   The feedback from the previous Partnership Board meeting and the workshop that preceded it, was that the vision in the Draft Strategy needed further refinement. A number of specific comments were raised but the two key changes raised by the Partnership Board were that the vision needed to be more succinct and more specific to the South East.

2.5   Since that meeting, the Project Team has worked with members of the Partnership Board Task and Finish Group, and Officer Working Group to refine the wording. The proposed vision is contained in **Appendix 2**. It will be presented as a core vision statement, with supporting text providing context. Members of the Partnership Board are recommended to agree the proposed Vision set out in **Appendix 2**.

Updated Missions

2.6   It was agreed at the July 2024 Board Meeting that there would be five missions covering the following themes:

- Strategic Connectivity
- Decarbonisation
- Integration and Inclusion
- Sustainable Communities
- Resilience

2.7   In agreeing the themes for the Missions, Partnership Board stated its view that these missions should be underpinned by a high level of ambition and also identified that further refinement of the missions was required.

2.8   The Project Team has worked with the Partnership Board Task and Finish Group and the officer working group to develop and refine the wording of the mission statements and to define what the end state will be and what success would look like. The wording of these missions is presented in **Appendix 3** and Members of the

Partnership Board are recommended to comment on the wording of these Mission statements.

Policy Route Maps

2.9   The Project Team is working closely with the Task and Finish Group and officer working group to develop a series of Policy Route Maps, which will detail how each mission will be achieved. These Policy Route Maps will not detail specific schemes that need to be delivered in order to achieve each Mission but will scope out the policy packages that will be required to deliver them, and what these policy packages should seek to achieve (for example, a reduction in carbon emissions). These Route Maps are still in development.

2.10   We will continue to work with the Partnership Board Task and Finish Group and officer working group to refine these Policy Route Maps for inclusion in the draft Transport Strategy for presentation at the Special Partnership Board meeting on 9 December 2024. The Partnership Board is recommended to comment on the approach to the development of the policy route maps.

3. Public consultation

3.1   A consultation on the Scoping Report for the Integrated Sustainability Appraisal that will sit alongside the Draft Transport Strategy has taken place with statutory consultees. The consultation closed at the end of September 2024, and to date only one response has been received from Natural England that did not raise any issues.

3.2   The Project Team is currently working on detailed plans for the public consultation on the Draft Transport Strategy. The consultation would commence immediately after the December 9 Special Partnership Board meeting and would run for 12 weeks until early March 2025 so that is will close in advance of the pre-election period for the local elections in May 2025.

3.3   The details of this consultation exercise will be presented at the December Partnership Board meeting. An outline of the proposed approach is set out in **Appendix 4** and Members of the partnership Board are invited to comment on this.

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 work ahead of the Special Partnership Board meeting on 9 December 2024. Partnership Board members are requested to comment on the progress with the development of the technical work, agree the wording of the Vision and comment on the Missions and the approach to the development of the policy route maps and draft public consultation plan.

RUPERT CLUBB
Chief Officer
Transport for the South East

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Appendix 1 – Timeline of Transport Strategy Refresh

| July 2023 | Dec 2024 | March 2025 | May 2025 | July 2025 | Oct 2025 |

Strategy Development

Public Consult.

Finalise strategy

LTA signoff

Board agrees draft strategy for consultation

Board agrees draft final strategy

Board agrees final strategy

Submit to Gov.
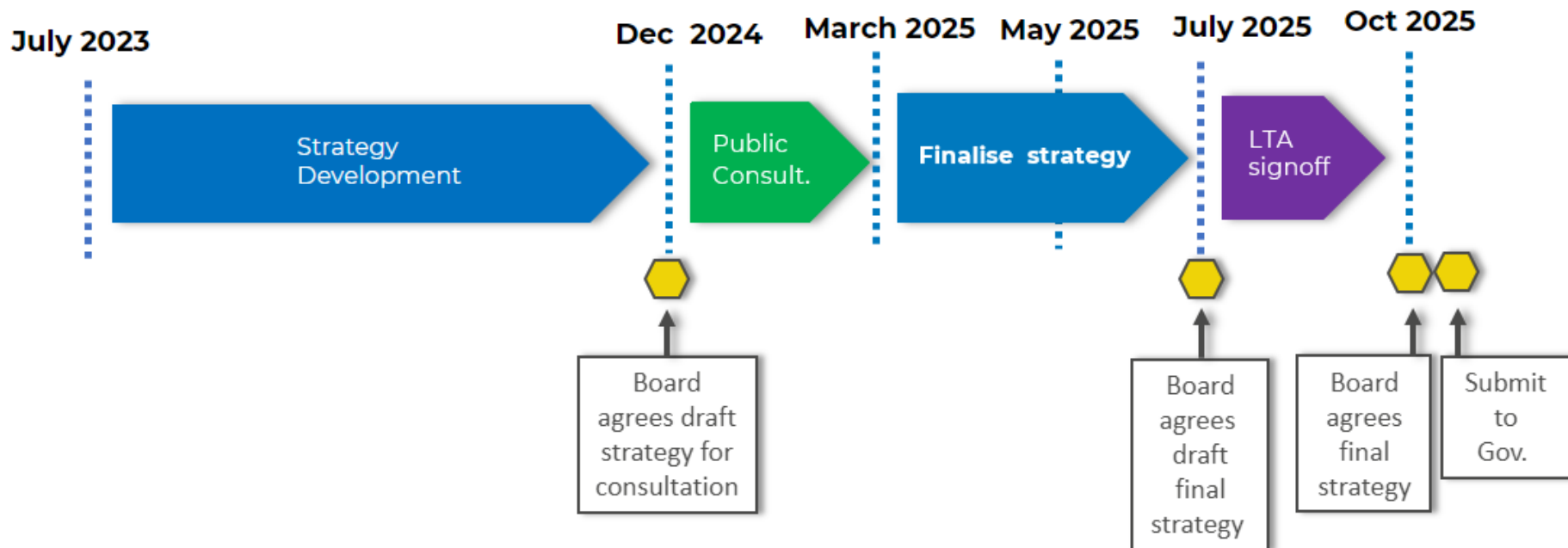
Appendix 2 – Proposed Vision for the Transport Strategy

Our vision is for the South East to offer the highest quality of life and be a global leader in achieving sustainable, net-zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Appendix 3 – Wording of the Mission Statements for the Transport Strategy

Strategic Connectivity

We will boost connectivity in the South East by enhancing strategic regional corridors, making our region's key towns, cities, and international gateways as easy to access by bus and rail as by car and HGVs, and ensuring all communities can access high-quality transport links and key services.

We will know we have succeeded when:

➡ The connectivity of the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.

➡ Our key towns, cities, and international are as accessible by bus and rail as they are by car, and rail freight is as competitive as road freight.

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Resilience

We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations. We will do this by reinforcing infrastructure and networks against the threats of climate change, including extreme weather, and economic shocks.

We will know we have succeeded when:

➡ The transport network is well-maintained and has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

Inclusion and Integration

We will create an inclusive and integrated transport network in the South East that offers affordable, safe, seamless, door-to-door connectivity for all users.

We will know we have succeeded when:

➡ Everyone can affordably travel where they need to go, when they need to go, and customer satisfaction with all aspects of the transport network is high across all sections of society

35

Decarbonisation

We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

CO_2
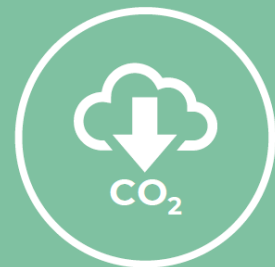
We will know we have succeeded when:

➡ We will know we have succeeded when all surface transport trips made across the South East are net-zero emission by 2050 (at the latest), and we have not exceeded our carbon budgets up to this point.

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Sustainable Development

We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create vibrant and well-connected communities.

We will know we have succeeded when:

→ All major developments are served by high quality sustainable transport infrastructure and services – including high-frequency public transport and active travel routes – benefitting existing, regenerating, and new communities.

Appendix 4 – Draft Transport Strategy Consultation Plan

1.   Introduction

The purpose of this Appendix is to outline the consultation plan for the forthcoming public consultation on the Transport Strategy and Integrated Sustainability Appraisal (ISA . The overall aim of the consultation is to engage key stakeholders and the public in a consultation process on the draft transport strategy and its associated integrated sustainability appraisal.

2.   Approach to the consultation

The primary mechanism for receiving feedback on the draft Transport Strategy and ISA will be a web-based questionnaire that will seek views on a number of aspects of the draft Strategy including the Vision, the Missions, the policy route maps that support them and the proposed approach to delivery.

A number of mechanisms will be used to engage with all of TfSE's stakeholders and members of the public. These will include:

- a launch webinar;
- a meeting of the Transport Forum on the draft transport strategy
- meetings with representatives of hard-to-reach groups
- in person roadshow sessions to encourage members of the public to engage in the consultation and respond
- online surgeries giving potential respondents the opportunity to ask questions and refine their draft responses prior to submission
- attendance at existing TfSE meetings, including the Business Advisory Group, Universities Meeting and Funding and Financing Group to promote the consultation and encourage responses

A Communications Plan for the consultation is being developed that will set out the promotional activity that will be undertaken to raise awareness of the consultation and encourage people to respond. This will include press releases, social media activity, briefing packs and podcasts as well as the production of promotional material including a short non-technical summary of the Strategy.

A consultation report will be prepared once the consultation has ended. This report will:

- summarise how the consultation was undertaken,
- summarise key findings from the responses received, and,
- make recommendations about possible amendments needed to the draft Transport Strategy to take account of the comments received.

A copy of the consultation report will be submitted to the Partnership Board at the July 2025 meeting

3. Key Audiences

The table below summarises the key audiences for the strategy in order of importance.

Priority	Stakeholder Group
1	Constituent local transport authorities, Department for Transport, statutory bodies (Network Rail, National Highways) bodies on the Partnership Board (South Downs National Park, Transport for London)
2	MPs, Borough & District Councils, Public Transport Operators, Non-Transport Government Departments, Trade Associations, Major International Gateways, Neighbouring STBs, Representatives of Strategically – Focussed Groups covered by the Equalities Act, Transport Focus
3	Representatives of Associations of Town and Parish Councils, Representatives of business, Civic Society Groups, Representatives of Local Groups covered by the Equalities Act, Representatives of Strategically focussed User Groups, Professional Institutions (e.g. RTPI, CILT, CIHT, TCPA), CVS.
4	Area-specific business groups, charities, local area groups, non-transport or impact assessment specific groups. Representatives of locally focussed user groups, town and parish councils, charities
5	Members of the public

4. Key Dates

The key dates for the consultation process are set out in the table below.

Date	Activity
9 December 2024	Special Partnership Board to agree the draft Transport Strategy for public consultation
11 December 2024	Public consultation due to commence (subject to Board agreement) Launch Webinar
January 2025 – March 2025	Programme of engagement events to promote the consultation and seek responses
7 March 2025 (TBC)	Consultation closes
March 2025 – July 2025	Prepare consultation report and identify proposed amendments to the strategy.

21 July 2025	Presentation of Draft Final Transport Strategy to the Partnership Board
July 2025 October 2025	Kent and Hampshire County Council take Draft Final Strategy to their Cabinet/Full Council
27 October	Final Transport Strategy agreed by the Partnership Board for Submission to Government

Report to:	Partnership Board –Transport for the South East
Date of meeting:	28 October 2024
By:	Chief Officer, Transport for the South East
Title of report:	Regional Active Travel Strategy and Action Plan Development
Purpose of report:	To agree the Transport for the South East Regional Active Travel Strategy and Action Plan.

RECOMMENDATION:

The members of the Partnership Board are recommended to agree the Transport for the South East Regional Active Travel Strategy and Action Plan.

1. Introduction

1.1   The purpose of this report is to ask members of the Partnership Board to agree the draft Transport for the South East (TfSE) Regional Active Travel Strategy and Action Plan (RATSAP) set out in **Appendix 1**.

2. Background

2.1   The responses received from both the consultation on the Transport Strategy and Strategic Investment Plan (SIP) for the TfSE region indicated that stakeholders wished to see TfSE to having a greater role on active travel across the region. A number of active travel corridors and mass transit packages incorporating active travel transit were identified in the Strategic Investment Plan. The potential role of TfSE in understanding existing active travel activity in the region and identifying where cross-boundary and joint working could be facilitated was used as the starting point for developing a regional active travel strategy.

2.2   Policy at a national level is dominated by the UK-wide target to meet net zero carbon emissions by 2050, as set out by the Climate Change Act. The Net Zero Strategy: Build Back Greener consolidates all UK Government policies to deliver this target and sets the agenda for other sector-specific decarbonisation policies, including the Transport Decarbonisation Plan. Increasing the proportion of journeys made by active modes (walking, wheeling, and cycling) is a core element of delivering transport decarbonisation alongside supporting improved health and economic outcomes. Key national active travel related publications include:

- Future of Mobility: Urban Strategy
- Gear Change – A bold vision for cycling & walking
- Local Transport Note 1/20

- Second Cycling & Walking Investment Strategy
- Active Travel: Local Authority Toolkit

2.3   At the local level, local transport authorities (LTAs) are expected to develop and implement Local Transport Plans (LTPs), Bus Service Improvement Plans (BSIPs), and Local Cycling & Walking Infrastructure Plans (LCWIPs) to guide their transport planning and support decarbonisation goals. As of October 2024, there are a total of 63 LCWIPs adopted or in progress across the TfSE region.

3. Development of a Regional Active Travel Strategy and Action Plan

3.1   Following a competitive request for quotations process in spring 2023, TfSE awarded a contract to the consultancy City Science to undertake the development of a regional active travel strategy and accompanying action plan for the TfSE area.

3.2   Stakeholder engagement has been a fundamental feature throughout the development of the RATSAP. The Regional Active Travel Steering Group (RATSG) was established at the beginning of the project and included all 16 constituent LTAs within the TfSE region, as well as several key national delivery partners and stakeholders including Active Travel England, National Rail, National Highways, Homes England, Sustrans, and Transport Action Network. The RATSG met seven times over the course of the project and will continue to meet on a quarterly basis. Their input has been integral to shaping the development of the strategy and building stronger relationships for joint working. In addition to the RATSG, three focus groups were held with bus and rail operators, mode specific groups (i.e. Cycling UK, British Horse Society), and research and innovation organisations. These groups provided a deeper understanding and broader vision for active travel and integrated transport in the south east and beyond.

3.3   The RATSAP is underpinned by an aim and set of objectives which were co-developed with the RATSG. The aim of the RATSAP is to:

"Develop a high quality, safe, convenient, and accessible strategic regional active travel network that is well-connected and integrated with other modes to increase the proportion of journeys made by active modes within the TfSE area."

3.4   There are four strategic objectives which supporting this aim:

- Reduce transport-related pollution and emissions to improve health, address climate change, and protect and enhance our environment by providing a regional active travel network.
- Improve health and wellbeing through the delivery of a regional active travel network that improves connectivity and integration between active travel and other transport modes.
- Identify and reduce inequalities by providing an integrated, accessible, and inclusive regional active travel network that increases access for active travel and multi-modal journeys.

- Support economic wellbeing by creating places that attract tourism and inward investment through improvements in placemaking and infrastructure that supports active travel.

3.5   There were five stages in the development of the RATSAP:

- **Stage 1 (Governance):** Assembly of the Regional Active Travel Steering Group to provide strategic guidance throughout all Stages of RATSAP development.
- **Stage 2 (Baseline):** Development of an Evidence Base Report for the TfSE area, which summarises key policies and data sets, existing and proposed active travel infrastructure, and expected trends in active travel demand.
- **Stage 3 (Strategic Network):** Identification of a strategic active travel network for the TfSE area comprising of strategic corridors, strategic hubs, and nodes, summarised within the Strategic Network Identification Report.
- **Stage 4 (Appraisal):** Development of a framework for network appraisal and set out appraisal outcomes, summarised within the Strategic Network Appraisal Report.
- **Stage 5 (Strategy and Action Plan Development):** Development of a final strategy, summarising key findings from the other stages, and supported by an action plan.

3.6   A particular challenge that our stakeholders tasked us with in development of the RATSAP was equity of the network to include areas which are typically left out and therefore experience higher levels of exclusion and inaccessibility. This was surmounted through a bespoke methodology that takes a wholistic approach to identifying and appraising the strategic network, which was informed by Transport for the North's transport-related social exclusion work. This approach allowed the network to be more inclusive of the region and future proofed for should funding become available for a wider range of schemes.

3.7   A copy of the draft RATSAP was circulated to RATSG for review and comment. Comments from members of this groups have been incorporated into the final draft contained in **Appendix 1**. The three Technical Reports from development of the RATSAP will be published alongside the main strategy and action plan once this has been agreed by the Partnership Board.

3.8   As part of the commission, City Science developed an online map that aggregates the data points used to build the evidence base for RATSAP, as well as a model that was used to identify the strategic active travel network. TfSE will use of these online maps to support local authorities' active travel work, including potential bids for funding.

4. Implementation of RATSAP

4.1   The RATSAP includes an action plan eight actions which support the progress of active travel in the region. These focus on collaboration, coordination, and capacity building. They are as focussed on the following themes:

- Continued meetings of the Regional Active Travel Steering Group
- Funding
- Local Plans & Strategies
- Cross-Boundary Collaboration
- Network Delivery
- Integration
- Knowledge Sharing
- Data and Evidence

4.2   Work to implement the action plan will include includes the development of resources to support active travel work (guidance and frameworks, training and webinars, and site visits and knowledge sharing), all of which will be delivered through the Centre of Excellence. These resources will support upskilling of local authority staff and developed in partnership with them in order to prioritise and provide the most useful learning opportunities to them. Support could also be offered to undertake feasibility and business case studies for schemes that local authorities wish to take forward through the Scheme Delivery workstream. There are other workstreams that in the TfSE technical programmes that will support the implementation of RATSAP, including work on standardising and improving data availability.

5. Financial considerations

5.1   The total cost of the development of the RATSAP was £72,000 which was funded from the grant awarded to TfSE by the Department for Transport in 2023/24 2024/25.

6. Conclusions and recommendations

6.1   The draft Regional Active Travel Strategy & Action Plan (RATSAP) has been prepared in response to the call to action from our stakeholders. The RATSAP that has been developed aims to encourage cross-boundary and joint working for more consistent and efficient delivery of active travel at the local level. The RATSAP provides strategic direction for the region and will support local transport authorities in delivering active travel across the south east. Members of the Partnership Board are recommended to agree the draft Regional Active Travel Strategy & Action Plan contained in **Appendix 1**.

RUPERT CLUBB
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Transport for the South East

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TRANSPORT FOR THE
South East

Regional Active Travel Strategy and Action Plan
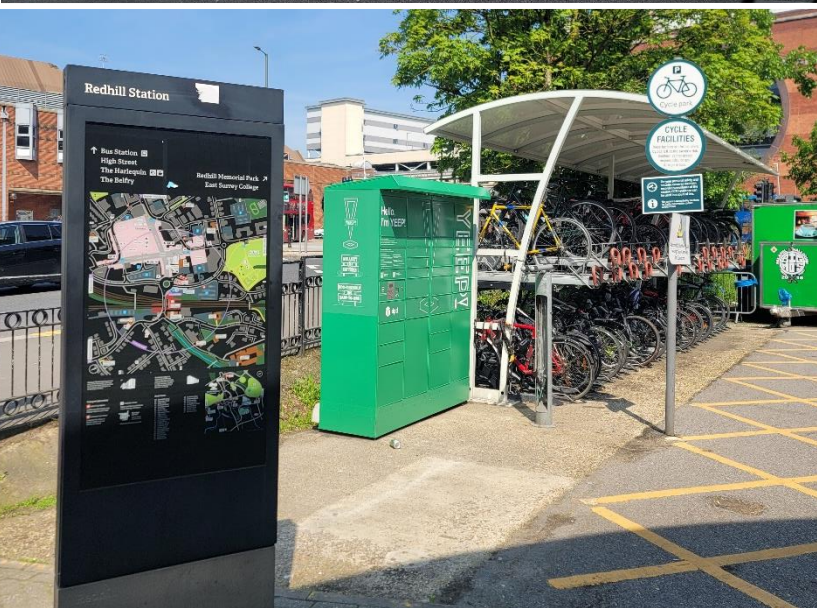
October 2024

Date issued: 18/10/24

Document status: Final Draft

Version number: 0.6

Version Number	Date	Summary
v0.1	12/06/24	Initial draft for client review
v0.2	08/07/24	Revisions to the strategy
v0.3	25/07/24	Revised action plan
v0.4	20/09/24	Revision following stakeholder comments
v0.5	04/10/24	Minor revisions
v0.6	18/10/24	Final draft issue

Photo credits on cover page

- Docked Beryl bikes & Voi scooters in Southampton (Katie Lamb, 2023)
- Kid riding on back of ecargo bike with adult (Arjun Rajah, 2023)
- Dominos delivery ebikes in Lewes (Katie Lamb, 2024)
- Kidical Mass Brighton Event (Alex Bamford, 2023)
- Redhill Station wayfinding, package lockers, and cycle parking (Katie Lamb, 2024)
- Cyclists at sunrise by Churchill Square in Brighton (Katie Lamb, 2023)

Contents

Executive Summary

Transport for the South East (TfSE) has developed this Regional Active Travel Strategy and Action Plan (RATSAP) to advance economic, social, and environmental goals outlined in its Transport Strategy and Strategic Investment Plan. This document summarises the development of the RATSAP, which involved collating and analysing technical baseline evidence, identifying and appraising a strategic regional active travel network, and developing an action plan with stakeholders to maximise the opportunities derived from the RATSAP process.

1   Introduction

Chapter at a glance
This chapter provides an overview of the project and the purpose of the Regional Active Travel Strategy and Action Plan.

1.1   Background

Transport for the South East (TfSE) has developed a Regional Active Travel Strategy and Action Plan (RATSAP) to support the economic, social, and environmental strategic goals identified in TfSE's adopted Transport Strategy[i] and Strategic Investment Plan[ii].

The outputs of this first phase of the RATSAP have involved identification and appraisal of a strategic regional active travel network for the TfSE area, development of an initial action plan for delivering this network and maximisation of the opportunities identified throughout the RATSAP development. The second phase will then involve implementation of the strategy and action plan. The technical work in this first phase was split into five stages, as summarised in Figure 1-1.

- In **Stage 1 (Governance)**, we assembled a Steering Group to provide strategic guidance throughout all Stages of RATSAP development.
- In **Stage 2 (Baseline)**, we developed an Evidence Base Report for the TfSE area, which summarised key policies and data sets, existing and proposed active travel infrastructure, and expected trends in active travel demand.
- In **Stage 3 (Strategic Network)**, we identified a strategic active travel network for the TfSE area comprising of strategic corridors, strategic hubs, and nodes, summarised within a Network Identification Report.
- In **Stage 4 (Appraisal)**, we developed a framework for network appraisal and set out appraisal outcomes, summarised within a Network Appraisal Report.
- In **Stage 5 (Strategy and Action Plan Development)**, we developed a final Strategy, summarising key findings from earlier stages of the RATSAP, supported by an action plan.

Stage 1 – Governance Stage 2 - Baseline				Stage 3 – Strategic Network			Stage 4 - Appraisal		Stage 5 – Strategy & Action Plan Development		
JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	DEC 23	JAN 24	FEB 24	MAR 24	APR 24	MAY 24	JUN 24

Figure 1-1: Project Stages of developing the TfSE Regional Active Travel Strategy and Action Plan

1.2   Engagement Overview

Regular engagement with the Regional Active Travel Steering Group, alongside specific inputs from subject specialists and local transport operators, has been crucial to identifying opportunities, challenges, and local issues that can be addressed through the RATSAP while maintaining a balance between regional focus and the work being done on a local level by Local Transport Authorities (LTAs). The RATSAP has been supported by stakeholder engagement predominantly through:

- **Regional Active Travel Steering Group (RATSG)** meetings which have guided the methodology and outputs of each stage through participation in workshops and critically reviewing technical reports, as well as development of the RATSAP aim and objectives, challenges and opportunities, and the action plan.
- **Focus groups** with local transport operators, active mode specialists, and research and innovation organisations to gain insights into challenges and opportunities.

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1.3   Purpose of this Strategy and Action Plan

This document has been produced for Stage 5 of the RATSAP development (see Figure 1-1), which summarises the key outcomes from earlier stages of the RATSAP process and is supported by recommendations and actions. The document has been developed using the outcomes from previous stages, namely:

1. The aim and objectives of the RATSAP, which were defined in collaboration with the RATSG in Stage 1.
2. Challenges and opportunities identified through the Evidence Base Report produced in Stage 2.
3. An appraised strategic active travel network using a methodology co-developed with RATSG members in Stages 3 and 4.
4. Exploration of recommendations and actions for the strategy and action plan collected in the RATSG meetings in Stage 5.

1.4   Document Structure

This document is structured as follows:

▪ **Chapter 2 – Baseline Summary**

   This chapter provides a summary of the key outcomes and findings from the Baseline Report.

▪ **Chapter 3 – Regional Active Travel Network**

   This chapter provides an overview of the proposed Strategic Active Travel network for TfSE and the methodology that was developed to identify the network.

▪ **Chapter 4 – Network Appraisal**

   This chapter provides an overview of the appraisal framework for assessing the strategic network, including the methodology adopted, its associated framework, data analysis, and assumptions.

▪ **Chapter 5 – Conclusion**

   This chapter presents a summary of the strategy, its outcomes, and next steps for the RATSAP.

▪ **Chapter 6 – Action Plan**

   This chapter provides an overview of the approach adopted and implemented to identify actions for the RATSAP and presents these against identified themes of commonality.

This document is supported by a series of Technical Appendices:

▪ **Technical Appendix A**: Evidence Base Report
▪ **Technical Appendix B**: Network Identification Report
▪ **Technical Appendix C**: Network Appraisal Report

2 Baseline Summary

Chapter at a glance
This chapter provides an overview of the Baseline Stage findings and key identified challenges and opportunities.

2.1 Overview

The purpose of the Baseline Stage (Stage 2) is to provide a robust evidence base through assessing the current state of active travel across the TfSE area, including:

- Reviewing current active travel related strategies and policies, and understanding the progression of LTAs in the active travel space.
- Gaining a better understanding of the existing and future planned active travel network across the region.
- Determining the current and potential active travel demand.
- Identifying relevant challenges and opportunities.

The Baseline Stage also included a review of best practice from other active travel strategies, as well as the development of the RATSAP aim and objectives. This chapter includes the following sections:

- Aim and Objectives
- Policy and Strategy Review
- Regional Context
- Existing and Planned Active Travel Infrastructure
- Existing and Potential Active Travel Demand
- LTA Active Travel Progression

2.2 Aim and Objectives

The RATSAP is underpinned by an aim and set of objectives, established to guide its development and to ensure alignment with existing TfSE workstreams and strategies. They have been co-developed with the RATSG and informed by best practice examples including national active travel guidance, as promoted by Active Travel England (ATE), and frameworks from Scotland and Wales. The Transport Strategy for the South East's Strategic Goals formed an important starting point for the aim and objectives of the RATSAP, which align with the Transport Strategy.

The aim of the TfSE RATSAP is to:

Develop a high quality, safe, convenient, and accessible strategic regional active travel network that is well-connected and integrated with other modes to increase the proportion of journeys made by active modes within the TfSE area.

There are four strategic objectives which support achieving the aim.

- Reduce transport-related pollution and emissions to improve health, address climate change, and protect and enhance our environment by providing a regional active travel network.
- Improve health and wellbeing through the delivery of a regional active travel network that improves connectivity and integration between active travel and other transport modes.

- Identify and reduce inequalities by providing an integrated, accessible, and inclusive regional active travel network that increases access for active travel and multi-modal journeys.
- Support economic wellbeing by creating places that attract tourism and inward investment through improvements in placemaking and infrastructure that supports active travel.

2.3   Policy and Strategy Review

Several tiers of active travel-related policies, strategies, and delivery plans were reviewed:

- **National**: Policies and strategies produced by the Department for Transport (DfT) and ATE.
- **Regional**: Policies and strategies produced by TfSE in partnership with the 16 LTAs in the TfSE area.
- **Local**: Policies and strategies produced by the 16 LTAs and Local Planning Authorities (LPAs: district, borough, town, and parish councils), including Local Cycling and Walking Infrastructure Plans (LCWIPs).

2.3.1   National

Policy at a national level is dominated by the UK-wide target to meet net zero carbon emissions by 2050. Increasing the proportion of journeys made by active modes is a core element of delivering transport decarbonisation alongside supporting improved health and economic outcomes, as set out in policy including Gear Change – A bold vision for cycling and walking[iii][1] and Future of Mobility: Urban Strategy[iv].

2.3.2   Regional

The principal regional policy document is the Transport Strategy for the South East[v], which was prepared in partnership with the 16 LTAs and other key stakeholders. The Strategy is built on three strategic goals (Economic, Social, and Environmental), which have a related set of priorities to help achieve them. TfSE is currently refreshing their Transport Strategy and the RATSAP has been developed in conjunction with it to ensure a coordinated approach.

The Strategic Investment Plan[vi] is also a key policy document. It was developed with key partners and provides a framework for future investment in strategic transport infrastructure and services across the TfSE area to 2050.

2.3.3   Local

The 16 LTAs across the TfSE area have each produced their own suite of cross-mode policies and strategies. This includes Local Transport Plans, Climate Change or Climate Emergency Strategies, Joint Health and Wellbeing Strategies, and Bus Service Improvement Plans. There are 64 LCWIPs, or equivalent local active travel plan or strategy, currently in production or complete across the region (as of September 2024). In line with DfT guidance[vii], LCWIPs identify and prioritise future upgrades to the walking and cycling network. LCWIPs typically cover a small, focused area (e.g. 10km from a city, town or village), however, some cover a much broader area (e.g. an entire county). Figure 2-1 shows a spatial summary of the LCWIPs adopted and in progress across the TfSE area.

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[1] Published under the 2019 to 2022 Johnson Conservative Government

Figure 2-1: LCWIP Status in the TfSE Area (as of September 2024)
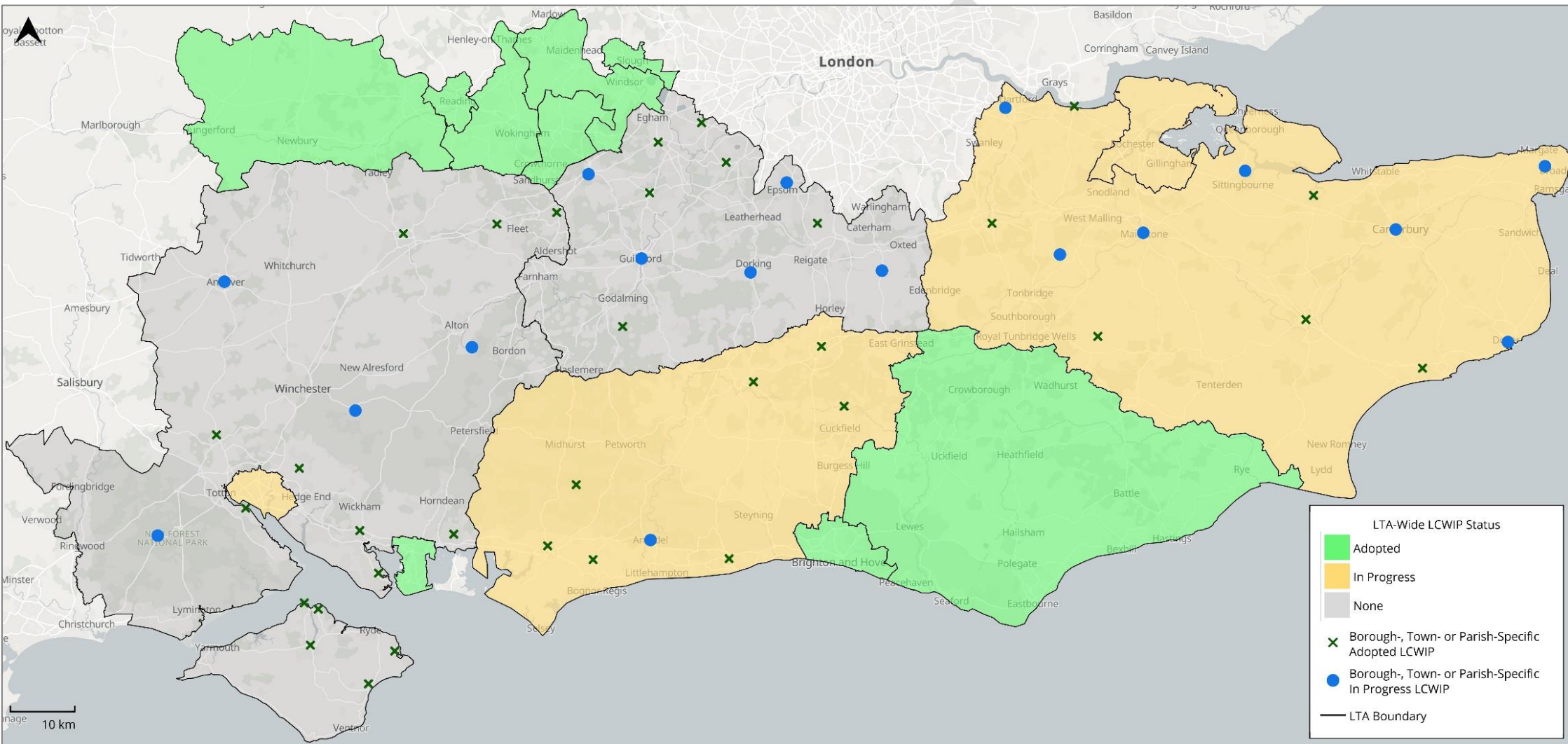
2.4 Regional Context

The Baseline Stage included analysis of contextual data to ensure the RATSAP reflected the differing needs of the TfSE area and used an inclusive approach to the development of a regional active travel network. This analysis included:

- **Demographics**: Age and population distributions, compared to the rest of England.
- **Socio-Economics**: Deprivation, activity levels, limiting long-term illness, and active travel commuting levels across the population.
- **Land Use**: Locations of facilities, distribution of built-up areas, and future allocated development sites.
- **Environment**: Locations of protected and designated landscapes.

2.4.1 Demographics

Demographic analysis across the TfSE area demonstrated that the majority of the area is sparsely populated. The most densely populated areas are the built-up areas on the outskirts of London and along the coastline. This variation in population density highlighted some challenges regarding network design and ensuring that rural communities are integrated. Analysis of cycling commuting journeys using Census data presented a strong correlation with population density, a result of the shorter journey distances within these areas due to greater availability of facilities and amenities which caters for active travel. This highlighted the ongoing importance of local active travel planning and the need for the RATSAP to complement and support this.

2.4.2 Socio-Economics

Socio-economic analysis showed the spatial variation in deprivation across the TfSE area. Rural areas tend to be less deprived but comprise of larger areas of deprivation, whereas coastal and built-up areas experience smaller pockets of higher deprivation. Active travel infrastructure can address deprivation, which can highlight the RATSAP's potential to target interventions in areas where there are existing inequalities and deprivation, and maximise socio-economic empowerment. Spatial analysis of physical activity levels and limiting long-term illnesses (LLTIs) demonstrated a positive correlation with deprivation, further highlighting the potential role of active travel.

2.4.3 Land Use

Existing education and healthcare facilities were mapped and analysed. As key facilities, their spatial distribution helped understand where people might want to travel to by active modes. They are distributed throughout the TfSE area but clustered around villages, towns, and built-up areas, with higher numbers of facilities in areas of higher population density. This analysis was supported by also mapping future planned developments.

2.4.4 Environment

There are several different protected landscapes and designated areas within the TfSE area including National Landscapes, National Parks, Special Protection Areas, Special Areas of Conservation, and Sites of Special Scientific Interest. These designations need to be taken into account in the ongoing planning of new active travel routes and corridors, as in many cases disruption to the landscape will need to be minimised. However, these areas also indicate where there may be natural spaces for the public to enjoy which would benefit from being connected to local communities to encourage access for leisure and tourism purposes.

2.5   Existing and Planned Active Travel Network and Hubs

As part of the development of the RATSAP, a review of existing and planned active travel infrastructure, and its integration with public transport, provided a basis on which to identify and improve the strategic active travel network. This analysis comprised of:

- **Existing Active Travel Network**: Including Public Rights of Way (PROWs), long distance routes and trails, the National Cycle Network (NCN), local cycling infrastructure, reported collisions involving active modes, and shared micromobility schemes.
- **Existing Public Transport Hubs and Rail Network:** Including public bus routes, rail lines and stations, and public ferry services.
- **Future Planned Active Travel Network**: Collated from LTAs based on LCWIP plans and schemes.

2.5.1   Existing Active Travel Network

Mapping and analysis of the existing active travel network within the TfSE area showed that the majority of the network is comprised of PROWs. These paths are the main source of connectivity for pedestrians, but are also open to a variety of users and purposes depending on the route type, including cyclists, equestrians, and motorists. While this network is expansive, there are some rural areas where the network is sparse (e.g. the south west of Kent, East Sussex, West Berkshire, and the south west of Hampshire), and even some cases of urban areas with limited PROW networks (e.g. Brighton and Hove). There are also sections of PROW that interact with natural assets, such as the South Downs National Park, either on their own or as part of longer distance walking routes. These assets are critical to the RATSAP as the routes within them support both the leisure and visitor economies, making them an important part of the network to consider as part of the strategy.

The cycle network in the TfSE area comprises local cycle paths and the long distance NCN which is managed by Sustrans. There are different types of infrastructure, including on-road, shared use, and fully separated/dedicated paths. E-mobility sharing /rental is also available in specific locations across the TfSE area, including e-bicycles and Brompton folding bicycles at rail stations. These facilities are largely focused in urban areas to serve the shorter trip distances that people make in town and city centres. There are also four e-scooter rental schemes running within the TfSE area. It is however noted that cycle infrastructure is not well recorded, hampering the ability to accurately identify the existing network.

Safety remains a critical concern for active travellers across the region, as mapping of collisions involving pedestrians and/or cyclists showed widespread incidents. Unsurprisingly there are clusters of collisions within densely populated areas, which is a challenge for encouraging modal shift towards walking, wheeling, cycling, and riding due to actual and perceived safety issues when interacting with other vehicles.

2.5.2   Existing Public Transport Hubs and Rail Network

Mapping of the bus network across the TfSE area showed a high level of coverage across most of the region. There is a denser network in urban areas, and some rural areas appear to be underserved. Although frequency of services was not able to be mapped, it is likely to have highlighted known challenges around access to services on a regular basis, particularly in rural areas.

Rail stations mostly provide connectivity between built up areas with a handful of smaller, rural stations constituting important hubs for these communities. However, due to the clustering of stations around urban areas, there are large parts of the TfSE area that lack easy access to a rail station without relying on an intermediary form of

transport, such as a bus, taxi, private vehicle, or suitable active travel connection. Rail lines also cause severance due to a lack of appropriate crossing points and may have implications for the delivery of new active travel corridors.

There are also several ferry ports along the south coast providing domestic services which are particularly important for commuting, leisure, and tourism.

Integration of these public transport hubs into the TfSE active travel network is essential for enabling strategic journeys which cover longer distances. This includes connecting people in less built-up areas with their local station where bus access is poor.

2.5.3   Future Planned Active Travel Network

Understanding the planned active travel network across the TfSE area was important for aligning proposals within the strategy with future works. However, this exercise highlighted the challenges LTAs face around data collection and collation, particularly in a geospatial format, meaning some proposals were not able to be incorporated.

2.6   Existing and Potential Active Travel Demand

Existing and potential future active travel demand was analysed to understand how the RATSAP and the strategic active travel network can support these journeys. This incorporates:

- **Existing Active Travel Demand**: Including for commuting as recorded in the Census and observed cycle flows from LTA count sites.
- **Potential Future Active Travel Demand**: Supported by Census commuting data, desire lines between origins and destinations, and propensity to cycle.

2.6.1   Existing Active Travel Demand

Analysis of Census data showed the commuting patterns between different origin and destination points for various modes of travel. This data was used to highlight commuting demand for walking, wheeling, cycling, and riding and the resulting desire lines were mapped. Active travel commuting trips are focused within and around built-up areas, from nearby suburbs and villages. The greatest concentration of these trips can be found in Southampton, Portsmouth, and Brighton and Hove.

Cycling demand was also analysed for 2022 and 2023 (using the most recent available year), based on an average of count points provided by LTAs, supplemented with DfT road traffic statistics. The daily demand per 100,000 residents is highest in Reading, followed by Southampton and Brighton and Hove. In contrast, West Berkshire, Kent, Isle of Wight, East Sussex, and Hampshire have comparatively lower cycling demand. Overall, daily cycle counts in most LTAs are lower than the 2022 national and regional averages.

Walking demand data was also requested from LTAs but was not widely or consistently available. This is partly due to the challenges of data collection, as well as wider issues such as privacy concerns, the difficulties of observing pedestrian behaviour, and the resource requirement for this kind of data collection.

2.6.2   Potential Future Active Travel Demand

To assess future active travel potential, overall travel demand across the TfSE area was analysed using desire lines between different origins and destinations. The purpose of this was to capture demand for shorter trips which can be fulfilled by active travel alone, as well as medium length trips which may require another mode in conjunction with active travel.

Built-up areas along the south coast and on the border of London exhibit elevated levels of interconnection, highlighting a greater potential for active travel journeys in

these areas. There are also several areas within the rural central belt of the TfSE area that have a higher demand for short and medium length trips, including Basingstoke, Crawley, and Ashford. This demonstrates the importance of connecting people in lower density areas with the facilities and amenities they require and highlights the important role that public transport has to play to offer both local and regional connections.

The Propensity to Cycle Tool[viii] was also used to highlight areas with a high probability of mode shift to cycling based on trip distance, population, and topography. Based on Census data, there is generally a low propensity to cycle across the TfSE area, although it is higher within built-up areas primarily due to shorter travel distances required.

Analysis such as this can help pinpoint areas for targeted investment and infrastructure improvements to maximise modal shift and uptake of active travel.

2.7   LTA Active Travel Progression

An online survey was conducted to gather information from LTAs in the TfSE area on their current progression and promotion of active travel in their area and what they feel are the key barriers. Using the survey results, an Active Travel Progression Model (ATPM) was developed to deliver a quantitative analysis of active travel policy and intervention progress across the TfSE area. The ATPM is an auditing tool which can be used to identify where LTAs are on a spectrum of preparedness for supporting active travel uptake. The ATPM can also help to identify the gaps and activities that need to be prioritised for LTAs to make further progress. Seven elements were considered essential to effective and comprehensive active travel planning and implementation:

- **Active Travel Strategy**: Presence of a strategy and ambition for active travel, including targets, outcomes, and the proportion of built-up areas that are covered.
- **Active Travel Action Plan**: Presence of an active travel action plan, including ownership, timescales, delivery mechanisms, and costs.
- **Funding**: Recent experience of securing funding, including diversity of sources.
- **Delivery**: Progress with scheme delivery, internal planning, and delivery support from dedicated officers.
- **Design and Planning**: Establishment, adoption, and breadth of active travel infrastructure design standards, including if this is embedded in the planning system.
- **Engagement**: Extent and consistency of stakeholder and public engagement, including engagement inputs into decision making processes.
- **Data, Monitoring and Evaluation**: Extent and organisation of recent active travel demand data and presence of monitoring and evaluation processes.

Each category was split into five levels (ranging from 1 to 5), where level 1 represents a basic standard, whilst level 5 demonstrates a more advanced level of development.

2.7.1 Active Travel Progression Model Results

Of the 13 out of 16 TfSE LTAs that responded to the survey, eight have active travel targets of some sort, while nine have some form of overarching active travel strategy or action plan. Key barriers to the delivery of active travel schemes were identified as funding, local community pushback, and political will.

The results of the ATPM are shown in Figure 2-2 and highlight LTAs' strengths in accessing funding and showcase extensive experience of engagement as part of the delivery of active travel schemes. However, written responses from LTAs noted funding and engagement as some of the biggest barriers to active travel delivery. In contrast, areas such as data, monitoring and evaluation, and design and planning were highlighted as weak points for many LTAs. The written responses noted that these areas could be supported by the development of the RATSAP through identifying gaps in data collection and bringing together data inputs from all LTAs to form a baseline to use as the basis for monitoring and evaluation of active travel progress across the region.

Figure 2-2: LTA Active Travel Progression Model Results by Level and Category
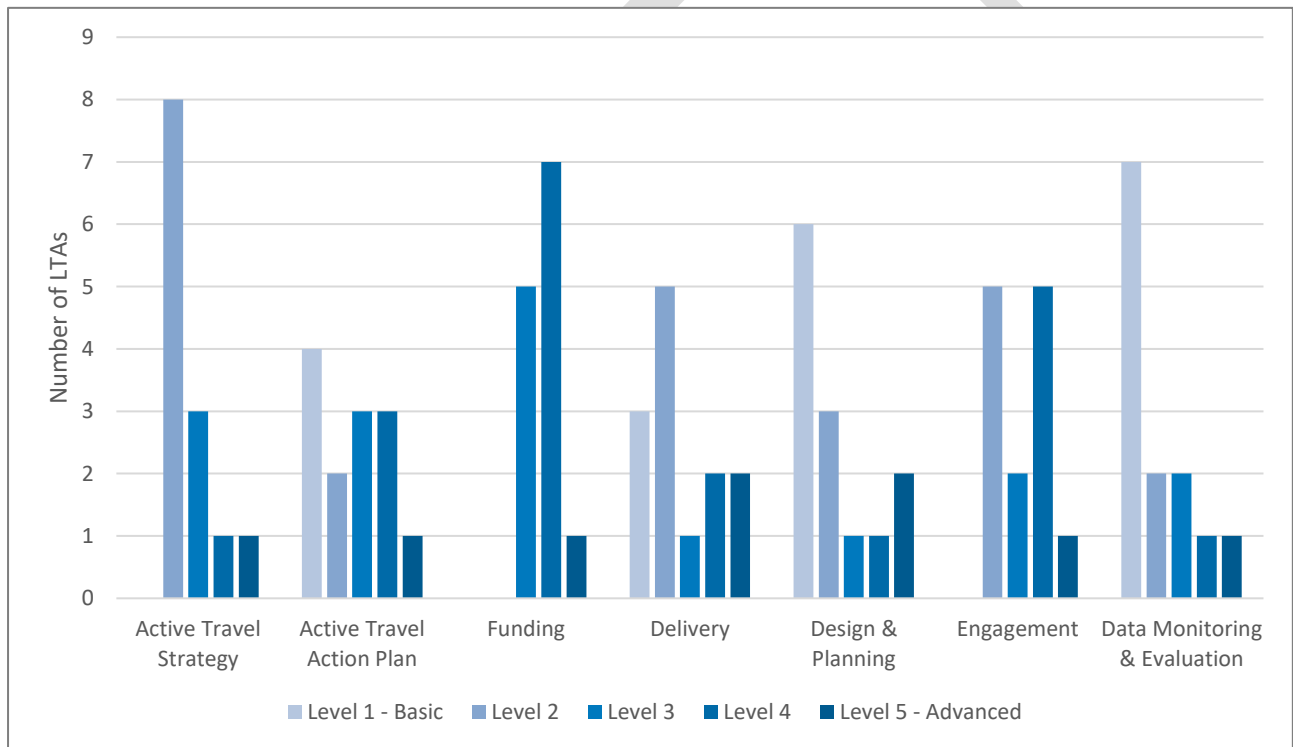
2.8 Key Challenges

- **Active Travel Progression Model:** Progression in the active travel space varies across the TfSE area, particularly the identification of future committed active travel schemes, with there being parts of the TfSE area that are not covered by an LCWIP. This presents ongoing challenges of regional equality when developing a regional active travel network.

- **Ambition versus Funding:** There is ambition for active travel improvements across the TfSE area. However, current funding sources, structure, availability, and the scale of the funding gap for initiatives means that these sources are not sufficient or fit for purpose. There is an opportunity for the RATSAP to support and add weight to previously identified schemes, such as those in LCWIPs, where they support the strategic active travel network.

- **E-Scooter Legislation Uncertainty:** It is unclear whether private use of e-scooters will be legalised in future. This creates a potential constraint in terms of the role of e-scooters within the RATSAP (e.g. in terms of enabling greater distances to be covered).

- **Potential Threats to Delivery:** Key challenges raised by LTAs in progressing active travel locally were local community pushback, funding, and political will. Particular concerns are associated with initiatives relating to road space reallocation and value for money when mode share is usually dominated by the private car. These present potential threats to the implementation of the strategy.

- **Local Data Provision**: Several data gaps exist that risk project delays and an inconsistency in evidence across the TfSE area, particularly for observed pedestrian demand. A more consistent, robust approach to active travel flow monitoring is needed to support the development of active travel schemes, and the monitoring of their outcomes across the region.

- **Socio-Economic Inequalities:** The correlation between Limiting Long-Term Illness, physical activity, and deprivation highlights significant socio-economic inequalities across the region. Tackling these disparities to improve health outcomes and quality of life for residents in these regions is a complex challenge that requires a range of solutions. Although the introduction of active travel infrastructure can help address these inequalities, it can only do so as part of a comprehensive package of measures.

- **Increasing Physical Activity:** Identifying barriers to physical activity where residents are less physically active will be essential, alongside implementing effective initiatives to increase activity levels. Like car dependency, this is a complex challenge that will require a strategy alongside the provision of active travel infrastructure.

- **Car Dependency:** Encouraging use of sustainable modes of transport for short journeys, particularly in areas with established car dependent habits, will require cultural and mindset shifts. Travel behaviour changes are not solved through the delivery of active travel infrastructure alone and will require other measures to accomplish mode shift. Although multi-modal journeys can be made easier and more attractive, there is still a challenge to shift habits from private motor vehicles to trips requiring public transport, multiple modes, and interchanges due to the embedded habits and perceived convenience of driving.

- **Conservation vs. Development:** Development policy or other regulatory restrictions (e.g. environmental, landscape, or other designations), may limit the ability to provide active travel infrastructure in some locations.

- **Balancing Safety and Mobility**: Achieving a balance between promoting sustainable transport options and road safety is paramount, as safety and the perception of safety are common barriers to the uptake of cycling and micromobility. This presents a challenge to ensure the network is consistently safe, well-designed, and well-maintained across the local areas and the region.
- **Network Gaps**: Lack of appropriate infrastructure in many areas presents a challenge. Future development of the network should consider the appropriate types of infrastructure, including incorporating natural surveillance, to maximise cycle use.
- **Confidence in Public Transport**: Sparse or infrequent bus services in parts of the TfSE area, as well as an ongoing pattern of service cuts, pose a challenge for integrating the bus network with the strategic active travel network.
- **Multi-Use Paths:** Leveraging and promoting multi-use paths that cater to various users (including pedestrians, cyclists, wheelers, riders, and e-scooters) can maximise active travel usage and future-proof the network (e.g. as micromobility trends evolve). However, there may be conflicting needs and design requirements between different user types, and multi-use paths may not be appropriate in all place types, especially where demand is greater.
- **Community Engagement:** Engagement with the community can present a challenge in gaining buy-in for schemes that may compromise other modes (e.g. road space reallocation) and good community engagement can be costly and time-consuming.
- **Low Propensity in Less Built-Up Areas:** Evidence suggests that low density areas have lower potential to shift to active travel, partly due to longer distances required and the sparsity of services and amenities in these areas. This means it may be more challenging to encourage behaviour change and deliver modal shift away from the private car in these locations. Greater integration with public transport services to provide multi-modal options will be required.
- **Infrastructure Adaptation:** Promoting active travel as a preferred mode of transport will require meaningful infrastructure investment, particularly in areas where infrastructure is currently lacking or substandard. Implementing these changes will require significant additional investment which presents further challenges given the current funding environment.
- **Behaviour Change Campaigns:** The provision of infrastructure alone will not change travel behaviour, as demonstrated by examples of poorly planned active travel infrastructure provision without accompanying promotion that have resulted in low active travel uptake. Implementing campaigns and behaviour change initiatives alongside the provision of infrastructure can encourage residents and visitors to consider active travel, support positive first experiences of active travel, and emphasise key co-benefits such as health, reduced traffic, and cost savings.

2.9 Key Opportunities

- **Local Active Travel Progression**: Most LTAs in the TfSE area have an overarching active travel strategy or action plan and there are 43 adopted LCWIPs or equivalent (and 21 LCWIPs or equivalent in development). These include statements of local ambitions and opportunities for active travel, as well as identification of future schemes. The RATSAP can build on and further support this progression and encourage joint working across LTA boundaries.
- **Transport Strategy for the South East KPIs**: There are established active travel related KPIs (e.g. length of NCN), which have informed the RATSAP and for which the RATSAP can support delivery.

- **Ageing Population:** It is important to address the needs of the age distribution in the TfSE area, including an ageing demographic, through well-designed, safe, and accessible active travel infrastructure. Active travel presents an opportunity to prevent isolation and support physical and mental health benefits in the older population alongside other age groups.

- **Built-Up Area Infrastructure:** There is a higher proportion of active adults and closer proximity of services and amenities within built-up areas. There is an opportunity to further enhance this potential through the provision of active travel infrastructure and investment, to promote active lifestyles, and encourage a shift from private motor vehicle trips.

- **Socio-Economic Empowerment:** Evidence from development of the RATSAP demonstrated a correlation between activity levels and deprivation. As poor health is an indicator of deprivation, it can be addressed through improving physical activity levels in these areas. There are also several co-benefits, such as improving access to jobs and education, at little or no cost, for those without access to a car and therefore improving socio-economic outcomes. In addition, improving physical activity to prevent and improve poor health has the potential to save public money.

- **Natural Landscapes:** There are many designated areas of natural beauty in the TfSE area, including National Parks and Natural Landscapes. There is an opportunity to provide active travel access to and within these areas, for both residents and visitors, to promote physical and mental health benefits within these natural environments through walking, wheeling, cycling, or riding.

- **Multi-Modal Access to Key Facilities:** Many areas of the region do not have access to key amenities by active travel because of distance. There is therefore an opportunity for the RATSAP to integrate with the public transport network and multi-modal hubs to provide multi-modal journey opportunities, including those across LTA boundaries.

- **Local Economy:** An enhanced regional active travel network will support increased numbers of both resident, commuter, and visitor journeys that help support local economic growth. There is an opportunity therefore for the RATSAP to consider growth areas and key visitor attractions.

- **School-Based Schemes:** Utilising education facilities as a key hub to engage the younger population with active travel initiatives (e.g. cycle to school schemes; cycle training) will be an important mechanism for instilling positive behaviours and generating cultural change.

- **Leisure Routes:** There are several large-demand visitor destinations and attractions in TfSE area which present an opportunity for providing active travel access to these sites. This is beneficial for local communities and economies through attracting more visitors travelling more sustainably**.**

- **Existing Infrastructure and Plans**: Active travel infrastructure in the region includes local dedicated cycle infrastructure, PROWs, hiking routes, national trails, and the NCN. However, it has not been planned as an overall network leaving often disjointed or discontinuous links. This presents an opportunity to further develop and connect with existing and proposed infrastructure when developing a strategic active travel network.

- **Longer Distance Travel:** A strategic active travel network can support longer distance travel across the region. Longer distance active travel can better connect communities in rural areas to the facilities and services they need, as well as integrate with existing longer distance routes, such as the NCN and hiking routes, to further promote leisure trips.

- **Multi-Modal Integration:** There is an opportunity to integrate the strategic active travel network with the extensive bus, rail, and domestic ferry networks and hubs to promote and integrate first- and last-mile active travel solutions. This will reduce the need to rely on private vehicles for longer journeys and increase the range of options for people travelling sustainably. This will require effective planning to coordinate schedules, infrastructure, and wayfinding.
- **Micromobility Integration:** The strategy can support an inclusive strategic network that considers a range of modes, has a forward look on micromobility, and supports first- and last- mile journeys.
- **Targeted Intervention**: Identifying areas with existing and potential active travel demand offers an opportunity to target infrastructure in areas of high demand, thereby maximising opportunities and accelerating uptake. This includes new infrastructure provision or improving existing infrastructure.
- **Short Distance Trips**: Hotspots of demand for short (under 5km) and very short (under 1.5km) distance trips highlight areas of potential for active travel as a preferred mode of transport, especially in more urban or built-up areas. Delivering new and improved strategic active travel infrastructure to and from these areas will support making active travel the default choice.
- **Community Engagement:** Involving local communities in the planning and development of the strategic active travel network is key to understanding local issues and contexts regarding active travel. This presents an opportunity to engage with residents, leverage local knowledge, and help obtain buy-in from the community.

Further detail on the Baseline Stage is included in Technical Appendix A.

3   Regional Active Travel Network

Chapter at a glance
This chapter provides an overview of the Strategic Active Travel Network for TfSE and the methodology that was developed to identify the network.

3.1   Overview

The strategic active travel network identification methodology for the RATSAP was developed using work undertaken in Stages 1 and 2. Specifically, this was informed by:

- The aim and objectives of the RATSAP which were defined in collaboration with the RATSG in Stage 1.
- Challenges and opportunities identified in Stage 2.
- Feedback from the RATSG on the proposed methodology.

3.2   Key Principles

Several key principles were established to support the development of a methodology for the strategic network identification. These principles are based on findings from Stage 2 and discussions with the Steering Group.

- **High-Level Planning:** The strategic network consists of 'corridors', which have no fixed alignment and represent the intention to link two hubs together, rather than assuming specific routes. This high-level network of desire lines indicates where strategic movement for the region is. Specific alignments and designs of this network are not part of RATSAP as delivery of corridors are under local jurisdiction.
- **Facilitating Active Travel:** Some of the strategic network is comprised of long-distance corridors. These corridors seek to address current gaps in the network at a local level, such as joining up across LTA boundaries, as well as greater consistency in active travel facilities across the region. Longer sections of the network have the potential to support journeys of different lengths and by different kinds of active travel, including first- and last-mile journeys and integration with public transport.
- **Supporting Local Authorities:** The strategic network is designed to complement and support, rather than duplicate, the work being done at a local level (such as LCWIPs). The network seeks to support and connect areas where there are planned LCWIP routes, through providing connections between hubs that do not have an LCWIP and joining up cross-boundary routes that may not otherwise be promoted by individual LTAs.
- **Regional Active Travel Steering Group:** To reflect local priorities and challenges, there has been regular engagement with the RATSG at several stages of the process, using both group discussions and focused breakout workshops to gather feedback on the proposals, data sources, and methodology development.
- **Next Steps:** Further work will be required, in partnership with LTAs, to deliver upon the aim and objectives within the RATSAP. The strategic network will need to be responsive to changes, such as when routes are delivered by local authorities, there are changes in priority, and funding availability. The network identification methodology was therefore developed to be flexible, replicable, and support refinements and updates in the future.

3.3   Summary of Methodology and Outputs

The strategic network identification process was comprised of the following four tasks:

- **Task 1 – Destination Mapping:** A map of key facilities and services across the TfSE area was generated, then divided into grid squares of 1km to reflect reasonable accessibility by active modes.

- **Task 2 – Hub Identification:** Clusters of different destination types and themes across the whole TfSE area were identified, which were aggregated and mapped to form strategic hubs.
- **Task 3 – Corridor Identification:** High-level strategic corridors were identified by linking together the strategic hubs identified in Task 2.
- **Task 4 – Accessibility Mapping:** Using Transport for the North's Transport Related Social Exclusion work[ix], nodes were identified which have low levels of access to transport and are at risk of being disregarded from the network due to size or available facilities and services. The paths of the nearest corridors were then updated to consider these nodes.

3.4 Identified Strategic Active Travel Network

Figure 3-1 displays the strategic active travel network for the TfSE area, including the location of strategic hubs, strategic corridors, and nodes. Further detail on the Network Identification Stage is included in Technical Appendix B.
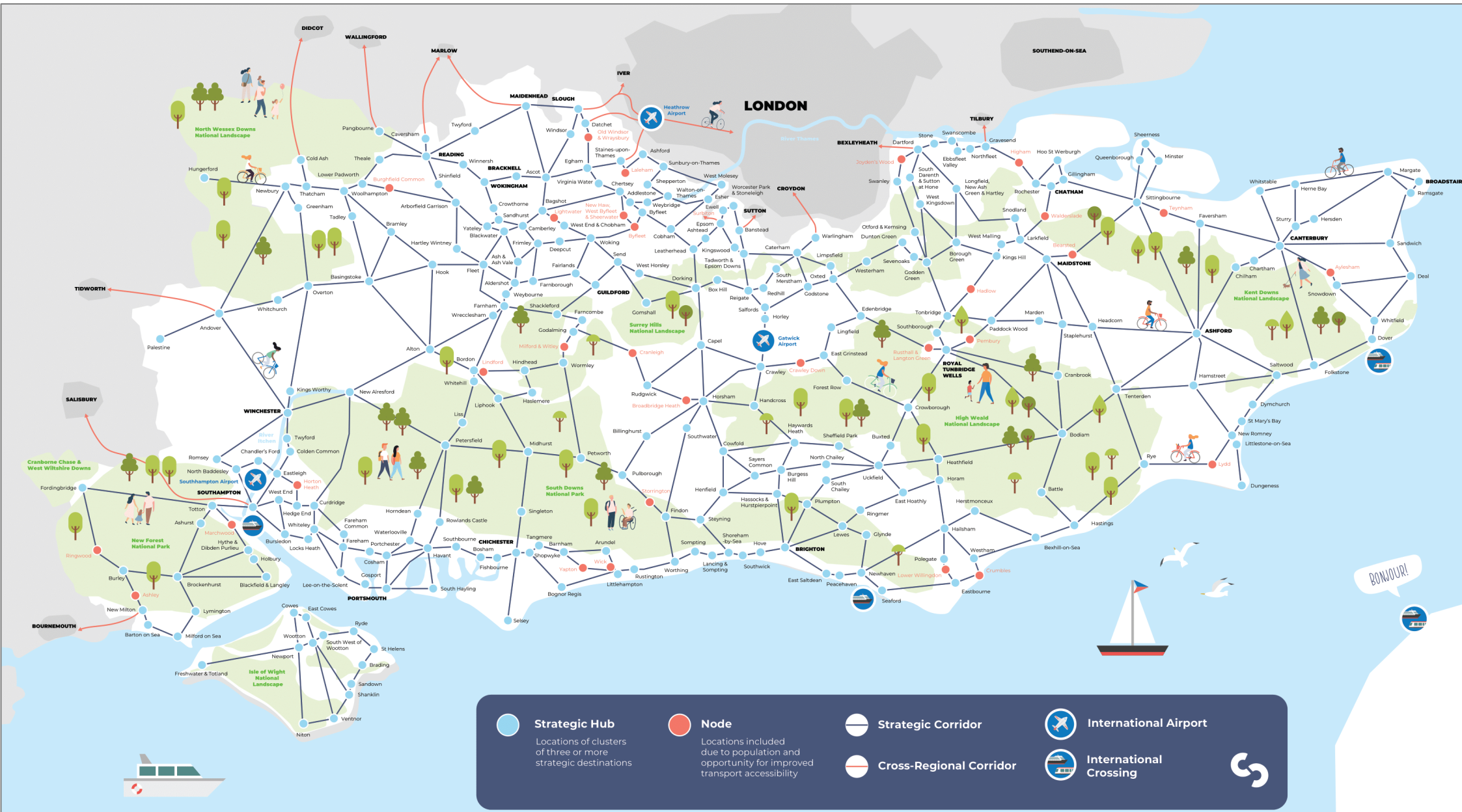
3.5 Next Steps

The following should be considered for the next steps for the initial network developed:

- **Existing and Planned Networks**: There is further work required to understand how the strategic network complements existing and planned active travel networks, including those proposed as part of the Strategic Investment Plan and in local active travel plans such as LCWIPs. There will be some strategic corridors identified that are provided already in existing plans in full or in part. This further work would ensure the corridor does not duplicate but instead join-up, align, and complement existing and planned active travel networks and plans.
- **Cross-Regional Corridors**: The TfSE area shares its boundary with England's Economic Heartland, Western Gateway, Transport East, and Greater London. Engagement is ongoing with these authorities to understand how any existing regional active travel work can be used to develop cross-regional strategic corridors between strategic hubs identified in the TfSE area and strategic hubs in these neighbouring areas.

Figure 3-1: Strategic Active Travel Network for the TfSE Area

Legend:

Strategic Hub — Locations of clusters of three or more strategic destinations

Node — Locations included due to population and opportunity for improved transport accessibility

Strategic Corridor

Cross-Regional Corridor

International Airport

International Crossing

This is an aspirational and indicative network that will be updated as priorities change.

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4   Network Appraisal

Chapter at a glance
This chapter provides an overview of the appraisal framework used to assess the network, including the methodology adopted, its associated framework, data analysis, and assumptions.

4.1   Overview

Stage 4 sets out the appraisal framework and the results from applying this to the strategic active travel network. The methodology was developed using work undertaken in Stages 1, 2, and 3. Specifically, this was informed by:

- The aim and objectives of the RATSAP which were defined in collaboration with the RATSG in Stage 1.
- Challenges and Opportunities identified in Stage 2.
- The Strategic Active Travel Network identified in Stage 3.
- Feedback from the RATSG on a proposed methodology.

4.2   Approach

- **Objectives-Led Framework:** The appraisal framework has been structured using the RATSAP Objectives agreed by the RATSG. Appraisal metrics that assess the network were linked to these objectives to maximise alignment of the appraisal methodology and outcomes with the Objectives of the strategy.

- **Regional Active Travel Steering Group:** There has been regular engagement with the RATSG to develop the appraised network, using both group discussions and focused breakout workshops, to gather feedback on the developing framework and methodology.

- **Appraisal of Hubs:** The appraisal of the network focused on strategic corridors. The role of a strategic hub is to support the corridors through providing local active travel infrastructure that links users to the strategic corridors. There is limited value to strategic hub appraisal in the context of strategic network appraisal, as the purpose of the hubs is to indicate the presence of trip attractors and generators, rather than being part of the appraised network.

- **Evidence-Based Assessment:** Appraisal metrics use existing regional data and evidence to ensure an objective approach that is consistent across the whole TfSE area.

- **Active Travel Modes:** The appraisal framework has been developed to assess the network for all active travel modes (walking, wheeling, cycling, and riding). While some of the strategic network supports long-distance journeys, the purpose of the network is to facilitate connectivity along shorter distances and cross-boundary corridors, rather than encouraging active travel along the full corridor. This means that the network has potential to support a variety of active travel journeys, including first- and last-mile trips and integration with public transport.

- **Equal Weightings:** The consensus among the RATSG members was to not apply relative weightings to metrics or objectives in the appraisal framework. This means each metric within any objective, and therefore each objective, has equal importance in the appraisal of the network.

- **Deliverability:** Deliverability evaluation of the network is at a very early stage in understanding. It has provided additional high-level information about network elements for further consideration in future phases of RATSAP work. However, there are still many deliverability factors that cannot be properly assessed at this stage. Deliverability does not influence the appraisal of the network due to the high-level nature of the strategic network.

- **Appraisal Outcomes:** Assessment of the strategic corridors provides insight into how they perform against one another and why. The appraisal process does not seek to filter the appraised strategic network elements, rather compare corridors given the framework's objectives and deliverability criteria. Its outcomes are intended to provide indicative strengths and weaknesses of corridors in relation to objectives, and within a regional context. It is not intended to dictate or negate any local priorities.
- **Flexible Methodology and Next Steps:** The appraisal methodology has been automated where possible and designed to futureproof the framework and provide flexibility for future changes or updates. As a high-level network, the strategic network will need to be responsive to changes, such as when routes are delivered by local authorities, as well as changes to various factors including the deliverability of routes and whether there is an opportunity for collaboration on funding with transport network operators (e.g. National Highways, Sustrans, and Canal and River Trust).

4.3 Appraisal Framework Overview

The appraisal framework was comprised of two steps:

- **Step 1: Objective-Based Metric Assessment** – Each of the RATSAP's four objectives was supported by a series of metrics used to assess the strategic corridors. A score was calculated for each of the objectives, for each strategic corridor.
- **Step 2: Deliverability Assessment** – High-level deliverability criteria were used to assess the potential challenges and opportunities of infrastructure delivery associated with the strategic corridors. This provides additional information associated with the network but does not impact the appraisal scores.

4.4 Appraisal Outcomes

The strategic corridors were assessed using the developed appraisal framework. Table 4-1 summarises the average scores across all strategic corridors for each objective and in total. Strategic corridors, on average, score highest for Objective 1 and lowest for Objective 3 & Objective 4.

Table 4-2 summarises the number of strategic corridors associated with each deliverability metric assessed. The majority of strategic corridors have potential to be severed where they cross existing rail lines or the Strategic and Major Road Networks. There are some potential opportunities for collaboration with the Canal and River Trust (14 strategic corridors) and LTA partnerships (74 strategic corridors), but the majority of strategic corridors may have potential for collaboration with National Highways or the opportunity for funding associated with the Major Road Network.

Objective	Average Score*	Score Range*
Objective 1: Reduce Transport-Related Pollution & Emissions	2.2	1.5 to 2.8
Objective 2: Improve Health & Wellbeing	2.0	1.0 to 3.0
Objective 3: Inclusive & Accessible	1.8	1.0 to 3.0
Objective 4: Sustainable Growth	1.8	1.0 to 3.0
Total	7.8	5.8 to 10.0
*Out of a possible 3.0 for individual objective scores and 12.0 for the all-objectives score		

Table 4-1: Average Objective Scores for Strategic Corridors

Theme	Metric	Number of Strategic Corridors*
Network Integration	Existing Active Travel Infrastructure	429 (with an average score of 2.0 out of 3.0)
Network Integration	Active Travel Plans	421
Severance	Strategic/Major Road	319
Severance	Major Watercourse	211
Severance	Rail Line	353
Collaboration	NCN	214
Collaboration	Strategic/Major Road	319
Collaboration	Canal and River Trust	14
Collaboration	Cross-LTA	74
Flood Risk	Flood Risk	147
Protected Landscape	National Park, Natural Landscape, Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area	299
*Out of a possible 429 strategic corridors		

Table 4-2: Sum of Strategic Corridors Meeting Deliverability Metric Assessment Criteria

Further detail on the Appraisal Stage is in Technical Appendix C.

5   Action Plan

Chapter at a glance
This chapter presents the actions which are recommended to be taken forward, as well as an overview of how they have been developed.

5.1   Overview

A key outcome of this project is the identification of forward-looking actions aligned with the challenges and opportunities identified. The actions identified offer a mix of 'hard' and 'soft' measures to create a holistic programme of actions. These actions are framed for TfSE as the lead organisation, however collaboration and coordination with various partners and stakeholders is needed for the successful delivery of each action. Each action assigned partners and stakeholders to assist in further development with TfSE, which includes those who were engaged with as part of the development of the RATSAP and incorporates both national and regional level engagement and collaboration.

5.2   Approach

Following the collation of key challenges and opportunities, a list of potential actions was identified. These actions were presented to the RATSG to allow stakeholders to provide feedback and input. During this workshop, stakeholders discussed what actions would be most useful and helped clarify scope and applicability of actions. After revision and consideration, eight actions were identified. Table 5-1 summarises each action and its page number. The following information is included for each action:

- Action ID
- Action title
- Action description
- Locational context
  - Local: applicable for individual authorities
  - Regional: applicable for a wider area, either for the entire TfSE region or a subset of the region
  - National: applicable for the entire TfSE region and beyond
- Partners and stakeholders
- TfSE's role

ID	Action	Description	Page
1	Regional Active Travel Steering Group	Convening of key stakeholders from across transport and adjacent sectors to provide strategic direction and feedback on RATSAP delivery.	26
2	Funding	Improvements to active travel funding, including opportunities and availability.	26
3	Local Plans & Strategies	Up-to-date and cross-boundary consideration of local active travel plans and strategies for greater consistency and collaboration across the region.	27
4	Knowledge Sharing	Sharing of active travel resources, evidence, opportunities, and lessons learned to support consistency and efficacy across the region and beyond.	27
5	Data & Evidence	Enhance and expand upon data and evidence availability across the region to support active travel development and delivery, as well as future work streams.	28
6	Cross-Boundary Collaboration	Encourage cross-boundary collaboration of schemes to join-up work across authorities and achieve more cohesive and effective outcomes.	28
7	Network Delivery	Support local authorities through feasibility, development, and funding of strategic active travel corridors and hubs across the region.	29
8	Integration	Collaborate with operators on the integration of active travel within their services and schemes.	29

Table 5-1 Action Plan Summary

Action 1: Regional Active Travel Steering Group (RATSG)

Convene key stakeholders from across transport and adjacent sectors to provide strategic direction and feedback on RATSAP delivery.

Locational Context

Regional

Partners & Stakeholders

- Local authorities
- Central Government
- Relevant special interest and advocacy groups

TfSE Roles

- Revise the RATSG Terms of Reference and request invited members to opt-in their commitment.
- Facilitate three meetings a year, all held online with a desire for one to be held in-person.
- Establish reoccurring agenda items on:
  - latest announcements/developments of significance for the region
  - roundtable of current challenges in development and delivery, as well as opportunities for collaboration
  - progression of RATSAP implementation
- Identify and plan topical presentations, workshops, trainings, and/or site visits based on current RATSAP implementation and RATSG member input.
- Encourage collaboration and knowledge sharing across the region both during and outside of RATSG meetings.

Action 2: Funding

Improve active travel funding, including facilitating and encouraging funding collaboration, supporting funding applications, and seeking to address challenges with active travel funding.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Central Government

TfSE Roles

- Engage with Central Government on active travel funding, emphasising scale of ambition and funding gap.
- Disseminate funding opportunities and information to stakeholders, including through RATSG, the TfSE Centre of Excellence funding page, and other TfSE standing meetings where appropriate.
- Identify further opportunities for funding active travel, centrally and locally, including to support network maintenance and upkeep.

Action 3: Local Plans & Strategies

Up-to-date and cross-boundary consideration of local active travel plans and strategies for greater consistency and collaboration across the region.

Locational Context

Local

Partners & Stakeholders

▪ Local authorities

TfSE Roles

▪ Participate in local active travel plan and strategy development through stakeholder engagement (e.g. workshops, consultation).
▪ Facilitate cross-boundary coordination and collaboration where appropriate.
▪ Provide available data, insights, and best practice to support consistent and joined-up local plans and strategies.

Action 4: Knowledge Sharing

Sharing of active travel resources, evidence, opportunities, and lessons learned to support consistency and efficacy across the region and beyond.

Locational Context

Regional/National

Partners & Stakeholders

▪ Local authorities
▪ Central Government
▪ Other sub-national transport bodies

TfSE Roles

▪ Engage with the RATSG to identify active travel resource gaps, including available data and information.
▪ Collaborate with other sub-national transport bodies and Central Government on the development of new workstreams where appropriate.
▪ Regular review and updates of active travel content on the Centre of Excellence website to ensure information is accurate and useful.
▪ Identify and respond to requests for new content and workstreams (i.e. guidance, studies, tools, etc.) through the Centre of Excellence. Potential workstreams to explore, but not limited to:
    – Cycle parking guidance
    – Behaviour change guidance
    – Active travel engagement guidance
    – Study tours
    – Trainings
    – Webinars
    – Active travel image database
    – Regional Active Travel Quarterly Newsletter
    – Social media posts
    – Business cases

Action 5: Data & Evidence

Enhance and expand upon data and evidence availability across the region to support active travel development and delivery, as well as future work streams.

Locational Context

Regional

Partners & Stakeholders

- Local authorities
- Central Government
- Public transport and mobility operators
- Research organisations, academia, and universities

TfSE Roles

- Facilitate and support cross-organisation and cross-sector sharing of existing data.
- Engage with partners and stakeholders to understand requirements, challenges, data and information availability, and lessons learned.
- Collect primary data on a regional scale that can be used for policy development and funding applications.
- Explore development of a data management portal to support ease of access to and sharing of collected data.
- Explore development of guidance on data collection to improve consistency and reliability of data collected across the region.

Action 6: Cross-Boundary Collaboration

Encourage cross-boundary collaboration of schemes to join-up work across authorities and achieve more cohesive and effective outcomes.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Public transport and mobility operators
- Other sub-national transport bodies

TfSE Roles

- Highlight opportunities for collaboration and working across boundaries (including cross-regional) to local authorities and other relevant delivery partners.
- Support local authorities working collaboratively to develop actions for implementation, including sharing information, expertise, and best practice.
- Facilitate joint working and 'buddy up' local authorities who share similar typology challenges and opportunities.

Action 7: Network Delivery

Support local authorities through feasibility, development, and funding of strategic active travel corridors and hubs across the region.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Central government

TfSE Role

- Work to progress corridors and hubs across the region, including:
  - Support for local authorities with feasibility studies of strategic corridors and hubs to progress and develop the strategic active travel network.
  - Refresh the strategic active travel network when appropriate.
  - Engage with partners and stakeholders to continually refresh and deepen understanding of challenges and opportunities in active travel delivery.
  - Work with delivery partners to secure additional funding, such as with developers to support new developments.
  - Support the introduction of Mobility Hubs.

Action 8: Integration

Collaborate with bus and rail operators on the integration of active travel within their services and schemes.

Locational Context

Regional/National

Partners & Stakeholders

- Local authorities
- Central Government
- Public transport and mobility operators
- Research organisations, academia, and universities

TfSE Roles

- Encourage and facilitate cross-organisation collaboration for improved integration across public transport and active modes.
- Engage with partners and stakeholders to share insights across organisations and identify clear integration opportunities. Potential opportunities to explore, but not limited to:
  - Explore cycle parking and storage options with operators to support multi-modal journeys.
  - Encourage coordinated promotions of sustainable travel between operators and local authorities.
  - Identify opportunities for shared mobility hire schemes to compliment services, such as Brompton Lockers at railway stations.
  - Support pilot trials through identification of potential pilot projects and locations, as well as collaboration between authorities, operators, and institutions.

6 Conclusion

The development of the RATSAP has provided the TfSE area with a clear, concise, and evidence-based document which identifies key opportunities and challenges for developing a high quality, safe, convenient, and accessible active travel network across the region. It has been co-developed with stakeholders to:

- Establish RATSAP aim and objectives to support its overall direction and purpose.
- Understand the state of active travel in the region, including planning delivery progress by LTAs.
- Explore challenges and opportunities for active travel across the TfSE area.
- Develop a high-level strategic active travel network comprising of strategic corridors and hubs.
- Provide a catalogue of appraised strategic corridors alongside their respective scores and deliverability assessment outcomes.
- Develop an action plan to guide and progress active travel across the TfSE area.

The appraised strategic active travel network provides TfSE and its constituent authorities with a vision for regional active travel, highlighting where joint working will be required and beneficial. The action plan provides a menu of actions which respond to the challenges identified, which have been explored with the Regional Active Travel Steering Group. Engagement will continue to be a key part of RATSAP to build partnerships and collaboration, check and challenge actions, and maintain accountability as actions are progressed. The RATSAP ultimately seeks to uplift and unify active travel across the TfSE region.

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

Date of meeting: **28 October 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Responses to Consultations**

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

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree the draft response to the Kent County Council Local Transport Plan 5; and

(2) Agree the draft response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system.

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1. **Introduction**

1.1   Transport for the South East (TfSE) has prepared responses to these recent consultations. This paper provides an overview of the responses to the following consultations:
- Kent County Council Local Transport Plan 5
- Proposed reforms to the National Planning Policy Framework and other changes to the planning system.

2. **Kent County Council Local Transport Plan 5**

2.1   Kent County Council (KCC) held a period of engagement for their Local Transport Plan 5 (LTP5), which includes setting out proposals for improving roads and public transport in Kent. It has been designed to strike a balance between the investment needed to improve the county's economy, to make living and working better, whilst also preparing our transport networks to meet the environmental challenges facing the county.

2.2   This consultation closed on 8 October 2024, and the officer level response that was submitted is contained in **Appendix 1.**

2.3   Overall, TfSE welcomed the opportunity to respond, TfSE recognises that the ambition covers many of the same points as TfSE's vision for the South East. Some areas of alignment between the TfSE vision and the LTP5 have been highlighted in our response.

2.4   TfSE applaud the inclusion of TfSE's role in supporting the success of LTP5 as well as highlighting cross boundary coordination with neighbouring authorities. TfSE highlighted an opportunity to include references to accessibility as this is a key part of making sure our transport network works for all, and also to the need for better integration between different modes of transport.

3.   Proposed reforms to the National Planning Policy Framework and other changes to the planning system.

3.1   The Ministry of Housing, Communities and Local Government was seeking views on proposed revisions to the National Planning Policy Framework (NPPF).

3.2   This consultation closed on 24 September 2024, and the officer level response that was submitted is contained in **Appendix 2**.

3.3   There are certain aspects of the proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system that are of interest to TfSE in its role as a sub national transport body (STB). The response focuses on questions related to changes that will impact on the interaction between the land use and transport systems. The TfSE response focuses on four aspects of the consultation:
- maintaining effective cooperation;
- a new Standard Method for assessing housing needs;
- building a modern economy; and
- a 'vision-led' approach to transport planning.

3.4   Within the maintaining effective cooperation TfSE supports amendments to improve cross-boundary cooperation in strategic planning. TfSE welcomes proposals for universal coverage of strategic land use planning across England through the roll out of Spatial Development Strategies across England. TfSE also supports the government's commitment to consult with local leaders and the sector on these arrangements before introducing legislation.

3.5   Within the building a modern economy TfSE supports amendments to identify sites for moder economic needs including freight and logistics. The importance of lorry parking facilities with driver welfare and alternative fuel options are also emphasised.

3.6   Finally, within a vision-led approach to transport planning TfSE supports proposed changes to NPPF paragraphs 114 and 115, advocating for a vision-led approach in transport planning. While welcoming the shift from 'predict and provide' to more sustainable methods, TfSE calls for clearer guidance on implementation and

suggests refining the language to ensure comprehensive consideration of transport impacts.

4. Conclusions and recommendations

4.1   The members of the Partnership Board are recommended to agree the draft responses to the consultations detailed in this report.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Jessica Lelliott
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Kent Local Transport Plan 5
Response from Transport for the South East

1.   Introduction

1.1   This document is the draft Transport for the South East (TfSE) response to the consultation on Kent County Council's Local Transport Plan 5 (LTP5). This is a draft officer response that will be presented to our Partnership Board on 28 October 2024 for their approval. A further iteration may therefore follow.

1.2   TfSE is a sub-national transport body (STB) for the South East of England. Our principal decision-making body, the Partnership Board, brings together representatives from our 16 constituent local transport authorities, district and borough authorities, protected landscapes, business representatives, Highways England, Network Rail and Transport for London.

1.3   We have a vision led Transport Strategy in place to influence government decisions about where, when and how to invest in our region to 2050. This strategy is currently in the process of being refreshed.

1.4   Our Strategic Investment Plan provides a framework for delivering our Transport Strategy setting out transport infrastructure and policy interventions needed in our region over the next three decades.

1.5   TfSE welcome this opportunity to respond to the Kent LTP5. We trust that our response will provide value to the work of Kent County Council in this area, but also form the basis for further engagement, especially as TfSE is undertaking a refresh of its own transport strategy throughout 2024/5. Specifically, we are keen to establish a 'golden thread' in policy terms so that Kent – as well as other Local Transport Authorities (LTAs) – are able to achieve their own goals whilst playing a significant role in achieving a wider vision for the South East. We are welcome the inclusion and support for this approach set in the Kent LTP5.

2.   Vision and Objectives

2.1   The Kent LTP5 ambition covers many of the same themes as TfSE's 2050 vision for the South East set out in our Transport Strategy. We have highlighted some of the areas where there is close alignment in Table 1 below.

Table 1: Alignment between Kent LTP5 Ambition and TfSE Transport Strategy Vision

Kent LTP5 Ambition	TfSE Transport Strategy Vision
We want to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment.	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.

2.2   The Kent LTP5 Ambition does not make reference to 'accessibility' or 'integration'. It is our view these should be included in the ambition to make sure our transport network works for all and to highlight the need for different transport modes to work together and complement each other as seamlessly as possible. Inclusion would strengthen the golden thread between Kent LTP5 with the TfSE 2050 Vision and the Department for Transport's five strategic priorities.

2.3   A comparison of the Policy Outcomes set out in the Kent LTP5 with TfSE's Strategic Priorities is set out in Table 2. This demonstrates that there is a good general alignment between these Policies and 12 of the 15 Strategic Priorities included in the TfSE Transport Strategy. The three TfSE Priorities which are not covered by the Kent LTP5 Policies relate to the need for a more integrated approach to land use and transport planning, supporting the principle of biodiversity net gain,, and the need to minimise transports consumption of resources.

2.4   Policy Outcome 5 recognises the need to manage demand to reduce the amount of forecast future congestion and crowding on highways and public transport. However, this policy only refers to demand arising from new development. It will be necessary to manage demand more generally to tackle a number of the 'Challenges We Face' set out at the beginning of the document relating to congestion, declining public transport use, carbon emissions and public health. To address this the Text of Policy Outcome 5 would need to be amended to refer to the use of demand management measures, such as parking controls and traffic management measures, to tackle existing and future traffic levels on the network.

Table 2: Kent LTP5 Policy Outcomes (proposed) compared to the Strategic Priorities set out in TfSE's Transport Strategy

Kent LTP5 Policy Outcomes (proposed)	TfSE Transport Strategy Strategic Priorities
Policy Outcome 1: The condition of our managed transport network is brought up to satisfactory levels, helping to maintain safe and accessible travel and trade. • A) Achieve the funding necessary to deliver a sustained fall in the value of the backlog of maintenance work over the life of our Local Transport Plan.	• A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.
Policy Outcome 2: Deliver our Vision Zero road safety strategy through all the work we do. • A) Achieve a fall over time in the volume of people killed or very seriously (life-changing) injured occurring on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050.	• A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.

Policy Outcome 3: International travel becomes a positive part of Kent's economy, facilitated by the county's transport network, with the negative effects of international haulage traffic decreased. • A) Increase resilience of the road network serving the Port of Dover and Eurotunnel crossing, by adding holding capacity for HGVs across the southeast region to support establishment of a long term alternative to Operation Brock. • B) Increase resilience of the road network servicing the Port of Dover through delivery of the bifurcation strategy including improvements to the M2 / A2 road corridor and its links to the M20 and a new Lower Thames Crossing for traffic towards the north.	• More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways. • A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.
Policy Outcome 4: International rail travel returns to Kent and there are improved public transport connections to international hubs. • A) International rail travel returns to Ashford International and Ebbsfleet International stations, supported by the infrastructure investment needed at Kent's stations to ensure they provide secure and straightforward journeys across the UK-EU border within the entry exit system. • B) A fall in the time it takes by public transport to reach international rail stations compared to conditions in 2023.	• Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets. • A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport.

Policy Outcome 5: Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development. • A) Strengthen delivery of our Network Management Duty to deliver the expeditious movement of traffic by using our new moving traffic enforcement powers and modernising the provision of on-street parking enforcement. • B) Reduce the amount of forecast future congestion and crowding on highways and public transport that is associated with demand from development by securing funding and delivery of our Local Transport Plan. • C) The prospects for the future of transport increase across the whole county, with new innovations in transport services having a clear pathway to trial or delivery in Kent.	• A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. • A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways. • A reduction in the need to travel particularly by private car, to reduce the impact of transport on people and the environment.
Policy Outcome 6: Journeys to access and experience Kent's historic and natural environments are improved. • A) Proposals are clearly evidenced in terms of their contribution in providing new, quicker, or more inclusive access to historic and natural environment destinations in the county, with proposals targeting access to such locations where appropriate.	• A transport network that protects and enhances our natural, built and historic environments. • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.

Policy Outcome 7: Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050. • A) Reduce the volume of carbon dioxide equivalent emissions entering the atmosphere associated with surface transport activity on the KCC managed highway network by an amount greater than our forecast "business as usual" scenario. This means achieving a greater fall than those currently forecast of 9% by 2027, 19% by 2032 and 29% by 2037. • B) No area in Kent is left behind by the revolution in electric motoring, with charging infrastructure deployed close to residential areas, reducing barriers to adoption. • C) Proposals are clearly evidenced in terms of their contribution in providing lower emissions from transport in Air Quality Management Areas in the county.	• A reduction in carbon emissions to net zero by 2050 at the latest, to minimise the contribution of transport and travel to climate change. • Improved air quality supported by initiatives to reduced congestion and encourage further shifts to public transport.
Policy Outcome 8: A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services. • A) We will aim to obtain further funding to deliver the outcomes of our Bus Service Improvement Plan (or its successor) beyond its current horizon of 2024/25. We will ensure that our Local Transport Plan proposals are clearly evidenced in terms of their contribution towards achieving our Bus Service Improvement Plan. • B) We will identify and support industry delivery of priority railway stations for accessibility improvements and route improvements to reduce journey times and improve reliability.	• A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport

Policy Outcome 9: Health, air quality, public transport use, congestion and the prosperity of Kent's high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes. • A) We will aim to deliver walking and cycling improvements at prioritised locations in Kent to deliver increased levels of activity towards the Active Travel England target (of 50% trips walked, wheeled, or cycled in towns and cities by 2030) and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan.	• A network that promotes active travel and active lifestyles to improve our health and wellbeing.
Policy Outcome 10: The quality of life in Kent is protected from the risk of worsening noise disturbance from aviation. • A) Where there is evidence of impacts on our communities, we will make representations on airport expansion proposals and argue for measures to mitigate their effects.	• N/A

4   Implementation

3.1   We welcome the recognition of the supporting role that TfSE has in realising the proposals within LTP5, which are listed below:
- Integrated public transport timetables, fares, and ticketing
- Mobility-as-a-service initiatives
- Freight management
- Electric Vehicle infrastructure

4.   Other Comments

4.1   We welcome the recognition of TfSE's role in supporting the success of LTP5, as well as highlighting where cross boundary collaboration with neighbouring authorities is required. We will continue to support Kent, and other local transport authorities, in facilitating coordination and collaboration to most effectively deliver improvements to our transport network.

4.2   We note that in the 'Challenges We Face' section at the beginning of the document the document the challenges identified do not refer to the barriers some residents face in accessing transport to live, work, and socialise, or areas of deprivation. The 2021 Census reveals that in some areas of Kent up to 26% of households are without a car and that county-wide an average of 17% of households do not have a car[1]. This highlights the importance of access to alternative transport options. Similarly, in some parts of Kent up to 36% of households are deprived in one or more way[2]. We suggest that another challenge needs to be added recognising this issue, along with measures in the plan to address the accessibility and inclusion needs of disadvantaged residents in Kent.

4.3   Freight movements are a key challenge within Kent given the presence of international gateways in the county. Whilst there is good coverage of the challenges faced by larger and longer distance freight movement within the plan, there is opportunity to include reference to interventions to deal with local freight movements. Decarbonising local deliveries in Kent through logistics consolidation and first and last mile deliveries will not only reduce emissions, but also reduce road traffic levels.

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[1] Accessed on 30 September 2024 https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household
[2] Accessed on 30 September 2024 https://www.ons.gov.uk/census/maps/choropleth/population/household-deprivation/hh-deprivation/household-is-deprived-in-one-dimension

TfSE draft response to the consultation on proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system

1. Introduction

1.1   Transport for the South East (TfSE) welcomes the opportunity to respond to the consultation on proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system. This draft officer response will be presented to our Partnership Board on 28 October 2024 for their approval. A further iteration may therefore follow.

1.2   TfSE is a sub-national transport body (STB) for the South East of England, Our principal decision-making body, the Partnership Board, brings together representatives from our 16 constituent local transport authorities, district and borough authorities, protected landscapes, business representatives, Highways England, Network Rail and Transport for London.

1.3   We have a vision led Transport Strategy in place to influence government decisions about where, when and how to invest in our region to 2050. This strategy is currently being refreshed.

1.4   Our Strategic Investment Plan provides a framework for delivering our Transport Strategy setting out transport infrastructure and policy interventions needed in our region over the next three decades.

1.5   Although TfSE does not have any responsibility for land use planning, the close interaction between land use and transport systems means that changes to the national planning policy framework will have impacts on the travel patterns of people and goods. One of the Strategic Priorities identified in TfSE's Transport Strategy and Strategic Investment plan is the need for more integrated land use and transport planning to enable the regions housing, employment and regeneration needs to be met more sustainably. As a consequence there are certain aspects of the proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system that are of interest to TfSE in its role as an STB. This response therefore focuses on those questions related to changes that will affect the interaction between the land use and transport systems.   Our response therefore focuses on four aspects of the consultation:
- maintaining effective cooperation;
- a new Standard Method for assessing housing needs;
- building a modern economy; and
- a 'vision-led' approach to transport planning.

2. TfSE's draft consultation response

2.1 Maintaining effective cooperation

Consultation question 12 - Do you agree that the NPPF should be amended to further support effective co-operation on cross boundary and strategic planning matters?

TfSE supports the proposed amendments to paragraphs 24-27 to ensure that the right cross boundary engagement is occurring on strategic planning matters. The Duty to Cooperate has not always worked well or effectively achieved collaboration. This is because neighbouring local planning authorities have differing priorities and visions so the Duty to Cooperate has hindered the delivery of cross-boundary solutions. More effective cross boundary co-operation will be needed if the Government is to secure its growth ambitions. It has a vital role in addressing key spatial issues – including meeting housing needs and delivering transport and other strategic infrastructure. Both TfSE's Transport Strategy and Strategic Investment Plan make the case for larger scale transport investment proposals that cross local authority boundaries. The proposed amendments will help secure the delivery the sustainable, effective and integrated infrastructure that works cross-boundary to deliver economic growth. A specific requirement has been added in paragraph requiring policies to be consistent with bodies where a strategic relationship exists "unless there is a clear justification to the contrary"; although Paragraph 11b and Footnote 7 continue to provide opportunities to avoid planning to meet this need.

Question 14 - Do you have any other suggestions relating to the proposals in this chapter?

TfSE supports the proposals set out in the consultation document that accompanies the proposed amendments to the NPPF, to enable universal coverage of strategic land use planning across England.

This would see the Spatial Development Strategies that are currently available to elected Mayors and Combined Authority (e.g. the London Plan) introduced across the entire country. Employing a strategic planning approach through the development of SDSs would assist in identifying constraints, setting housing requirements, identifying strategic employment sites and identifying corresponding infrastructure needs that would ensure Local Plans are effective, deliverable and sustainable. It will also overcome some of the shortcomings of the current 'duty to co-operate'.

The Government is yet explore the most effective arrangements for developing SDSs outside of mayoral areas including the identification of the most appropriate geographies that should be used covering 'functional economic areas', as well as the right democratic mechanisms for securing agreement.

TfSE welcomes the Government's commitment to work with local leaders and the wider sector to consult on, develop and test these arrangements in the months ahead before legislation is introduced, including consideration of the capacity and capabilities needed.

2.2 A new Standard Method for assessing housing needs

Consultation question 19 - Do you have any additional comments on the proposed method for assessing housing needs?

Although it is not appropriate for TfSE to comment on the proposed approach to calculating housing needs, it is vital that housing delivery is not prioritised to the detriment of other land uses that are vital to achieving sustained economic growth.

In addition, significant housebuilding should be focused in areas where there is adequate capacity in existing transport infrastructure, or if there is not adequate capacity, then transport infrastructure should be invested in alongside new houses.

The level of infrastructure improvements needed to support existing levels of housing growth, particularly the large-scale and cross-boundary improvements,   requires funding far beyond the ability of Local Plans to deliver. Without adequate funding / delivery from other sources, this pressure will only be exacerbated by any increase in housing numbers. However, further reforms, including strategic planning (set out elsewhere in this consultation) and improved levels of, and procedures for, funding infrastructure provision could go some way to meeting those needs.

2.3 Building a modern economy

Consultation question 62 - Do you agree with the changes proposed to paragraphs 86 b) and 87 of the existing NPPF?

TfSE supports the proposed amendments to paragraph 86b that identify additional sectors for which sites should be identified to meet emerging needs and drive economic growth. The amendments require LPAs to identify "appropriate sites" for needs of the modern economy, with "laboratories, gigafactories, data centres, digital infrastructure, freight and logistics". This amendment identifies them as essential economic infrastructure.

TfSE's Freight Logistics and Gateways strategy recognises the vital role of this sector in facilitating economic growth in the region. As set out in the consultation document, nationally this sector contributes £84.9 billion in Gross Value Added each year and employs nearly 1.2 million people. It relies upon a national network of storage and distribution infrastructure to facilitate local, regional, national and international operations. Provision is needed at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods,

especially where this is needed to support the supply chain, transport innovation and decarbonisation.

A shortcoming in current planning practice is how many LPAs go about estimating the future needs and demands for economic development land, with the guidance not having kept pace with rapid changes in industry and business needs. The new policy provisions will need to be accompanied by an update in guidance on how the needs of these sectors should be calculated.

The NPPF already recognises the importance of providing lorry parking facilities at existing paragraph 113 "taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance". TfSE's Lorry Parking Study identified the current and future levels of shortfall in the provision of lorry parking provision in different parts of TfSE area. It is therefore vital that when local planning authorities are identifying "appropriate sites" for freight and logistics activity that this will include sites for lorry parking that also provide driver welfare facilities and infrastructure for recharging and refuelling alternative zero emission vehicles. New guidance on how the needs of the sectors that have been added into the NPPF will be needed and should include how provision should be made for lorry parking facilities.

Paragraph 87b has been amended to require the provision of "storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation". This paragraph should be further amended to include the following text at the end of the paragraph "including sites for the provision of lorry parking, driver welfare facilities and HGV zero emission recharging and refuelling."

2.4 A 'vision-led' approach to transport planning

Question 69 - Do you agree with the changes proposed to paragraphs 114 and 115 of the existing NPPF?

TfSE supports the proposed changes to paragraphs 114 and 115.

In assessing sites that may be allocated for development in plans, or specific applications for development, the proposed changes to paragraph 114 now seek to ensure that 'A vision led approach' promoting sustainable transport modes is taken, taking account of the type of development and its location. TfSE utilised a vision led approach in the development of its Transport Strategy, through the development of a 2050 Vision for the region supported by the policy and infrastructure interventions that would be needed to realise it.

Planning decisions are currently made using a 'predict and provide' approach with transport infrastructure, and in particular highways, designed to deal with the 'worst case' forecast future traffic flows derived by extrapolating past growth trends.

The accompanying consultation document outlines how this vision led approach should work in practice "It means working with residents, local planning authorities and developers to set a vision for how we want places to be and designing the transport and behavioural interventions to help us achieve this vision." However, it is unclear precisely what actions will be needed in order to demonstrate that proposals have been produced in accordance with a vision led approach. Further guidance will be needed on this to define the roles of developers, local planning authorities, local transport authorities to avoid misinterpretation. This guidance will also need to set out how the vision that is developed for a particular development should take account of the local plan, local transport plan and regional transport strategies produced by Sub-national Transport Bodies .

Turning to the proposed amendments to existing paragraph 114, the current requirement that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, has been amended by the addition of the wording 'in all tested scenarios'. This would overcome the current practice of designing new places defensively around worst-case highways assumptions. The effect of this proposed change would be to ensure that the worst-case scenario should not necessarily be used to determine the application. Instead, for a refusal to be justified on highways grounds, there will need to be unacceptable highway safety impacts, or severe residual cumulative impacts on the road network, in all tested scenarios. However, the phrase "in all tested scenarios" is too vague. Changing it to "in all agreed scenarios" alongside a proposed methodology for local planning authorities and transport authorities to agree the scenarios early, and together. In addition, the impact on the highway network would remain the prime focus whereas there is a need to shift to a consideration of impacts on the whole transport network.

[Ends]

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**28 October 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 July-September 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 Transport Strategy Refresh and Centre of Excellence work.

2. National Policy

2.1   Local Transport Authorities have been asked to submit an expression of interest to Government in relation to devolution. TfSE continues to support Local Authorities and will work through this where appropriate.

2.2   Government have issued the Bus Bill in Parliament which proposes to improve bus services with the recent legislation focussing on increased powers for Local Authorities, including bus franchising, alongside enhanced partnerships and municipal ownership. TfSE will work with partners and Government to support bus improvements.

3. Work of Transport for the South East

3.1   Work on the Transport Strategy Refresh work continues at pace. The Task and Finish group which is formed of Board members have now met twice. The Task and Finish group provided steers on the five missions for the transport strategy and the route maps for each mission. Further information on the work undertaken so far can be found within the Board pack, agenda item 10.

3.2   The Board members met on Tuesday 3 September to attend a Business Planning workshop. The workshop came at the result of a request for ore involvement in the development cycle. Made up of two sections. The first was to ensure our Business Plan

will deliver on the government's missions and maximise the amount of funding we can receive for the region. The second focused on local authority objectives and pressures, and how TfSE can best support local authorities in response to this.

3.3   Board members raised a number of key points in the workshop: TfSE has a vital role in making the case for infrastructure investment; that the resilience and maintenance of the existing network is as important as new infrastructure; and the importance of achieving lower public transport fares and greater reliability. Board Members comments have been reflected in the draft Business Plan, which Board Members are asked to initially sign off. This draft Business Plan is attached in the Board pack, agenda item 6.

Joint STB Work

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

3.5   TfSE, Transport East (TE) and England's Economic Heartland (EEH) have completed the joint work on a Carbon Assessment playbook which was officially launched on Friday 23 August.

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

- 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.

All projects are proceeding well and more information can be found in the technical programme update report agenda item 17.

Events

3.7   On the 10 September, Rupert Clubb, attended the Rail Industry Association London & South Summit. He spoke about TfSE's role in securing future investment in our rail network, through our Strategic Investment Plan, the newly formed Wider South East Rail Partnership, and our technical work on rail.

Wider South East Rail Partnership

3.8   TfSE has been working as part of the Wider South East Rail Partnership alongside EEH, TE and senior representatives from DfT, the Shadow Great British Railways (SGBR), Network Rail (NR) and TfL.

3.9   A Partnership meeting took place on 6 September 2024 in London. SGBR provided more information about the Shadow body's five priorities, including its focus on

passengers, unlocking delivery barriers, financial sustainability, designing the end state GBR organisation and appointing a chairperson.

In the interim, Network Rail will remain accountable for long term planning and this Partnership will be helpful in building its investment pipeline. Rail reform is not anticipated to delay investment decisions but future investments will be reviewed within the financial challenges that exist.

DfT discussed the National Transport Strategy explaining that it would align with wider initiatives, such as the Budget, Spending Review, and second railway bill, as well as other contextual considerations such as the National Highways strategy for roads. The timescale for the development of the Long Term Strategy for Rail will also be influenced by the timeline for the National Transport Strategy.

TfL shared its key priorities for rail investment including target mode share of 80% consisting of active travel and public transport use; unlocking housing in a sustainable way; productivity and job growth; and access to services and opportunities. Given this similarity between the priorities of TfL and the STBs it was agreed that we would work together more closely, particularly in the area of data sharing.

There would be significant resource implications for SGBR and DfT to work with individual combined and local authorities directly. As a result, it would be important to design a process from the outset to streamline this engagement and this Partnership is well positioned to contribute to this.

The STBs also explained that they are continuing to work on a position paper outlining the Wider South East Strategic Rail Priorities for their next meeting in December 2024. This will provide more detailed regional and local information to inform future collaboration and discussion between the STBs, SGBR, DfT, NR and TfL.

Wider South East Freight Forum

3.10   There have been no meetings of the Wider South East Freight Forum since the last Partnership Board meeting in July 2024. The next will be held virtually 14 November 2024 and the project team are in the process of finalising the agenda and speaker attendance. A further update on the agenda can be provided at the next Board meeting.

4. Conclusions and recommendations

4.1   The Partnership Board is recommended to note the activities undertaken by TfSE between July – September 2024.

RUPERT CLUBB
Chief Officer
Transport for the South East

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Agenda item 14

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**28 October 2024**
By:	**Co-Chairs, Business Advisory Group**
Title of report:	**Business Advisory Group**
Purpose of report:	**To update the Partnership Board on the Business Advisory Group**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the recent work of the Business Advisory Group.

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1. Introduction

1.1   The Partnership Board agreed at their recent meeting in July to the formation of the Business Advisory Group (BAG). Vince Lucas and Daniel Ruiz co-chair the meeting and represent the BAG at the Transport for the South East (TfSE) Partnership Board.

2. First meeting of the Business Advisory Group

2.1   The first meeting was held virtually via Microsoft Teams on Tuesday 1 October and was co-chaired by Vince Lucas and Daniel Ruiz.

2.2   The attendees represented chambers of commerce within the region and local authority economy board representatives. Officers are also seeking representatives from the Department for Business and Trade, Federation of Small Business, Airports and Port within our region to join the BAG.

2.3   In the meeting, the BAG recognised the importance of transport connectivity in facilitating trade at a regional, national and international level. The BAG also discussed the importance of speaking with one business voice to Government on the priorities for the South East. The next meeting will offer the group an opportunity to input the business voice into our forward programme of work.

2.4   It was agreed that the BAG has a valuable, complementary role to play alongside other business and economic growth organisations and governance bodies in central government and across the region. A key action for the BAG is to capture the value in order to maximise contributions by participants and engagement by key stakeholders.

2.5   The BAG have agreed to meet again in the first week of November to ensure the momentum is kept following the first meeting and ensure the actions from the first meeting are picked up in a timely manner.

3.   Wider Business Advisory Group

3.1   The BAG discussed the Wider Business Advisory Group membership and purpose.

3.2   Whereas the BAG is, in effect, a steering group to optimise engagement and input from business, the Wider Business Advisory Group (working title) will dras from across the whole business demographic across the region.

3.3   The BAG agreed that it would be essential to have at least one annual face to face meeting of the Wider Business Advisory Group, to provide an opportunity to network, help to increase TfSE's influence, and act as a venue for discussion on how TfSE can help to address issues facing businesses for the commercial, economic and social benefit of the region.

3.4   There may be additional Wider Business Advisory Group meetings to focus on specific issues, capture individual sectors, or address different sizes of businesses, as and when necessary. Examples raised include specific meetings for larger businesses, and meetings for specific sectors, such as sports and hospitality. Output from these meetings will be processed by the Business Advisory Group and channelled to the Partnership Board.

4.   Conclusions and recommendations

4.1   The Partnership Board is recommended to note the progress of the Business Advisory Group.

Daniel Ruiz and Vince Lucas
Co-Chairs – Business Advisory Group
Transport for the South East

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

Date of meeting: **28 October 2024**

By: **Chair of 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.**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the recent work of the Transport Forum and Advisory Panel.

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1. **Introduction**

1.1   The third meeting of the Advisory Panel took place on Thursday 17 October 2024.

1.2   The second Digital Engagement for the Transport Forum was held on 14 October and the second in-person Transport Forum is scheduled for Monday 18 November 2024.

2. **Transport Forum 2024**

2.1   As part of Transport for the South East's (TfSE) commitment to the Transport Forum, a second Digital Forum took place on 14 October. The Digital Forum focussed on how to attract a new generation of people to the transport sector. The forum heard from a panel of women in transport to understand how to make the sector more attractive to a more diverse group. Panellists introduced and explored different programmes from their own workplaces which forum members and their associated organisations could get involved in or take inspiration from. Using some of the suggestions which arose from the event, TfSE will continue to explore more ways they can be involved in encouraging and promoting working in transport to a new generation.

2.2   The second in-person Transport Forum event will take place on Monday 18 November in Southampton. Invitations to Forum members have been distributed. The Forum will hear how the Transport Strategy refresh has been developed since the last meeting. The transport strategy team will provide feedback on how the Forum's input has been considered taken forward within the strategy refresh. A further agenda item will focus on the next steps for TfSE, to align with planned consultation for this work.

3.   Advisory Panel

3.1   In the meeting on 17 October the Advisory Panel discussed the development of the Centre of Excellence. The Advisory Panel provided feedback from their thematic groups on content which could be hosted on the site.

3.2   The Advisory Panel provided positive feedback on their own thematic groups, giving updates and key reflections from the most recent meetings. The panel asked for the Chair to feedback that TfSE should continue to advocate for investment in the South East, in line with other regions.

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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Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**28 October 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**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

1. Introduction

1.1   This report provides an update on a range of workstreams that support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1   Delivering the SIP will require a number of partners, including Transport for the South East (TfSE), local transport authorities, National Highways, Network Rail and DfT, to work closely together to develop and deliver the schemes and policy interventions it sets out. A number of different approaches to bring forward schemes will also be required, taking account of the various 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 will be updated 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.

4.2 The Story Map work supported by our consultants Steer, was entered into the British Cartographic Society annual awards, where it received a commendation.

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 are now complete or completing soon.

Table 1 Scheme Development Support 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 Mid-September following review from PCC
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	£100,000	Model runs in progress to be input to SOBC report by Mid-December
		Total	£201,297	

5.3 The TfSE budget for 2024/25 includes further funding for support of scheme development work. This year TfSE will support a greater number of schemes.

5.4 Criteria for scheme eligibility was:

- 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   Table 2 below sets out the schemes being supported in 2024/25 and the current status (funding allocations remain provisional until estimates for undertaking the scheme development work are sought and agreed).

Table 2 Scheme Development Support 2024/25

Authority	Scheme	Support for	Level of Support	Status
West Sussex County Council	A259 Chichester to Bognor Regis Enhancement	Feasibility Study	£100,000	Drafting Legal Agreements
Surrey County Council	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Feasibility Study	£50,000	Drafting Legal Agreements awaiting Consultant Proposal
East Sussex County Council	A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor SOBC	SOBC	£50,000	Drafting Legal Agreements awaiting Consultant Proposal
Berkshire – Wokingham Borough Council	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	Feasibility Study	£75,000	Drafting Legal Agreements
Hampshire County Council	South East Hampshire Area Active Travel	Feasibility Study	£50,000	Drafting Legal Agreements, awaiting Consultant Proposal
Brighton & Hove City Council	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	SOBC	£50,000	Drafting Legal Agreements and Proposal discussions with consultants
Southampton City Council / SOLENT / Network Rail	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	Feasibility Study	£50,000	Drafting Legal Agreements
		Total	£425,000	

5.6   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.

5.7   With the desire for support expected to rise in future years, we are working with Transport Strategy Working Group to discuss how future funding should be allocated if demand exceeds availability. It is still our belief that keeping the process quick and simple for LTAs to express interest in support should remain a priority.

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. Deadline for submission of Quarter 2 Monitoring Returns for Pre-Programme Entry schemes Q2 (2024-25) was Friday 27 August.

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 the new government policy direction is clearer.

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 still 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 by the general election and will be subject to the views of new Ministers. 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.

7.4   On the 15 August TfSE met with National Highways at the M25 Junction 10 scheme site office and toured the scheme. It was informative to better understand the size of the scheme and of the environmental and active travel benefits this scheme will deliver alongside road user benefits.

8. Analytical Framework

8.1   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.

8.2   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.

8.3   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.

8.4   We have commissioned STEER to undertake a Regional Travel Survey (RTS) for the TfSE geography. The purpose of this is to fill the data gap we have for understanding how people are travelling around our region, for what purpose, and by what mode. To gain this insight we will ask panellists to note all trips taken in the past week for all members of their household. We will also use this survey to gather insights on attitudes towards different transport modes, propensity to use new modes, and uptake of alternative fuels (e.g., electric vehicles). The outputs from this survey will be used in TfSE workstreams and will also be made available to LTA stakeholders.

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 are measured. The information will be updated with the current position of each of the proposed schemes with delivery partners towards the end of the calendar year in line with the annual cycle and reported in the TfSE annual report.

9.3   Work is also underway to capture and assess the benefits value that TFSE brings to our constituent authorities and government. This work will support our business plan and next steps for TfSE.

10. Conclusions

10.1   The Partnership Board is recommended to note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

RUPERT CLUBB
Chief Officer

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

Date of meeting: **28 October 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) Comment on the progress with the ongoing implementation of the Centre of Excellence;

(2) Comment on the progress with the work to implement Transport for the South East's electric vehicle charging infrastructure strategy;

(3) Comment on the progress with the delivery of Transport for the South East's future mobility strategy;

(4) Comment on the progress with the delivery of Transport for the South East's freight, logistics and gateways strategy;

(5) Comment on the work that has recently commenced on rail; and,

(6) Comment on the progress with the joint work on decarbonisation.

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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. Centre of Excellence

2.1   The TfSE Centre of Excellence was developed in response to the Levelling Up White Paper published in February 2022. Formally launched on 18 June 2024, the Centre of Excellence has already had over 180 individual user sign ups and 175 pieces of unique content uploaded to the platform. The platform is now moving into a 'business as usual' phase. This includes regular engagement with users via a monthly newsletter to keep them up to date on new content, creating new content, and monitoring and evaluating usage of the site.

2.2   Bespoke work has been developed in response to identified capability gaps in our constituent local authorities. Work published to date includes:

- seven training webinars on specific topics relating to business case development;
- guidance on how to 'prepare for climate change' with supplementary case studies;
- resources to support local authorities in securing development consent orders with supplementary case studies;
- training webinar on the Sub-national Transport Body (STB) Carbon Assessment Playbook; and
- training webinar on the STB Electric Vehicle Charging Infrastructure Visualiser tool developed by Transport for the North.

2.3   A pipeline of content is being maintained and new requests that we receive will continue to be assessed through an 'ideas tracker' and if suitable, added and assigned to a subject matter expert to develop the required content.

2.4   We have developed 35 measures to monitor and evaluate the Centre of Excellence. This will help us ensure that the platform continues to deliver improvements to the region's capacity and capability and meet the objectives set by Department for Transport (DfT) for Regional Centres of Excellence. Key metrics will be reported on quarterly basis to the Partnership Board.

2.5   Between June and August 2024, there were 122 total local authority officer registrations (100% of all 16 TfSE's constituent authorities have registered), and 64 unique visitors. The most frequently visited components for this period was the 'Case Studies' area, and the most visited specific page was the carbon assessment playbook tool. Monitoring these elements allow us to improve bespoke content, ensuring it aligns with the capability gaps identified through an annual survey.

2.6   Since the Partnership Board in July 2024, funding for the Centre of Excellence has been reprofiled to ensure as much funding as possible goes towards developing bespoke content. All management and administrative tasks are now being performed in house, to guarantee best value for local authorities.

2.7   The growth in the number of sign-ups has been predominantly down to the communication between the officers in our constituent local transport authorities who have spread the word about the content that the platform has to offer. A newsletter for these officers to share amongst their colleagues will be circulated in due course to encourage registrations with an offer to attend any departmental meetings to raise awareness.

2.8   Further engagement with the DfT is underway to understand how we can host work that they are producing and provide them access to tools and resources to support them in turn.

2.9   Support from universities and professional institutions has been maintained, with assets already being shared and offers of training for officers incorporated into the pipeline.

2.10   A further update on the progress of the work on the Centre of Excellence will be given at the Partnership Board Meeting in January 2025.

3. Electric Vehicle Charging Infrastructure Strategy

3.1   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.

3.2   A pioneering piece of study work has recently been completed to produce a series of forecasts that aim to understand the additional demand that the electrification of vehicle fleets will have on the south east's future publicly available charging network. The methodology and forecasting outputs for each local transport authority can be accessed via TfSE's regional centre of excellence platform. This work will need to be updated and on an annual basis as the national data sources it utilises to produce the forecasts are themselves updated. It is planned to develop this work further as part of TfSE's work programme for 2025/6 to identify the potential location for charging hubs that could be used by fleet vehicles subject to the availability of funding.

3.3   Transport for the North (TfN) are currently in the process of rolling out the EVCI Visualisation Tool that they have developed to other STBs. The tool provides users with localised information on projected electric vehicle uptake and charging infrastructure requirements. In September, TfSE formally launched a version of the tool covering the TfSE area to our local transport authorities. The training workshop provided attendees with an introduction to the tool and case studies on how the tool can be used most effectively. TfSE are also in the process of building a new module for this tool which will provide users with an update to the forecasting figures which focus on the future electrification of commercial vehicle fleets. This new module is expected to be completed in autumn 2024.

3.4   The latest meeting of TfSE's regional Electric Vehicle Charging Infrastructure Forum was held in September. This forum has been a successful platform for bringing together different organisations from across the South East, providing members with the opportunity to develop strong working relationships between members and has allowed attendees to share best practice with one another on how potential issues regarding EVCI rollout can be mitigated. A series of presentations were delivered to attendees which provided regional and national insight regarding the rollout of EV charging infrastructure.

3.5   A further update on the progress of TfSE's work on EVCI will be given at the Partnership Board Meeting in January 2025.

4. Future Mobility Strategy

4.1   The latest meeting of TfSE's Future Mobility Forum was held in-person on 2 October 2024. The theme for the meeting was Logistics & Kerbside. There was a presentation from Daniel Bianco from Brighton & Hove City Council on their eCargo Bike Accelerator Project, as well as Rob Glyons from Solent Transport on freight consolidation and first and last mile movements in the Solent Future Transport Zone.

4.2   A review of the Action Plan for the TfSE Future Mobility Strategy has been undertaken to identify potential projects for inclusion in the 2025/6 TfSE Business Plan. Several streams of work have been outlined for future mobility in FY 24/25. This includes guidance/frameworks on monitoring & evaluation of future mobility projects and potential piloting/test bed projects, as well as the possible development of a first and last mile strategy. Outputs form this work will be fed into the Centre of Excellence to maximise reach and consistency across the TfSE region. A further update on the progress of the work on future mobility will be given at the Partnership Board Meeting in January 2025.

5. Freight, Logistics and Gateways Strategy

5.1   TfSE now has access to the mapping tool that has been developed jointly by a number of STBs to identify current and future refuelling locations offering both recharging and access to alternative fuels for HGV vehicles. Work is underway to develop this tool so that it can be used to identify potential multi-use sites on the periphery of towns that could also include some limited lorry parking and driver facilities, potential interchange sites for diesel to zero emission vehicles (including rail possibly) and freight consolidation facilities in the TfSE area.

5.2   The next Wider South East Freight Forum covering the TfSE, England's Economic Heartlands and Transport East areas will be held on 14 November 2024. The meeting will be focussed on the challenges associated with the decarbonisation of the freight and logistics sector as identified at the meeting in June 2024.

5.3   The final reports for 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 have both been delayed as a result of delays needed to complete the work. These are now expected to be completed in time for the Partnership Board in January 2025.

5.4   Work on a freight awareness programme commenced in October 2024 covering the TfSE, England's Economic Heartland and Transport East areas. The purpose of this work is to increase the level of awareness of the needs of the freight sector in public sector organisations (especially those responsible for transport and spatial planning) at both regional and local levels. Linked to this is the need for an easy reference guide that can be used by the freight sector to navigate the variety of public sector bodies and understand their different roles and responsibilities. . This programme of work aims to address this lack of understanding through a range of training packages. The work will be carried out in two phases, the first is a needs assessment followed by the development of activities and initial training events.

5.5   A further update on TfSE's work on freight and logistics will be given to the Partnership Board at their meeting in January 2025.

6. Rail

6.1   A new Intermodal Rail Freight Study project covering the TfSE area commenced in September 2024 and is due to be completed by January 2025. It will support the Government's 75% rail freight growth target by:

- developing a clearer understanding of the current and potential demand for increased intermodal transfer of freight between road and rail networks across the TfSE area.
- Identifying the potential to provide additional or enhanced Intermodal Rail Freight Interchanges (IRFI)

6.2   The Great British Railways Transition Team will be involved in the study work as they too have been exploring the potential for increasing the number of IRFIs in the TfSE area.

6.3   The Wider South East Rail Partnership brings together the three STBs Transport for the South East, England's Economic Heartland and Transport East with DfT and the Shadow Great British Railways, Network Rail and Transport for London (TfL). Its overarching purpose is to have oversight of strategic rail planning across the region. The Partnership members are interdependent on each other and share common factors in securing improvements to both passenger and freight journeys. The STBs, in comprising elected members and business leaders, who collectively represent the single voice for transport in our three respective regions, will ensure that the Partnership takes account of our transport strategies and the needs of our rail passengers across the Wider South East. Once the Shadow GBR is fully established, the Partnership will allow the STBs to highlight their investment priorities and operational issues.

6.4   As reported to the Partnership Board in the Chief Officer's report in July 2024, TfSE is a member of the Wider South East Rail Partnership alongside officers from England's Economic Heartland, Transport East and senior representatives from the DfT, Shadow Great British Railways, Network Rail and TfL. To date three meetings of the Partnership have taken place. The latest of these took place on 6 September 2024. Amongst the key items discussed were:

- an update on the setting up and priorities of the new Shadow GBR body;
- the interim measures for investment planning for which Network Rail will remain responsible;
- the development of a process to streamline the engagement between DfT, the Shadow GBR, mayoral and local authorities; and
- an update on the draft position paper outlining the wider South East priorities that the STBs are producing to inform future collaboration and discussion.

6.5   The TfSE Rail Strategy Scoping Study started in September 2024 to identify the content of a comprehensive rail strategy for the TfSE area. The scoping study is due to be completed by the end of October 2024. A Rail Strategy for the TfSE area would support the work we are undertaking through Wider South East Rail Partnership and

will enable us to Develop a stronger evidence base with which to advise the Secretary of State, Great British Railways and the Office for Road and Rail and its partner local authorities on our rail priorities for the TfSE area. Work on the Rail Strategy is due to commence in the final quarter of 2024/5 subject to the availability of funding

6.6   A further update on the progress of the work on rail will be given to the Partnership Board Meeting in January 2025.

7. Joint work on decarbonisation

7.1   As reported to the Board in May 2024, TfSE, Transport East and England's Economic Heartland have worked collaboratively to develop a Carbon Assessment Playbook. This identifies the 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.

7.2   Work on the development of the tool is now complete and the tool was launched on 23 August 2024. All the constituent authorities in the TfSE area will be invited to the launch. The feedback that was received following this event will be used to identify what further support those wishing to use the tool will need. Work will also commence on 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 January 2025.

8. Financial considerations

8.1   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 and rail work are being funded from the DfT grant funding for 2024/25.

9. Conclusions and recommendations

9.1   The Partnership Board is recommended to comment on 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 January 2025.

RUPERT CLUBB
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Report to: Partnership Board –Transport for the South East

Date of meeting: 28 October 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

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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.

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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. 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 (TE) and England's Economic Heartland (EEH).

2.2   We are continuing to contact all the new MPs in the TfSE region to offer a face-to-face or virtual meeting following the general election.

2.3   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 and infographics to enhance further engagement.

2.4   The Transport for the South East website has now been redesigned. We will launch the redesigned website at the October Partnership Board meeting.

3. Transport Strategy Refresh stakeholder engagement

3.1   Following the completion of the Your Voices survey earlier this year, the report was made public and shared with those respondents who had expressed a desire to be kept informed of public updates. The next stage of wider engagement for the public consultation on the draft Transport Strategy is in development.

3.2   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, and how TfSE working groups, forums and steering groups can be best structured to enhance engagement and value for participants.

4. Events and speaker slots

4.1   <u>Past events</u>
- Active City Leicester, 17 July – Katie Lamb spoke about the Regional Active Travel Strategy & Action Plan project.
- Urban Mobility Partnership Annual Summit, Liverpool, 5 September – Katie Lamb spoke on a panel about the integration of transport and land uses.
- Rail Industry Association Southern Conference, 10 September, Rupert Clubb spoke about TfSE's role in securing future investment in our rail network, through our Strategic Investment Plan, the Wider South East Rail Partnership, and our technical work.
- Highways UK,16 October – 17 October, Rupert Clubb sat on a panel: Optimising local transport: Connectivity, investment, and public accessibility.
- Transport SMART Class, 10 October, Keir Wilkins spoke about the role of Sub-national Transport Bodies in a changing policy landscape.

4.2   <u>Future events/ speaker slots</u>

- Future Transport Forum, 22 January – 23 January 2025.
- STB Conference 28 February 2025.

5. The TfSE Podcast

5.1   Recent podcast episodes have covered our Transport Strategy Refresh and the challenges and opportunities the new government will face. Future podcasts planned include Healthy Streets, Buses and Accessibility.

6. MP engagement and public affairs

6.1   We have contacted every new MP in the TfSE region requesting an introductory meeting and have started to receive positive responses. This has taken time as Parliament was in recess for all of August and many MPs had yet to set up their offices and recruit staff.

6.2   Meetings have taken place to date with the following new MPs: Bexhill and Battle MP Dr Kieran Mullen (20 Sept), Chichester MP Jess Brown-Fuller (23 September), Guildford MP Zoe Franklin and Woking MP Will Forster (24 September).

6.3   There is a meeting scheduled on 19 November with Peter Lamb, the new MP for Crawley.

7. Delivering against our Communications and Engagement Plan

7.1   We continue to keep our communications and engagement activities under review following the priorities and objectives outlined in the Communications and Engagement Plan for 2024/25.

7.2   By completing the redesign of the TfSE website we have already achieved one of our key performance indicators as detailed in the Communication and Engagement plan for 2024/25.

7.3   We have exceeded our podcast listens 2024/25 target. In 2023/24 the podcast average listens were 50 per episode, our current listens per episode are over 100, with the August episode 'New Government opportunities and challenges' receiving 120 downloads.

7.4   Further progress has been made towards increasing our reach on social media to 2000 followers. TfSE have gained 102 new followers and over 6,500 new impressions on LinkedIn since April.

7.5   Our target of 2000 followers on Twitter have not progressed. We currently have 1,055 followers and we will continue to develop creative content to grow the numbers. We are confident the numbers will increase during the consultation for the Transport Strategy Refresh.

7.6   The success of our 'Your Voices' campaign, including over 1,500 responses and promotion from MPs and local councils across the TfSE region, will inspire future projects and how they gain engagement online.

7.7   By the end of 2024 we will have also held our two in-person Transport Forum events for the year, with increased membership and district and borough representation, strengthening our stakeholder relationships with these authorities.

8. Recommendations

8.1   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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