

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 Interchange Strood	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.

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