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.

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

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.

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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

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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