Report to:	Partnership Board –Transport for the South East
Date of meeting:	27 January 2025
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 requires several 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. Several different approaches to bring forward schemes are also required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress further 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 the place-based and global interventions included in the SIP.

3.   SIP Delivery Action Plan

3.1   The SIP contains nearly 300 multi-modal schemes and policy interventions identified as being required to realise the vision for 2050 as set out in the TfSE Transport Strategy. Delivery will require the input of several different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2   The Delivery Action Plan provides a framework for managing and monitoring delivery of the interventions and policies to achieve the region's long-term objectives set out in the SIP. The SIP sets out the necessary investments across the transport network, while the Delivery Action Plan provides insight into how interventions are moving forward, ensuring alignment with local and national priorities.

3.3   The information within the Delivery Action Plan for the SIP has been updated through November and December 2024 via a series of meetings with each delivery

partner independently to review the schemes. The information gathered as part of this exercise informs delivery of the schemes within the SIP and provides great insight to how partners are progressing across the region shaping the support TfSE seeks to provide partners as they bring forward schemes.

3.4 The information in the Delivery Action Plan is fed into the prioritisation framework tool and this update will further improve our ability to filter and prioritise schemes as required.

3.5 We have also been able to collate information regarding the required funding level for scheme development over the next three years based on forecasts of scheme progress and stages planned. This information will be used by TfSE to help make the case for appropriate development funding for delivery partners, ideally with longer term funding certainty. This information will be updated annually as part of the DAP update process.

4.   Interactive Story Map

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

5.   Scheme Development Work

5.1 The TfSE budget for 2023/24 included funding to work with partners to support and undertake scheme development work to deliver SIP schemes. This workstream supports delivery partners to progress scheme development through either feasibility study or Strategic Outline Business Case stage in circumstances where they are not able to fund or resource the work themselves.

5.2 Supporting this work will enable a regional pipeline of schemes to be developed in readiness for funding streams when they come on line in the future and will also help make the case for bringing new funding streams online through evidence collated as part of the process.

5.3 The work that is completed also provides content and lessons learnt which is shared with partners through TfSE's Centre of Excellence.

5.4 The four schemes assisted in financial year 2023/4 shown in Table 1 at **Appendix 1** are now complete or completing soon.

5.5 The TfSE budget for 2024/25 included a further funding allocation at an increased level to provide development support. The process used to allocate the funding, and the seven specific schemes to benefit were outlined in the July 2024 Board paper. A reserve scheme had also been identified in the event that the full budget allocation was not taken up, and funding has now been allocated to bringing forward development work on that additional scheme. The approved schemes and their progress are shown in Table 2 at **Appendix 1**.

5.6 Due to budget pressures, it is likely that the level of scheme development support will be reduced in 2025/26. Having a better understanding of the overall status of SIP schemes from the updated DAP and four lists of priority schemes (agreed by the Partnership Board in October 2024) will both support any decisions for the allocation of scheme development support in the next financial year. We have already opened

discussions with Transport Strategy Working Group and Senior Officer Group to discuss how future funding should be allocated if demand continues to exceed availability, and to consider how we can ensure alignment with the new government priorities and TfSE's vision and missions set out in the refreshed Strategy.

6.   Major Road Network (MRN) and Large Local Majors (LLM)

6.1   TfSE continue to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme. We attended a meeting on the 22 November 2024 supporting both the DfT and PCC regarding City Centre Road MRN Scheme and next steps for the project.

6.2   The scheme development support and the priority lists we submitted to the DfT were intended to support a pipeline of schemes for any future MRN2 programme which we will be keen to discuss with DfT once the 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 announcement of the Draft RIS 3 has been delayed and National Highways have been given a one-year extension of RIS2 with an interim settlement. It is our current understanding that the Draft RIS will be published Spring 2025, and we will be maintaining dialogue with both National Highways and DfT as that process evolves.

8.   Analytical Framework

8.1   Following the endorsement of the Analytical Framework Routemap at the Partnership Board meeting in May 2024, we have successfully conducted two South East Transport Modelling and Appraisal Forums. These forums included representative officers from 10 out of 16 of our local transport authorities. In the first forum, individual officers discussed the status of their analytical capabilities and capacities and shared issues and challenges they hoped to address in collaboration with their counterparts from other local transport authorities.

8.2   Following the success of the first forum, at the second forum colleagues from Hampshire County Council shared findings from a TfSE-funded study about the future of strategic modelling in Hampshire. This presentation generated valuable discussions about the direction of future modelling efforts. This topic is particularly timely, as many LTAs are currently using pre-pandemic strategy models, which may require updates.

8.3   To help our local officers build confidence in managing analytical projects, we collaborated with subject matter specialists and DfT analysts to deliver a series of webinars on business case development and modelling through the Centre of Excellence. These sessions were very well received and aimed to better equip local officers responsible for overseeing modelling and appraisal projects.

8.4   In the Modelling and Appraisal forum, four priority data gaps were identified by the

officers: journey time by mode, origin-destination matrices, traffic counts, and travel survey data. As a result, we have developed a plan to support these gaps. The table below shows the actions we have taken so far and next steps.

Data Gap	Actions Taken	Next Steps	Benefits for LTAs
Journey time by mode	Investigated options (TRACC, Podaris, Cadence 360); identified Podaris as the best cost-benefit solution.	Explore centralised Podaris subscription for all TfSE LTA's, to ensure equitable access and reduce long-term costs.	Provide essential input data for accessibility analysis and transport modelling, and analytical capabilities through Podaris that can be used to perform accessibility analysis to support planning work, such as BSIP.
Origin-destination matrices	Securing funding for mobile network data (MND); engaging with LTAs to refine data requirements.	Finalise LTA requirements and identify best MND provider.	Provide LTAs with the MND, an essential dataset for modelling, which typically costs £30–60k for LTAs looking to update their transport models. Procuring it through TfSE can be beneficial due to economies of scale.
Traffic counts	Engaging with LTAs to review collection practices and identify regional support opportunities.	Host a forum in January 2025 to focus on data collection techniques and challenges.	Facilitate collaboration among LTAs and TfSE by encouraging data sharing, improving the utilisation of collected traffic data, and promoting consistency.
Travel survey data	Commissioned a regional travel survey with 6,000+ participants, offering robust insights into travel behaviour.	Share travel survey insights with LTA's via an online dashboard with drill-down functionality.	Essential data for understanding travel behaviour in each LTA, serving as key evidence for people-centred decision-making.

8.5   On analytical tool development, we have commissioned the development of a South East Highway Assignment Model (SEHAM) to support internal projects such as the SIP refresh, EVCI, and the Decarbonisation Playbook. It will also serve as a robust foundation for LTAs to develop local models. The first phase of model development is expected to be completed by April 2025.

8.6   On the public transport side, we are finalising the proof-of-concept report, comparing Transport for the North's NoMRS rail model with MOIRA, to help inform whether TfSE should consider developing a SE rail model. The next stage of development will be planned based on the findings of this report to enhance tools that support rail scheme assessments. For bus schemes, functionality to assess impacts on bus journeys will be added to SEHAM in the next phase of the analytical framework development. In the

interim, Podaris, as previously mentioned, offers high-level analytical capabilities and has already been used by some LTAs to support BSIP analyses.

8.7   In 2025, our focus will be on continuing to enhance regional and local modelling capabilities by addressing data gaps, advancing tool development, and fostering collaboration. A more detailed plan is outlined in the table below. These efforts aim to equip LTAs with robust data, tools, and insights to support effective decision-making and sustainable transport planning.

2025 Plan	Description	Timeline	Benefit for LTAs
Launch Travel Behaviour Online Dashboard	Create an interactive dashboard to share travel survey insights, with drill-down capabilities for LTAs.	Jan-March 2025	A quick overview of essential travel behaviour statistics at the regional level, as well as for each LTA, without the need to delve into the raw data.
Procure Mobile Network Data (MND)	Secure MND at the regional level to generate comprehensive travel demand data for model updates.	Jan-May 2025	Provide LTAs with the MND, an essential dataset for modelling, which typically costs £30–60k for LTAs looking to update their transport models. Procuring it through TfSE can be beneficial due to economies of scale.
Develop Travel Market Synthesiser Tool	Build a tool to integrate datasets (MND, travel survey, development data) for localised travel demand projections.	April-August 2025	Provide localised and consistent travel demand forecasts for use in various analyses by LTAs.
Rebase SEHAM to 2024 base year	Rebase SEHAM to 2024 base year with MND and traffic counts data.	August-December 2025	Provide a robust analytical tool for testing road network impacts of SIP interventions. Additionally, supply improved, more localised, data inputs for other tools, such as the EVCI and the Decarbonisation Playbook, which currently rely on National Highways' model.
Collaboration with DfT and Academia	Partner with universities and DfT to trial new tools (e.g. connectivity tool, population synthesiser) and research transport resilience.	Throughout 2025	TfSE is well-positioned to investigate essential yet-to-be-standardised transport analysis, such as resilience, new technologies for transport planning, given

2025 Plan	Description	Timeline	Benefit for LTAs
			its close connections with both the DfT and LTAs.

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 has been updated with the current position of each of the proposed schemes with delivery partners and will be reported in the TfSE annual report. Through this exercise we are able to identify where schemes are progressing, what is in the pipeline and where schemes have faltered or paused.

9.3   Work is underway to gather and analyse data in readiness for the publication of a second "State of the Region report", which will update on the first version that was published in 2023.

9.4   Over time TfSE are improving the evidence base that informs our strategic work and plans. Through our monitoring and evaluation Framework we will be able to ensure that the benefits envisaged are realised and what impact they have on the South East. It will also serve to inform where benefits are maybe not as predicted and enable us to identify why and any lessons to be learned. This will in turn inform future strategy and plans, be shared through the Centre of excellence and with partner STB's to the benefit of our partners, the region and the rest of the UK.

9.5   To support the increasing outputs from the above workstreams, TfSE has been gathering requirements for a central system to store data. Working with our host authority, we have agreed on a PostgreSQL database solution. In 25/26 we will build the data architecture around this central repository, creating a regional data hub.

10.   Conclusions

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

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Appendix 1

Table 1 - Development support schemes – 2023-24

Authority	Scheme	Support for	Level of Support	Status
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	£51,297	Complete,
Medway Council	New Strood Interchange	Pre-Feasibility Study	£20,000	Complete,
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	£30,000	Expected Jan 2025
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	£100,000	Expected Jan 2025
		Total	**£201,297**	

Table 2 - Development support scheme - 2024-25

Promoting Authority	SIP ref	SIP Scheme Name	Status	Support for:	Award
West Sussex County Council	I16	A259 Chichester to Bognor Regis Enhancement	Underway	SOBC	£100,000
Surrey County Council	N1	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Scoping	Feasibility Study	£50,000
East Sussex County Council	N3b & N18	A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor SOBC	Underway	SOBC	£50,000
Berkshire - Wokingham Borough Council	P7, P9, P12, P18, Q1	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	Underway	Feasibility Study	£75,000
Hampshire County Council	E2	South East Hampshire Area Active Travel	Reviewing Contract	Feasibility Study	£50,000
Brighton & Hove City Council	A2 & A3	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	Scoping	Feasibility Study	£50,000
Solent Authorities - NR	G2 & G3	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	Finalising contract schedules	SOBC	£50,000
				TOTAL	**£425,000**

2024/25 Reserve scheme (funding now committed as a result of an underspend in the budget)

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