Transport for the South East
Partnership Board Meeting

Agenda – AGM

Monday 21 July 2025, 14:00-17:00

ICE, One Great George Street, 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 Cabinet member for Transport, Parking and Public Realm Brighton & Hove City Council
Cllr John Ennis Lead Councillor for Climate Strategy and Transport Reading Council *(representing BLTB)*	Cllr Paul Fuller Isle of Wight Council	TBC Kent County Council
Cllr Lulu Bowerman Executive Member for Highways and Waste Hampshire County Council	Cllr Peter Candlish Cabinet Member for Transportation Portsmouth City Council	Cllr Eamonn Keogh Cabinet Member for Environment and Transport Southampton City Council
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Geoff French CBE Chair Transport Forum
Vince Lucas Business Representative (co-chair Business Advisory group)	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)
Mark Potter Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)	Richard Leonard Network Planning Director National Highways (on behalf of Richard Leonard)	Gary Nolan Strategic Engagement Lead Transport for London

Apologies:

Dave Hooper, Network Rail
Daniel Ruiz, Business Representative

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting (p5-16)**	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
	For Decision	
5	**Governance (p17-21)** *(Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)*	Rupert Clubb
6	**Annual Report 2024/25 (p22-52)**	Keir Wilkins
7	**Business Plan 2025/26 (p53-89)**	Keir Wilkins
8	**Transport Strategy (p90-324)**	Mark Valleley
9	**Centre of Excellence Workplan (p325-355)**	Emily Bailey
10	**SIP Refresh Plan (p356-368)**	Sarah Valentine
11	**Communication Plan 2025/26 (p369-382)**	Keir Wilkins
12	**Audit and Governance Committee (p383-395)** • Membership • Strategic Risk Register	Cllr Joy Dennis
13	**Finance Update (p396-401)**	Keir Wilkins
14	**Responses to Consultations (p402-436)**	Rupert Clubb
	For Information	
15	**Business Advisory Group (p437-441)**	Vince Lucas
16	**Advisory Panel and Transport Forum (p442-443)**	Geoff French
17	**Delivery of the Strategic Investment Plan (p444-447)**	Sarah Valentine
18	**Analytical Framework Update (p448-499)**	Sarah Valentine
19	**Technical Programme (p500-534)**	Mark Valleley

20	**Communications and Stakeholder engagement (p535-538)**	Keir Wilkins
21	**AOB**	Cllr Keith Glazier
22	**Date of Next Meeting** Monday 27th October, 2pm, London	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
Mark Valleley	Transport for the South East
Emily Bailey	Transport for the South East
James Gleave	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
Felicity Tidbury	Portsmouth City Council
Hayley Chivers	Portsmouth City Council
Natalie Wigman	Hampshire County Council
John Collins	Arup
Dan Taylor	DfT
Colin Rowland	Isle of Wight Council
Michelle Love	Isle of Wight Council
Stewart Chandler	Isle of Wight Council
Bartholomew Wren	Tonbridge & Malling Council
Stuart Kistruck	Network Rail
Matt Davey	West Sussex County Council
Darryl Hemmings	West Sussex County Council
Alex Pringle	SDNPA
Thomas Cornwell	National Highways

TfSE Partnership Board
17 March 2025 – 14:00-17:00
Minutes - *draft*
ICE, Council Room

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Trevor Muten Cabinet member for Transport, Parking and Public Realm Brighton & Hove City Council	Cllr John Ennis Lead Councillor for Climate Strategy and Transport Reading Borough Council *(representing BLTB)*
Cllr Lulu Bowerman Executive Member for Highways and Waste Hampshire County Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Geoff French CBE Chair Transport Forum
Daniel Ruiz Business Representative *(Business Advisory Group co-chair)*	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)*
Tom Cornwell National Highways *On behalf of Richard Leonard*	Dan Taylor Department for Transport	

Apologies:

- Cllr Simon Curry, Medway
- Cllr David Robey, Kent
- Cllr Peter Candlish, Portsmouth
- Cllr Eamonn Keogh, Southampton
- Cllr Matt Furniss, Surrey
- Cllr Sophie Cox, Worthing
- Ellie Burrows, Network Rail
- Richard Leonard, National Highways

Officers attended:

- Rupert Clubb, Transport for the South East
- Sarah Valentine, Transport for the South East
- Keir Wilkins, Transport for the South East
- Mark Valleley, Transport for the South East
- Jessica Lelliott, Transport for the South East
- Jaimie McSorley, Transport for the South East
- James Boyes, Transport for the South East

- Charles Field, Brighton

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- Chris Maddocks, Reading

Item	Action
1. Welcome and Apologies	
1.1 Councillor Keith Glazier (KG) welcomed Members to the meeting and noted apologies. 1.2 Apologies were noted from Cllr Eamonn Keogh, Cllr Peter Candlish, Cllr Simon Curry, Cllr David Robey, Cllr Matt Furniss, Cllr Sophie Cox, Richard Leonard and Ellie Burrows. Cllr David Robey wrote to Cllr Keith Glazier with some comments on the agenda items, which have been noted by the Chair.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed. 2.2 Cllr Glazier provided an update on the outstanding actions from the previous meeting: • Freight – Mark Vallely has provided an update to Councillor Simon Curry on the Freight workstream. • Technical call off contract – a note was added to the minutes noting that Sarah Valentine had checked with the accountable body procurement team who confirmed that the contract was procured under an ESPO Framework which was procured under the Public Contract Regulations 2015. • Intermodal rail freight study – Mark Valleley provided further information to Councillor Sophie Cox in relation to the study.	
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. Report of the Audit and Governance Committee	
5.1 Councillor Joy Dennis (JD) highlighted that the Committee heard the announcement of TfSE's funding allocation decision from the Department for Transport (DfT) which saw a 4.7% increase on 2024/25. JD explained that the Committee were given the opportunity to provide views on where to allocate the increase from funding and came to an agreement for the increase to be split equally across Centre of Excellence and Analytical Framework. 5.2 JD also raised that the Committee reviewed the finance position to the end of January. Following their meeting a further update was requested on	

the finance position at the end of February. JD also highlighted that the Committee sought assurance on the carry forward. 5.3 JD highlighted that the Committee reviewed their forward programme of work for 2025/26 highlighting a particular piece of work the Committee have requested on assuring the value for money that TfSE provides including through its external suppliers. 5.4 The recommendation was **agreed** by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to **comment** on the discussions and actions arising at the meeting of the Audit and Governance Committee.	
6. Financial Update	
6.1 Keir Wilkins (KW) set out the financial position to the end of February 2025. 6.2 KW highlighted the revised forecasts for the Year End, noting that year end spend will be less than forecast in January, because the accountable body's finance system SAP is being migrated to Oracle which has therefore meant payments ceased on 7th March. KW highlighted that this means that our carry forward will be higher than expected, but that all the additional carry forward is committed carry forward for technical work that is underway and will be finished early in the 2025/26 Financial Year. 6.3 Cllr Trevor Muten (TM) asked for a break-down of what work will be invoiced in March and what work will be invoiced early in the new Financial Year. In response to this KW confirmed that these forecasts on when we expect work to be completed and invoiced are broken down within the finance paper. TfSE will continue to update the Board and Audit and Governance Committee. 6.4 Daniel Ruiz (DR) asked how TfSE will ensure quality of work, where funding has been committed and will carry forward to the next Financial Year. In response to this KW reassured DR that work will not be paid for unless it is completed to a satisfactory standard. 6.5 The recommendation was **agreed** by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to note the current financial position for 2024/25 to the end of February 2025.	
7. Responses to Consultations	
7.1 Rupert Clubb (RC) provided an overview to the five consultation responses we have responded to.	

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7.2 Tim Burr (TB) raised in relation to the Blue Bell Hill response that it comes across the rationale for this scheme is accommodating future increases in traffic.

7.3 Cllr Matt Boughton (MB) raised also in relation to the Blue Bell Hill scheme noting that a particular footpath has been referenced and asked for something to be included referencing a particular bus stop that should remain.
In response to this RC agreed amend the response to recognise the point made.

Following the meeting, this response has been edited, and updated specifying public transport priority.

7.4 TM raised in relation to the Integrated National Transport Strategy call for ideas how did the timing of the response align with the event held recently in Brighton by the DfT.
In response to this RC explained the consultation was in addition to the roadshow.

7.5 TM asked in relation to the EV report specifically around question 15 how we can progress this further, specifically around trading in old vans / cars.
In response to this Mark Valleley (MV) emphasised the importance of the second-hand market in the transition to zero emission vans.

Following the above questions, members had a good discussion on electric vans and some key points raised were:

- Availability of the second-hand market and whether the Government should incentivise this
- Big distributors moving to EV
- Barriers with cost and availability of charging infrastructure
- The need to consider the potential for internal combustion engine lorries to be converted to battery operation
- Need to differentiate between different sizes of commercial vehicles when talking about fleet electrification.

7.6 Cllr John Ennis (JE) raised in relation to the rail response there is a real opportunity for the rail industry. Agrees with the points set out within the consultation response. Frustrations and opportunities with Reading having eight stations on a National and Regional line, we acknowledge we can't act in isolation, but we could act regionally and called for an integrated ticketing approach.

7.7 JD asked about export productions which Rupert will take away and find out.

7.8 Cllr Lulu Bowerman (LB) asked about whether TfSE could have a role in the performance of rail, monitoring, capacity and feeding back into franchises and GBR.
In response to this RC explained the potential is there, paper later in the agenda on the Wider South East Rail Partnership and opportunities through

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consultation on devolution arrangements which are currently live which have specific references to rail. 7.9 DR raised a point on the consultation responses of the need to emphasise end-to-end journeys at a strategic level not coming through as strong as it could. 7.10 The recommendations were **agreed** by the Partnership Board. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: 1) Agree the draft response to Western Gateway: Draft Strategic Investment Plan Consultation; 2) Agree the draft response to Transport Select Committee's call for evidence on Rail Investment Pipelines: ending boom and bust; 3) Agree the draft response to Kent County Council's A229 Blue Bell Hill Improvement Scheme Consultation; 4) Agree the draft response to the Integrated National Transport Strategy call for ideas; and 5) Agree the draft response to the Department for Transport's – Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition.	
8. Business Planning 2025/26	
8.1 KW highlighted that DfT have approved our Business Plan for 2025/26 and provided us our funding settlement for the year ahead. The letter in appendix 1 sets out the Transport Secretary response to the submission of our business plan. The allocation for 2025/26 is £2,161,666. 8.2 KW highlighted that our funding has been increased by 4.6% compared to 2024/25, which is an extra £96,666. The DfT expressed a preference for us to allocate this additional money to our Centre of Excellence and Analytical Framework. The Business Plan has been updated to reflect this. 8.3 KG noted his thanks and was pleased we have received this allocation earlier on in the year and commended to all that help behind the scenes. 8.4 TM welcomed the uplift in funding and asked for clarification on the additional bus work that will be delivered through the Centre of Excellence. In response to this KW confirmed that the key for the Centre of Excellence is to provide advice and support to our Local Authorities to make whatever case is most appropriate for their area. We can convene, provide tools and support where possible. 8.5 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to approve Transport for the South East's updated Business Plan for 2025/26, following the announcement of Government funding.	

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9. Warehousing Provision and Viability of Waterborne Freight Studies	
9.1 Mark Valleley (MV) provided an overview of the paper, along with the key findings and next steps. 9.2 DR noted the interesting piece of work and asked what we might do next for the work. In response to this MV explained we want to share the Warehousing Study with DfT to take forward some of the recommendations, first thing is to speak to DfT about the study., Also taking forward the recommendations about how the , the partnership brings together planning authorities, what we then need to do and the recent changes to the NPPF. DR also asked where would we need to apply the incentives to make a step change to build momentum to make a bigger change and could we make recommendations for where policy change / investment / interventions may be helpful? In response to this MV highlighted the issue with the lack of data we need to better understand the freight sector. 9.3 JD explained this could be useful for District and Borough's in terms of a planning perspective in their areas. Asked in relation to waterborne why we included smaller ports for commercial movement . 9.4 TM raised what change are we trying to drive with warehousing referencing motorways and connections with rail. In response to this Mark explained there is a further update on intermodal of freight in the technical programme agenda item. In our area there is the potential with a number of our ports being well connected to rail. 9.5 JD raised in relation to warehousing provision and local plans not looking at provision for bus garages / stations. 9.6 TB noted one planning authority missing from the study, the South Downs National Park Authority. TB also raised the need for all to have regard to the purposes of protected landscapes when making land use decisions. 9.7 LB highlighted a new site for Amazon which has a lot of movement, employs local people but the perception on the impact of local roads / residents. The perception is being key, moving forwards the strategic authority having the overall plan for the area is key. 9.8 MB raised the success within Kent, with logistics companies employing local people and societal trends all reliant on brands we are buying goods from. Good piece of work undertaken, realistic where we are at present, identifying issues. Good way to localize economic growth on a national footprint. 9.9 The recommendation was agreed by the Partnership Board ***RECOMMENDATION:***	

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The members of the Partnership Board are recommended to agree the study reports for the Warehousing Provision Study and Viability of Waterborne Freight Study.	
10. Wider South East Rail Partnership – Position Paper	
10.1 MV provided an overview of the paper noting that a good discussion took place at Senior Officer Group, with additional items we want to add: • Emphasis on making better use of existing infrastructure as well as investing in improvement schemes. • including more specific information about freight and integration with London. • Emphasising the importance of rail links to airports in the region. A revised version will be updated and shared. 10.2 KG asked if this Position Paper is positively received in the other STB areas MV confirmed it is. 10.3 MB highlighted happy with the additions, please the other two STB's are on board. Key thing that has not been drawn out within the paper is the milestones and turning the ambitions into reality particularly with scheme delivery, interested to see this come back. 10.4 Dan Taylor explained that all three STBs are committed to this model as are their members, good example of cross STB working. Agree it will be good to revisit but to allow this some time, with rail not moving as fast. DfT are committed to this partnership, evolution over time too with this partnership with devolution. 10.5 LB asked about the performance monitoring and enhancement in relation to rail and if we could introduce this here? In response to this RC outlined a number of bodies oversee the performance. RC noted the desire from the partnership to have an oversight on performance as we move into these newer relationships. RC also noted the fare box that the partnership rail raises and the relationship with London. 10.6 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to comment on the contents of the STB's Wider South East Rail Partnership draft position paper and agree the objectives and delivery activities as set out in the draft Position Paper	
11. Scheme Development Support 2025-26	
11.1 Sarah Valentine (SV) outlined the purpose of the paper is to set out the process we have used to identify which schemes should receive scheme development support this year and to agree the schemes that will receive funding this year.	

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11.2 SV noted that criteria for receiving support. SV highlighted following feedback from Partnership Board members, and our local authorities, along with reduced funding available this year, the process for selecting schemes is different than previous years. SV explained there have been two sessions of engagement with Transport Strategy Working Group and Senior Officer Group to talk around the process we should use and for comments on those schemes selected. 11.3 JD asked those with the work for the next three years is this for the development or deliverability of the scheme itself. SV explained it is for work that is planned on development within the next three years. However, the two are linked, with the current financial situation authorities are not bringing forward schemes. 11.4 RC discussed the challenges with a number of authorities not being ready which has slowed us getting the funding out of the door, which has led to us identifying schemes that could move at pace. The two identified are sensible ones. Moving forwards business case development should be considered to enable us to take more schemes through the process. 11.5 TM asked about the valuation and cost benefits. In response to this SV explained we don't have the cost benefit analysis in the SIP to inform decisions, it is more on deliverability and all schemes have been taken as a priority. 11.6 LB raised the benefits and triggers to the two schemes identified for the various modes of transport. In response to this SV explained that once a scheme is finished a questionnaire is sent to identify the benefits to it. SV also raised that its not just the funding that is needed it is the other benefits through our Centre of Excellence which is also supporting schemes moving forwards. 11.7 The recommendations were agreed by the Partnership Board. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: 1) Comment on the progress and approach to Local Authority Scheme Development work; and 2) Agree which schemes are to receive development support in 2025-26 (as set out in Table 1).	
12. Regional Active Travel Strategy and Action Plan	
12.1 MV outlined the purpose of the paper, and the amendments that have been made following comments made at the October Partnership Board meeting. A further opportunity was provided to allow for further comments to the strategy and map via a technical note. MV explained the strategic active travel network map is to design and compliment work being undertaken by local authorities, it is not a blueprint but is to act as a guide for local authorities to use. MV explained we had comments from nine authorities and a meeting with Tonbridge and Malling on specific concerns they raised, the changes and	

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comments are identified in Appendix 2, the revised map is set out in Appendix 3 and the revised RATSAP document is in appendix 4.

12.2 TM raised welcome this and the amendment, noted the cross boundary being vital to developing cycling and walking routes.
12.3 JD raised the joining up across the boundaries is useful and outlined some of the issues.
JD also raised the pictures on the cover of the RATSAP, most pictures being of cycling, all in the city and no pictures of walking in the country / pavements – feels disproportionate. In terms of the cycling, useful to understand the age profile of those cycling for different purposes including, commuting, leisure, family leisure and those using for local travel i.e. popping to the shop and for traveling to schools.
Another issue, multi-use paths, rights of way with footpaths and bridleways – limitations with this. How we can improve walking routes

12.4 MB raised grateful for the revised version taking into account the comments raised previously. Highlighted the principal issue from a district and borough perspective with future developments and opportunities, looking at aligning the local plan with the local active travel strategy. Concerns with it colliding at a local level, with active travel being built up at a local level rather than a south east basis.

12.5 TB queried the aspirational picture, with the south downs way not being included, but there is an east – west path which follows a track to the North of where the south downs way is. Unsure if this exists on the ground, as it is aspirational. When we have a well known east west path in place end to end not against more paths, can't understand the rationale on a path which parallels the existing end to end path.

In response to this MV explained that the intention is not to map existing routes; it is a guide for someone approaching the introduction of new cycling infrastructure identifying the places that need joining up. It is not a blueprint dictating where infrastructure should be introduced, and additional text has been added into the document to explain this.

The additional work we can undertake to implement the strategy could include, first mile – last mile connectivity and the additional breakdown of data on cycling. We have just completed a travel survey which could provide us the information to see how these facilities are being used and adding ferries to be added to the map.

12.6 Following the discussion the Chair asked for a vote on the revised version of the Regional Active Travel Strategy and Action Plan. The Chair asked for a show of hands, the majority of Partnership Board members agreed the Regional Active Travel Strategy and Action Plan.

12.7 The recommendations were agreed by the Partnership Board following the majority vote.

RECOMMENDATIONS:
The Members of the Partnership Board are recommended to:

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1) Comment on the changes to the Regional Active Travel Strategy and Action Plan that have been made following the Partnership Board meeting on 28 October 2024; and 2) Agree the revised version of the Transport for the South East Regional Active Travel Strategy and Action Plan.	
13. Transport Strategy Refresh	
13.1 MV highlighted consultation on the draft strategy which closed on Friday 7 March, with a range of engagement activities to support the consultation. A good response was received with 860 responses compared to 2020 when 601 responses were received. 13.2 MV noted that we have worked hard to get responses from all our constituent authorities and key stakeholders and organisations represented on our Partnership Board. Responses from, a few authorities are outstanding which are being chased. 13.3 MV outlined the next steps, the consultation report will be formulated analysing the responses and making recommendations about any changes that may be needed to the strategy following the comments received, which will come back to the Board in July. The final strategy will be agreed in October by the Board. 13.4 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The Members of the Partnership Board are recommended to ***comment*** on the progress being made with the development of the Draft Transport Strategy.	
14. Business Advisory Group	
14.1 DR provided an overview of the recent meetings of the Business Advisory Group. DR highlighted that the Wider Business Advisory Group will be taking place on 09 July, the format is currently being finalised and the organisations identified that will feed the most value. 14.2 DR raised some of the opportunities and challenges that members of the group have identified for businesses. This has led to progress being made with Heathrow Western Rail access challenge; TfSE are supporting an economic analysis of the ferry service to and from the Isle of Wight. 14.3 LB asked about the certainty on funding for buses and operators. In response to this KW explained this is for the bus fare cap, and the need for multi-year funding settlement for local authorities following a particular conversation on EV / hydrogen buses complications. JD raised the challenges with Hydrogen that West Sussex have faced. KW explained that these challenges will be raised with the DfT and through our Centre of Excellence we can look to support our local authorities also facing this challenge.	

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As a general point the health and safety and issues raised in relation to EV / hydrogen will be looked into. 14.4 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to ***review and comment*** on the recent work of the Business Advisory Group.	
15. Advisory Panel and Transport Forum Update	
15.1 Geoff French (GF) provided an overview of the recent meetings and noted that it has now been a year since the Transport Forum review took place, and officers will work with Geoff on the future of the Transport Forum. 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. Delivery of the Strategic Investment Plan	
16.1 SV took the paper as read and highlighted that comments were received from Cllr David Robey in relation to the Delivery Action Plan, the points raised will be updated and reflected in the final version. 16.2 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.	
17. Technical Programme update	
17.1 MV took the paper as read. 17.2 The recommendations were agreed by the Partnership Board. ***RECOMMENDATION:*** 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 progress with the work to implement the Electric Vehicle Infrastructure Strategy; 3) Comment on the progress with the delivery of the Freight, Logistics and Gateways Strategy; 4) Comment on the progress work on rail; and 5) Comment on the progress with work on decarbonisation.	
18. Communications and Stakeholder Engagement Update	

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18.1 James Boyes (JB) thanked members following the request for local authorities comms teams to promote the consultation on the transport strategy refresh - after the last board we received over 100 responses. JB outlined some of the activities undertaken on the Transport Strategy Refresh consultation including pop up events covering most of the region that saw around 150 people attending, social media and a radio interview. 18.2 JB highlighted MP engagement, with four meeting requests to be diarised. A meeting has taken place with Peter Swallow, MP for Bracknell. 18.3 JB outlined some of the events TfSE have attended and noted that our communications assistant recruitment is underway. 18.4 The recommendation was agreed by the Partnership Board. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to comment on the engagement and communication activity that has been undertaken since the last Partnership Board meeting.	
19. AOB	
19.1 TM asked how members of the public can join the meeting. In response to this RC explained members of the public can attend as this is a meeting in public and is streamed live via YouTube to our website. Members of the public are unable to participate. 19.2 KG also apologised for the size of the Board Pack and noted that officers will look at reducing the size and explore whether we can create virtual members room with documents that members will need sight of.	
20. Date of Next Meeting	
19.1 KG noted that the next meeting will take place Monday July 21st 14:00-17:00, ICE London.	

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Agenda item 5

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Transport for the South East – Governance Arrangements**
Purpose of report:	**To agree the appointment of the Chair, Vice-Chair, and co-opted Board Members to the Transport for the South East Partnership Board.**

RECOMMENDATIONS:

The constituent 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 the following roles 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 agree 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.

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1. Introduction

1.1 The Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017 and a revised constitution in December 2019. The

constitution set out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

2. Appointment of the Chair and Vice-Chair

2.1 The constituent authorities are recommended to nominate and elect a Chair and Vice Chair.

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

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

3. Co-opting additional Partnership Board members

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

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

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

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

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

- Following the dissolution of the LEPs in 2024, the Partnership Board agreed to establish a Business Advisory Group, to capture the views of business and advice the Board. The group is co-chaired by Vince Lucas and Daniel Ruiz.

It is proposed that two co-chairs are co-opted to the Partnership Board to continue to represent the business voice in our region. It is recommended that voting rights of one vote be allocated to each of the two co-chairs.

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

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

  It is proposed that officers will engage with all five county areas to confirm their representatives and then fill the vacant position on the Partnership Board.

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

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

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

- Network Rail – TfSE has a key role in influencing strategic investment decisions in the rail network. Engagement with Network Rail at the Partnership Board will support this objective and it is proposed that the Dave Hooper, Managing Director, Southern Region, is co-opted to the Board.

- National Highways – this arrangement would be similar to the one proposed for Network Rail and would support the aim of TfSE to influence investment on the strategic road network through the Road Investment Strategy (RIS) programme. It is proposed that Richard Leonard, Network Development Director, is co-opted to the Board.
- Transport for London – the relationship between the TfSE area and London is an important aspect of our economy, particularly in relation to transporting people and goods. It is proposed that Gary Nolan, Strategic Engagement Lead, Transport for London, is co-opted to the Board.

4. Audit and Governance Committee

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

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

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

The current membership of the Committee is:

- Cllr Joy Dennis, West Sussex County Council, Chair
- Cllr Trevor Muten, Brighton and Hove Council
- Geoff French, Chair of the Transport Forum
- Daniel Ruiz, Business Advisory Group Co-Chair
- Vince Lucas, Business Advisory Group Co-Chair

4.4 Members are asked to agree membership of the Audit and Governance Committee. As agreed in the TfSE constitution, the Committee will comprise at least five members, including at least two representatives of the constituent authorities. At present, there are only two local authority representatives, and the board are recommended to agree the replacement of the third constituent authority representative for the 2025/26 Financial Year.

5. Register of Interests

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

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

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

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

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

6. Conclusions and recommendations

6.1 The constituent authority members of the Partnership Board are recommended to agree the arrangements set out in this report for the election of the Chair and Vice-Chair of the Partnership Board, Chair of the Transport Forum, the appointment of the co-opted Board members and the allocation of voting rights. They are also asked to agree the membership of the Audit and Governance Committee.

RUPERT CLUBB
Chief Officer
Transport for the South East

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

Agenda item 6

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

Date of meeting: **21 July 2025**

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

Title of report: **Annual report 2024/25**

Purpose of report: **To agree to publish the Annual Report 2024/25 on the Transport for the South East website.**

RECOMMENDATION:

The members of the Partnership Board are recommended to sign off the Annual Report 2024/25 and agree to publish it on the Transport for the South East website.

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1. Introduction

1.1 In line with previous years and in keeping with good practice, it is intended that Transport for the South East (TfSE) will publish a retrospective annual report at the start of the new financial year.

1.2 The Partnership Board must agree this annual report, before it can be published on our website.

2. Annual report 2024/25

2.1 The Annual Report provides clarity around TfSE's structure, role, vision and purpose alongside a summary of achievements, as well as information on governance structures and finances. Success is measured against the objectives set out in last year's Business Plan.

2.2 The Annual Report for 2024/25 can be reviewed in Appendix 1. The Partnership Board are to review the draft and note if there should be anything else included.

2.3 The Annual Report follows broadly the same structure as the Annual Report for 2023/24. In-line with the Business Plan for 2024/25, we have added new feature pages to the Annual Report which set out TfSE's work on the Transport Strategy, Centre of Excellence, and work to support delivery.

2.4 As with last year's Annual Report, we set out how much transport funding the South East received for local transport in 2024/25. TfSE's Audit and Governance Committee asked us to record this data as an on-going metric. This only provides a partial picture of transport funding, as it does not include government funding for strategic roads or rail, including significant investments like the Lower Thames Crossing. It only includes

government funding for local transport improvements in 2024/25 and does not include on-going funding for local road maintenance, or other council grants.

2.5 Our year-end financial figures for FY24/25 are set out in the ‘Finances’ section.

3. Conclusions and recommendations

3.1 The Partnership Board is recommended to sign off the Annual Report 2024/25 and agree to publish it on the Transport for the South East website.

RUPERT CLUBB
Chief Officer
Transport for the South East

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

TRANSPORT FOR THE South East

ANNUAL REPORT 24/25



TRANSPORT FOR THE South East

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CHAIR'S WELCOME

COUNCILLOR KEITH GLAZIER

The past year has been one of change and opportunity; politically, economically, and across the transport landscape. The election of a new Government has brought a number of fresh priorities on economic growth, infrastructure, and decarbonisation.

These priorities present real opportunities but also significant implications for local authorities, which continue to operate under significant financial pressure, making strategic collaboration more essential than ever.

For Transport for the South East (TfSE), this is an important moment.
As a sub-national transport body, we bring together local authorities, business leaders, and transport partners to provide a single, united voice for our region. With Government accelerating work on an Integrated National Transport Strategy, our role in shaping and aligning regional priorities with national ambitions is becoming increasingly significant.

Our region plays a vital role in the UK's success. It is home to international gateways, major industries, and millions of people who depend on safe, reliable, and sustainable transport. Ensuring the South East's voice is heard in national decision-making remains our top priority. A truly integrated national approach must recognise, and invest in, the infrastructure that underpins our regional and national prosperity.

The continued shift toward devolution makes cross-boundary collaboration more important than ever, with the creation of new combined authorities and elected mayors across the South East. TfSE is well placed to support this evolution, drawing on our strong regional partnerships, established networks, and shared evidence base to shape coordinated, long-term solutions.

Over the past year, we've taken key steps to strengthen that foundation. We've launched the TfSE Centre of Excellence, providing hands-on support to local authorities in developing robust, fundable transport proposals. We also completed work on a major refresh of our regional Transport Strategy, ensuring it reflects today's travel patterns and responds to the growing urgency to reach net zero, increase resilience, and encourage inclusivity.

CHAIR'S WELCOME

COUNCILLOR KEITH GLAZIER

The year ahead will be pivotal. We will seek approval for the refreshed Transport Strategy this autumn and begin the review of our Strategic Investment Plan- translating our long-term vision into a pipeline of deliverable, high-impact projects. These next steps will ensure we remain closely aligned with national policy, support local priorities, and continue to champion transport as a driver of economic growth, net zero, and stronger communities.

None of this would be possible without our partners. I want to thank everyone who has supported our work over the past year; from local leaders and officers to colleagues in government, industry and the wider community. Your insight, challenge and collaboration are central to our success.

Together, we are making a real difference. Let us continue shaping a transport system that connects people, powers the economy, and helps the South East thrive.



Councillor Keith Glazier,
Chair,
Transport for the South East

FOREWORD

COUNCILLOR JOY DENNIS, CHAIR OF THE AUDIT AND GOVERNANCE COMMITTEE

As Chair of Transport for the South East's Audit and Governance Committee, I am pleased to present our reflections on 2024/25 – a year of continued progress, resilience, and assurance in our work to support sustainable and inclusive transport across the South East.

The Audit and Governance Committee plays a crucial role in ensuring that TfSE operates in a transparent, accountable, and effective manner. We provide independent oversight of governance arrangements, financial management, risk, internal controls, and assurance processes. Our role is to ensure that public funds are used wisely, that risks are properly managed, and that TfSE continues to operate with integrity and in line with best practice.

Over the past year, TfSE has continued to strengthen its capability to support local transport authorities, helping them to address the ongoing challenges facing our region. Reliable, high-quality transport is essential for the South East to thrive economically, socially, and environmentally, and TfSE's work plays a vital part in achieving that.

Following the Department for Transport's request for TfSE to expand its role, we have deepened our support for local authorities during a period of sustained funding pressure. Through our Local Authority Capability programme, we've offered tailored assistance in key areas such as strategic optioneering and carbon reduction.

This work reached a significant milestone with the launch of our Centre of Excellence in June 2024 – a new initiative designed to empower local authorities with expertise in areas ranging from data and modelling to the development of local transport plans. Alongside this, TfSE continues to deliver vital scheme development funding that helps turn strategic plans into practical interventions.

FOREWORD

COUNCILLOR JOY DENNIS, CHAIR OF THE AUDIT AND GOVERNANCE COMMITTEE

The technical programme that underpins our Strategic Investment Plan (SIP) continues to be a cornerstone of our work. It demonstrates the power of robust evidence and local insight in designing effective transport solutions. Our region's success depends on people; dedicated TfSE staff, local partners, and stakeholders. We prevail when working together toward the shared vision of a transport network that is reliable, inclusive, environmentally responsible, and future-ready.

This report sets out the progress we have made in 2024/25 across all our work areas. From a governance perspective, I am confident that TfSE has the right systems, people, and leadership in place to maintain high standards of accountability and deliver on its mission. The year ahead will no doubt present fresh challenges, but with a strong foundation of good governance, TfSE is well-positioned to continue supporting the region's transport needs.

Thank you for your continued engagement and support.



Councillor Joy Dennis,
Chair of the Audit and Governance Committee

ABOUT US

As a Sub-National Transport Body (STB), TfSE provides partnership and leadership on strategic transport in the South East.

We are one of seven STBs in England outside of London and bring together 16 local transport authorities (LTAs), representatives from district and borough councils, business representatives, transport providers and other stakeholders to identify transport solutions that meet the needs of the region.

Our overarching mission is to support economic growth in the South East by delivering a safe, sustainable, and integrated transport system. We take a joined-up approach to policy development, aiming to directly influence government, transport operators, and investors — with the backing of residents and businesses across the region.

The South East is a critical hub for national and international connectivity and trade. The region is served by the UK's two largest airports and a strategic motorway network, including the M25, with strong rail links to London, the wider UK, and Europe.

It is also home to some of the UK's largest and busiest ports, positioning the South East as the country's leading gateway for the movement of people and goods.

With a population of over 7.8 million and around 350,000 businesses, the region supports a vibrant and growing economy, contributing £230 billion in GVA to the UK and playing a central role in the nation's economic success.

Our vision is for the South East offer the highest quality of life for all. A cleaner, safer, and fully integrated transport system will drive this ambition—boosting connectivity, unlocking new jobs, and opening global trade opportunities. Environmental safeguards will ensure this growth supports a better standard of living for everyone who lives, works, and does business in the region.

We have a vital role to play in supporting LTAs to deliver the most effective transport solutions across our region. We will continue to work in close collaboration with them through our Partnership Board, ensuring a joined-up approach that delivers maximum value for both government and the taxpayer.

TRANSPORT FOR THE South East

OUR CONSTITUENT AUTHORITIES

Bracknell Forest Council
Brighton & Hove City Council
Portsmouth City Council
East Sussex County Council
Reading Borough Council Working better with you
Hampshire County Council
Isle of Wight Council
Kent County Council
Medway Council
Royal Borough of Windsor & Maidenhead www.rbwm.gov.uk
Surrey County Council
www.slough.gov.uk Slough Borough Council
Southampton City Council
West Berkshire Council
west sussex county council
Wokingham Borough Council

OUR REGION

Our constituent authorities represent the region's diverse geography and transport needs.

As devolution takes place, our constituent authorities may change, but we will continue to bring together local transport authorities across the South East.



THE DIFFERENCE WE MADE LAST YEAR

What have we achieved in the last twelve months?

We have developed a new draft **transport strategy** to bring it up to date with current transport challenges. This is now based around a new vision, goals and incorporates five missions which TfSE will seek to deliver in partnership with a range of delivery bodies.

We have launched our regional **Centre of Excellence**, which now has over 250 users. It is home to over 300 resources including 20 regional case studies and delivered 35 webinars covering subjects from strategy development to transport modelling.

We have published two key studies on freight in the South East. Our **waterborne freight study** examines the opportunity for transferring freight off road and rail to inter-coastal and inland waterways, while our **warehousing study** provides valuable insight into current and future demand for warehousing space in the region.

We have progressed our work on the **Electric Vehicle Charging Infrastructure Strategy and Action Plan**, hosting regional forums to share best practice alongside guidance to support LTAs to plan charging infrastructure accessible to commercial and fleet vehicles.

We have provided funding to support our LTAs to develop eight schemes in our **Strategic Investment Plan**. This includes contributions to feasibility studies and Strategic Outline Business Cases in Kent, Hampshire, West Sussex, Brighton & Hove, East Sussex, Surrey and Berkshire via West Berkshire, Reading, Wokingham, Royal Borough of Windsor and Maidenhead and Slough.

We have contributed to the progress of the **Wider South East Rail Partnership,** working with Transport East (TE) and England's Economic Heartland (EEH) to bring a collaborative approach and stronger voice to improving rail across the region.

We have engaged with the public and organisations across the South East, receiving over **850 responses** to the consultation for our draft transport strategy, and increasing subscriber numbers to our monthly Connections newsletter by 10%.

THE DIFFERENCE WE MADE LAST YEAR

We have enhanced our **analytical framework** to support local authority transport planning and strategy development, delivering advanced modelling, forecasting, and evaluation capabilities.

We have devised our **Regional Active Travel Strategy** and associated Action Plan, supporting existing and future LTA work in this area and identifying opportunities for the development of a strategic active travel network across the region.

We have collaborated with our STB partners in developing the **Common Analytical Framework**. Having adopted Transport for the North's (TfN) Electric Vehicle Charging Infrastructure Visualiser Tool in the South East, we have rolled out the Carbon Assessment Playbook in partnership with TE and EEH which enhances the capabilities of LTA officers in identifying carbon emission 'hot spot' locations in their areas.

We have analysed travel habits across the South East in the production of the **regional travel survey.** Incorporating responses from over 6000 members of the public, the survey will identify key travel behaviours and enhance transport planning opportunities within our local authorities.

THE YEAR IN REVIEW

APR- JUN 2024

- Launched the **Centre of Excellence** platform
- Initiated a **data management plan** for an updated evidence-base
- Completed work on our **Regional Active Travel Strategy**
- Received 1500+ responses to our public **Your Voices survey** on transport
- **Assessed the impact of fleet electrification** on public charge points

JUL- SEPT 2024

- Completed work on our **waterborne freight study** as well as our **study of future warehousing requirements**
- Progressed **Common Analytical Framework** on common data standards
- Supported strategic cases for larger **Strategic Investment Plan schemes**
- Provided enhanced **modelling capability** for the South East
- Delivered **webinars, guidance and training** via our Centre of Excellence,
- Launched two popular resources; our **Carbon Assessment Playbook Tool**, and **Electric Vehicle Charging Infrastructure Tool**.

OCT- DEC 2024

- Completed the **draft Transport Strategy**, with a 12 week public consultation
- Commenced studying **opportunities to transfer freight from road to rail**
- Updated the **map-based viewing platform** for presenting TfSE datasets
- Published reports into **waterborne freight** and assessing **future warehousing requirements** in the South East

JAN- MAR 2025

- Refreshed the **Delivery Action Plan**
- Measured impact through the **Centre of Excellence Annual Report**, and planned the second year of work for the platform
- Delivered webinar series and In-person masterclass on **Policy and Strategy development**, via our Centre of Excellence
- Supported Local Authorities to identify to skill gaps to tailor our programming through the Centre of Excellence **Capability Survey**
- Surpassed **200 local authority officers registered** on the Centre of Excellence, with **379 pieces of content** on the virtual platform
- Completed **consultation on the draft Transport Strategy** and its **Integrated Sustainability Appraisal.**

LOCAL TRANSPORT INVESTMENT IN THE SOUTH EAST 24/25

This table summarises the transport funding DfT awarded to LTAs in our region in FY24/25. TfSE's Audit and Governance Committee asked us to record this data as an on-going metric and report on it in each Annual Report.

Fund	FY 24/25	Change FY 23/24
Bus Service Improvement Plans	14,352,021	▸ 0
Zero Emission Bus Regional Areas Scheme 2*	0	▾ 25,400,000
Local Electric Vehicle Infrastructure (Capital)	23,426,000	▴ 602,000
Local Electric Vehicle Infrastructure (Capability)	2,813,830	▸ 0
Active Travel (Capital)	8,920,733	▾ 1,280,204
Active Travel (Capability)	1,962,171	▴ 3,082,264
MRN/LLM	9,143,615	▾ 773,083

**Decrease as Zero Emission Bus Regional Areas Scheme 2 grant was announced in FY23/24, but money was awarded to be spent in FY23/24 and FY24/25.*

This is based on our analysis of figures publicly available on GOV.UK and returns submitted quarterly to the DfT by local transport authorities updating on LLM/MRN scheme progress and forecast investment. The figures have not been independently verified by a third party. It should not be used to make investment decisions.

It only includes government funding for local transport improvements in 24/25. It doesn't include on-going funding for local road maintenance, or other council grants.

This table excludes funding for enhancements of the rail and the strategic roads network. These figures will be published by the Office for Road and Rail, Network Rail and National Highways in their annual reports.

REFRESHING OUR TRANSPORT STRATEGY: A CHANGING FUTURE

In 2024/25, Transport for the South East made significant progress in delivering a refreshed Transport Strategy—ensuring our long-term vision continues to reflect the region's evolving needs and national policy priorities.

Building on the foundations laid in previous years, we focused on updating our evidence base and engaging widely with stakeholders under the banner of Your Voices. This refresh has taken on board the lessons of the past five years, the impact of post-pandemic travel patterns, and the imperative to align with new national goals on decarbonisation, levelling up, and inclusive growth.

This year we have;

- Completed the development of a **new suite of future scenarios**, designed to test how different external forces—such as climate action, economic shifts, and technology—could affect travel in the South East by 2050.

- Drafted a **revised Transport Strategy**, underpinned by robust and refreshed evidence base to ensure we can deliver meaningful outcomes for people, places, and the economy.

- Launched a **comprehensive public consultation**, using a mix of online tools, targeted outreach, and in-person engagement to hear from people across all parts of the region—urban, rural, coastal.

- Completed an **integrated sustainability appraisal**, which included assessments of environmental, economic, and equalities impacts, ensuring our strategy delivers benefits for all communities, particularly those with protected characteristics.

- Begun composing the **final Transport Strategy**, drawing on feedback gathered through the Your Voices engagement campaign, ready for adoption in 2025.

REFRESHING OUR TRANSPORT STRATEGY: A CHANGING FUTURE

Our aim throughout this process has been to ensure that the updated strategy is not only technically sound, but also publicly supported, inclusive, and deliverable.

The refreshed Transport Strategy will set out a clear roadmap to 2050, helping guide investment, shape local plans, and support the development of sustainable, resilient transport networks that meet the needs of our growing population and changing economy.

Looking ahead to 2025/26, we will finalise and publish the updated strategy, ensuring it continues to serve as the blueprint for transforming the South East's transport system—making it greener, more accessible, more connected, and better prepared for the future.

HOW TFSE SUPPORTED DELIVERY IN 2024/25

Driving Progress Through Strong Regional Support

In 2024/25, Transport for the South East played a central role in turning strategic ambition into practical progress in the region, through the delivery of our **Strategic Investment Plan (SIP)**. Working collaboratively with local transport authorities (LTAs), the Department for Transport (DfT), National Highways, Network Rail, and other partners, we helped ensure that schemes moved from vision to viability.

Supporting Scheme Development Across the Region

Through our scheme development support programme, TfSE have supported development of **12 schemes through feasibility study** or **Strategic Outline Business Case (SOBC)** stage. These projects span modes and geographies—from bus priority schemes and station hubs to active travel corridors and major road enhancements.

- 2023/24 examples include:
  - Fastrack Optimisation and Extension (Kent)
  - New Strood Interchange (Medway)
  - Cosham Station Mobility Hub (Portsmouth)
  - West Quay Road Realignment (Southampton)

- 2024/25 examples include:
  - A259 Chichester to Bognor Regis Enhancement (West Sussex)
  - South East Hampshire Active Travel Corridor (Hampshire)
  - London to Sussex Coast Highways (A22 Corridor) (Surrey)
  - A27/A23 Patcham & Falmer Hubs (Brighton & Hove)

Without TfSE's support, these schemes were unable to progress, lacking resources for early-stage development. Through this programme, we have set the foundation of a stronger pipeline of projects that can be put forward for later stage business case development when funding becomes available.

HOW TFSE SUPPORTED DELIVERY IN 2024/25

Providing Regional Insight and Tools

TfSE continued to enhance our Analytical Framework, offering region-wide modelling, forecasting, and evaluation tools that help LTAs build robust business cases. This year saw:

- Progressed work on a **regional travel survey** with over 6,000 responses—providing understanding of current travel patterns, changes since before the pandemic, and support TfSE's strategies by providing data on travel behaviour, motivations, and potential for new mobility options
  In future years, TfSE will be able to provide analysis and insight from our regional travel survey

- Development of the **South East Highway Assignment Model (SEHAM)** and Travel Market Synthesiser

- Development of a proof-of-concept study on **rail modelling**, which provided us with the evidence needed to develop our rail modelling capabilities

- Progress on procurement of **Mobile Network Data (MND)** and journey time data, which address two key data gaps highlighted by local transport officers during a data gap survey conducted early last year.

- Advancement towards a **regional data hub**, a shared system for storing and analysing transport data across the South East

- Successful organisation of three **South East Modelling and Appraisal Forums**, providing a platform for technical officers from LTAs to share and discuss their experiences and challenges in technical work

- A suite of training, guidance and shared access to new dataset and tools - through our **Centre of Excellence** - helping partners maximise their technical and analytical capabilities

HOW TFSE SUPPORTED DELIVERY IN 2024/25

Monitoring Progress and Making the Case for Investment

We continued to maintain and update our Delivery Action Plan (DAP)—which helps us understand how SIP interventions are progressing, identifies delays, and enables us to provide tailored support to partners.

The information from the DAP has also been updated in our Interactive Story Map, which enables users to easily visualise schemes including current status across the region.

Looking ahead, we are finalising data for our next State of the Region report, which will help demonstrate the cumulative benefits of our work and inform national decision-makers about investment priorities in the South East.

In 2024/25, TfSE's role as a strategic enabler was clearer than ever: bridging the gap between vision and delivery, bringing partners together, and ensuring the South East is ready with the schemes that are aligned with both central government and TfSE's objectives.

DELIVERING IMPACT THROUGH OUR CENTRE OF EXCELLENCE

In 2024/25, Transport for the South East's Centre of Excellence (CoE) moved from ambition to delivery—establishing itself as a trusted, practical, and essential source of support for local transport authorities (LTAs) across our region.

Launched in summer 2024, the CoE was created to help our partners do more with less, by building capability, sharing expertise, and strengthening evidence-based planning. Designed in close consultation with stakeholders, the CoE now provides a tailored suite of resources, tools, and advice aligned with both regional priorities and national objectives.

Over the year, the CoE has:

- **Launched a new virtual platform** offering access to a curated library of technical resources, training materials, toolkits, and case studies - allowing LTAs to build skills and capabilities in areas ranging from strategic optioneering to decarbonisation
- **Supported LTAs in developing business cases** for priority transport schemes, aligned with our Strategic Investment Plan (SIP) and national levelling-up and net zero goals
- **Facilitated knowledge-sharing** through regular webinars, peer networking, and live chat functionality, fostering collaboration and consistency across the region
- **Delivered targeted training and guidance** structured around key themes including data management, carbon impact, scheme prioritisation, and effective local transport planning
- **Engaged actively with the Department for Transport**, continuing our collaborative relationship to ensure the CoE remains responsive to evolving policy priorities and offers value to the wider national transport agenda
- **Implemented a robust monitoring and evaluation framework**, allowing us to measure the Centre's regional impact and identify areas for future development

DELIVERING IMPACT THROUGH OUR CENTRE OF EXCELLENCE

By the end of the year, we had begun a formal evaluation of the CoE's first phase to help us refine and expand its offer in future years. Feedback from users has been overwhelmingly positive, with many LTAs reporting that the support they received enabled them to progress faster and more confidently on projects that had previously stalled.

The CoE has not only enhanced the ability of local authorities to plan and deliver more effectively, but also demonstrated how strong regional collaboration—backed by evidence, shared insight, and practical tools - can unlock real, long-term value for people and places across the South East.

As we move into 2025/26, we remain committed to evolving the CoE to meet the needs of our partners. Our focus will be on scaling up impact, incorporating new areas of expertise, and continuing to champion best practice—both within our region and as a model for others across the UK.

More detail on what our Centre of Excellence has delivered can be found in the Centre of Excellence Annual Report.

STRENGTHENING OUR RELATIONSHIPS

Transport Forum and Advisory Panel

Our Transport Forum continues to meet in-person twice a year bringing together representatives of a wide group of stakeholders including user groups, transport operators, environmental groups and delivery partners. Through collaborative workshops this year, the Transport Forum has fed directly into the emerging Transport Strategy through early engagement and a joint formal consultation response.

Our Advisory Panel brings together representatives from our thematic groups providing feedback on evolving workstreams, perspectives from across TfSE's transport modes, and policy areas on our strategic work.

Regional Active Travel Steering Group

The Regional Active Travel Steering Group have been instrumental in the development of the Regional Active Travel Strategy and Action Plan (RATSAP). With the completion of the RATSAP the group have continued to meet, highlighting the need for ongoing knowledge sharing in active travel across the region.

Regional EVCI Forum

TfSE's EVCI forum was launched as part of the development of our regional strategy that was published in 2023. The forum meets on a quarterly basis and brings together both regional and national stakeholders who have a keen interest in the delivery of EVCI . It also provides a mechanism for sharing insight, best practice and lessons learnt around the successful rollout of EV charging infrastructure.

Over the last year, the forum has had a number of guest speakers, ranging from different local transport authorities, charge point operators, central government and other key stakeholders. The forum has provided a platform for sharing case study presentations on a wide variety of different aspects regarding the rollout of EVCI within the South East, and will continue to meet moving forward in order to share the latest information and updates on EVCI rollout."

STRENGTHENING OUR RELATIONSHIPS

Bus Forum

The TfSE Regional Bus Forum was launched in 2022 as part of the Bus Back Better support programme and has continued due to the significant value it provides to local transport authority (LTA) officers.

Meeting quarterly, the Forum brings together LTAs, the Department for Transport (DfT), and bus operators to facilitate open dialogue, share updates, and collaborate on key issues. A core feature of the Forum is the regular update from the DfT, which has proved particularly valuable during the release of new policies and legislation, as well as in the lead-up to the submission of Bus Service Improvement Plans (BSIPs).

The Forum also serves as a space to share best practice, showcase new schemes and enhanced services, and develop cross-boundary initiatives that improve outcomes for passengers. Insights from these sessions directly informed a collective review of Enhanced Partnerships submitted to government in 2024.

Modelling and Appraisal Forum

In the last year we have established the TfSE Modelling and Appraisal Forum, bringing together experts in modelling from our constituent authorities. We know our local authorities face challenges with in-house modelling capability, renewal needs and budget limitations. The Modelling and Appraisal Forum was to tackle issues such as this, by supporting consistency in modelling approach, and improving technical expertise and capabilities.

Wider South East Freight Forum

The Wider South East Freight Forum - covering the England's Economic Heartland, Transport East and TfSE areas - recognises that freight does not stop at our borders and provides an overarching engagement approach across the wider South East.

The Forum has held several in-person meetings and work has commenced on a freight awareness programme.

STRENGTHENING OUR RELATIONSHIPS

Engagement with Universities

Our universities are key partners in supporting our wider research. The establishment of the Centre of Excellence has provided the opportunity for direct ongoing engagement with our universities.

Funding and Finance

TfSE's Funding and Finance Group brings together key players in government, construction and finance, to provide advice to TfSE on identifying, developing, and recommending ways to fund and finance strategic transport projects across the South East of England.

Business Advisory Group

In the last year TfSE have successfully set up our Business Advisory Group that provides the business voice to support, advise and contribute to the TfSE Board.

Stemming from the work of our Business Advisory Group, TfSE will be hosting our first Business summit in 2025 bringing together business leaders from across the South East to explore how transport can unlock growth and opportunity for our region. TfSE will use the outcomes from the day to directly inform a new report to government.

RESPONDING TO CONSULTATIONS

Using our collective voice to respond to consultations is one of the many ways we make sure the south east has its say on key issues and influences policy development - adding value to our partners and the people and businesses they represent.

This year TfSE have responded to 12 consultations, including the following:

- *Department for Transport – Adapting the UK's transport system to the impacts of climate change*
- *Kent County Council Local Transport Plan 5 consultation*
- *Proposed reforms to the National Planning Policy Framework and other changes to the planning system*
- *Invest 2035: The UK's modern industrial strategy*
- Bracknell Forest: Local Plan Transport Consultation
- Western Gateway: Draft Strategic Investment Plan Consultation
- Transport Select Committee's call for evidence on Rail Investment Pipelines: ending boom and bust
- Kent County Council's A229 Blue Bell Hill Improvement Scheme Consultation
- Integrated National Transport Strategy call for Ideas
- Department for Transport's – Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition
- East Sussex Coast and Marshlink Strategic Study's request for comment
- Department for Transport – "A Railway Fit for Britain's Future"

*These consultation responses can be found in full on the TfSE **website**.*

FINANCES

TfSE is funded by contributions from our constituent authorities and grant funding from the DfT. This mixed approach to funding reflects our commitment to delivering best value for our partners and taxpayers.

Multi-year funding

The DfT provided TfSE a multi-year indicative funding allocation back in March 2022. This multi-year funding commitment from government enabled us to refresh our Transport Strategy, implement and deliver our Strategic Investment Plan, and develop our Centre of Excellence.

Because we had the certainty of funding in future years, we were able to deliver this work at a better value for money, building the capability of our organisation and relying less on consultants to deliver work.

Following the 2025 Spending Review, we hope the government will provide TfSE and the other STBs with another multi-year funding allocation.

Where our income comes from

In 2024/25, we received just under £500,000 from our Constituent Authorities. This funding is used to support our operational and staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. The formula has remained unchanged for the last seven years.

In 2024/25, we received £2,065,000 in funding from the Department for Transport, an increase of £340,000 on 2023/24. This level of funding enabled us to proceed with many aspects of our technical programme including the development of the Transport for the South East Centre of Excellence and commencing the refresh of our Transport Strategy.

Our total income for 2023-24 was £4,374,082. This includes carry forward from 2023/24 and TfSE's reserves, which we cannot spend, but are obligated to hold in case we are wound up as an organisation.

FINANCES

How we spent our money

ITEM	Budget	Expenditure	Carry forward
Salaries (including on-costs)	1,300,000	1,051,659	248,341
Training	20,000	1,754	18,246
STAFFING	**1,320,000**	**1,053,413**	**266,587**
Transport Strategy	500,000	419,263	80,737
SIP implementation	656,745	324,272	332,473
Analytical framework	395,000	161,349	233,651
Future mobility	40,000	0	40,000
Active travel	56,000	13,750	42,250
Decarbonisation	55,000	15,000	40,000
Freight	185,000	130,885	54,115
Electric Vehicle Infrastructure	130,000	86,421	43,579
Centre of Excellence	260,000	269,177	-9,177
Other costs/technical support	204,997	171,254	33,743
TECHNICAL PROGRAMME	**2,482,742**	**1,591,370**	**891,372**

How we spent our money continues next page.

FINANCES

ITEM	Budget	Expenditure	Carry forward
Events	41,000	40,057	943
Communications	17,500	730	16,770
Publications	5,000	1,469	3,531
Website	21,000	10,302	10,698
Stakeholder Database	18,000	8,925	9,075
COMMUNICATIONS/ENGAGEMENT	**142,000**	**55,049**	**86,951**
TfSE Governance	10,000	0	10,000
Operational Expenses	52,110	23,431	28,679
OTHER	**62,110**	**23,431**	**38,679**
TOTAL EXPENDITURE	**3,967,352**	**2,729,696**	**1,237,656**

TfSE endeavour to spend all our grant funding each year, apart from ourTfSE reserve, which we are obligated to hold, in case TfSE are wound up as an organisation. In 2024-25, expenditure was lower than hoped, with a technical programme underspend of £1,237,656.

£317,435 of this underspend was due to delivering cost savings in our business. This underspend was uncommitted, meaning the Board was able to re-allocate this to deliver additional technical work in 2025-26.

The remaining £920,221 is committed carry forward for technical work that is underway and will be finished early in 2025-26. Expenditure on the SIP Implementation and Analytical Framework were lower than profiled, due to a re-profiling of our Analytical Framework and delays agreeing SIP Implementation support with Local Authorities. These issues have been resolved, and expenditure will be made early in 2025-26.

TfSE has a strong Business Plan in place for 2025-26 and our intention is to end the next Financial Year with no carry forward, apart from our reserve.

FINANCES

FUNDING	
Local Contributions DfT Grant Carry Forward Other Income*	498,000 2,065,000 1,362,607 41,745
TOTAL FUNDING	3,967,352
TfSE Reserve	406,730
TOTAL FUNDING INCLUDING RESERVE	4,374,082

Accountable body

As part of TfSE's establishment in 2017 it was agreed that East Sussex County Council (ESCC) would act as the organisation's accountable body. During the last eight years, TfSE's processes and procedures have followed those of the accountable body. In addition, the Section 151 Officer at ESCC has financial oversight of TfSE's budget, ensuring effective review of governance over financial decisions.

Audit and Governance Committee

The Audit and Governance Committee provides an independent, high-level focus on the audit, assurance and reporting framework underpinning financial management and governance arrangements for TfSE. The Committee meets quarterly and has overseen the approval of TfSE accounts to the Partnership Board. The Committee also monitors risk and performance by reviewing the risk register, ensuring progress is made with mitigating actions. The Committee reports finding, conclusions, recommendations and effectiveness of the governance, risk management and internal controls to the Partnership Board with quarterly update reports.

TRANSPORT FOR THE South East

PARTNERSHIP BOARD

The Partnership Board is our principal decision-making forum. It comprises a mix of representatives from the public and private sectors including local authorities, business groups, protected landscapes, and national delivery partners.

The Partnership Board meets four times a year in person. Our meetings are open to the public and the agenda, papers and minutes of each meeting are published on our website.
Partnership Board's members for 2024/25 were:



CHAIR
Cllr Keith Glazier
East Sussex County Council



DEPUTY CHAIR
Cllr Simon Curry
Medway Council

Cllr Trevor Muten
Brighton & Hove City Council
Chair for Transport and Sustainability Committee

Cllr John Ennis
Berkshire Local Transport Body
Lead Councillor for Climate Strategy and Transport, Reading Borough Council

Cllr Phil Jordan
Isle of Wight Council
Leader

Cllr Lulu Bowerman
Hampshire County Council
Executive Member for Highways and Passenger Transport

Cllr David Robey
Kent County Council
Cabinet Member for Highways and Transport

Cllr Peter Candlish
Portsmouth City Council Cabinet Member for Transportation

Cllr Eamon Keogh
Southampton City Council Cabinet Member for Environment and Transport

Cllr Matt Furniss
Surrey County Council
Cabinet Member for Transport and Infrastructure

Cllr Joy Dennis
West Sussex County Council Cabinet Member for Highways and Transport

Geoff French
Transport Forum
Independent Chair

Daniel Ruiz
Business Representative
Independent Consultant

Vince Lucas
Business representative
Director, VA Rail

Cllr Dr Beccy Cooper & Cllr Sophie Cox (Part Year)
District & Borough authorities' representative
Worthing Borough Council

Cllr Matt Boughton
District & Borough authorities' representative
Leader, Tonbridge and Malling Borough Council

Tim Burr
Protected landscapes representative
South Downs National Park Authority

Ellie Burrows
Network Rail (non-voting member)
Managing Director, Southern Region

Richard Leonard
National Highways (non-voting member)
Network Planning Director

Gary Nolan
Transport for London
Strategic Engagement Lead (non voting Member)

LOOKING AHEAD TO 2025/26 AND BEYOND

Momentum

As devolution and local government reform progress, our strategic role in shaping transport investment in the South East has never been more critical.

We will continue to provide government with region-wide insight and evidence to inform decision making while supporting our LTAs to deliver successful outcomes, offering expertise, coordination, and a strong regional voice.

By aligning local priorities with national objectives, we can help demonstrate how improved transport infrastructure can unlock economic growth and support wider government goals.

Support

We provide a robust and relevant evidence base—through transport modelling, research, analytical tools, and our Centre of Excellence—that supports informed decision-making across the region.

While this already offers valuable insights for our local transport authorities, it will also serve as a ready-made source of expertise for evolving combined authorities as they shape their own transport strategies over the coming year.

Collaboration

One of our greatest strengths is our ability to bring partners together—across local and regional levels—to improve transport infrastructure and support economic growth in the South East. We work closely with LTAs to build capability, for example through webinars and case studies shared via our Centre of Excellence.

Our collaborative approach extends beyond our region, with active partnerships alongside other STBs such as Transport East and England's Economic Heartland through the Wider South East Rail and Freight Partnerships.

Agenda item 7

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

Date of meeting: **21 July 2025**

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

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

Purpose of report: **To approve the final Business Plan for 2025/26.**

RECOMMENDATION:

The members of the Partnership Board are recommended to approve the updates to TfSE's Business Plan for 2025/26, following the end of year carry forward figures for 2024/25.

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1. Introduction

1.1 The Business Plan 2025/26 is presented to the Partnership Board for approval, which has been updated to reflect the end of year carry forward figures from 2024/25.

2. Background

2.1 In March, Partnership Board agreed TfSE's Business Plan for 2025/26, which set out how funding will be allocated to each of TfSE's technical work areas for the year ahead.

2.2 TfSE's Business Plan allocates DfT funding, local authority contributions, and our carry forward from the 2024/25 Financial Year.

2.3 At our March Partnership Board, the financial year had not yet finished, so we could only forecast our carry forward figure at the end of 2024/25. At the time, the Board agreed that an updated Business Plan should be brought back to them, with updated budget allocations for each technical workstream, once we had final carry forward figures.

3. Updates to Business Plan

3.1 The updated Business Plan for 2025/26 has been attached at **Appendix 1**. The Business Plan has been updated to reflect TfSE's final budget for 2025/26. More details on TfSE's budget are set out in the Finance Paper.

4. Conclusions and recommendations

4.1 The Partnership Board are recommended to approve the updates to TfSE's Business Plan for 2025/26, following the end of year carry forward figures for 2024/25.

RUPERT CLUBB

Chief Officer
Transport for the South East

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TRANSPORT FOR THE South East

Business Plan 25/26

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LOOKING TO THE FUTURE

COUNCILLOR KEITH GLAZIER, CHAIR, TFSE

The next few years are likely to bring changes in how transport is delivered in the South East.

Whilst the South East begins 2025 with no directly elected mayors and no combined authorities, the English Devolution White Paper provides a framework for the future arrangements in our region. We do not yet know exactly when combined authorities will form, what their geographies will be, or the transport powers different authorities will seek. But we know that the government will encourage combined authorities to develop – and that every combined authority will have their own ambitious agenda for transport.

Transport was the first power listed in the English Devolution White Paper – and Centre for Cities research shows that it is transport powers that resonate most with members of the public. This chimes with our experience at Transport for the South East (TfSE). We're currently refreshing our Transport Strategy – and we've had significant interest from local authorities, stakeholders and members of the public, with over 1,500 responses to our initial call for evidence.

It is going to be difficult to deliver the kind of change that local areas want, in order for the government to achieve its missions. Public finances are stretched at every level of government. The demand on our transport networks is greater than ever – and is likely to continue to grow with increased housebuilding. Climate change is increasing the frequency and severity of flooding and storms, meaning the resilience of our transport system is being tested.

All these challenges need urgent delivery: more transport infrastructure, that's more integrated, and better meets the needs of people. This is where TfSE are playing a critical role. We are helping move delivery forward.

Our Transport Strategy sets the basis for the region's future transport system – and our Strategic Investment Plan sets out the investment needed to achieve this. Working with partners, we have been progressing business cases and building a pipeline of schemes. Now is the time for the government to invest in those schemes – and TfSE stands ready to help, including by leveraging private funding and financing to bring down the cost to the taxpayer.

LOOKING TO THE FUTURE

COUNCILLOR KEITH GLAZIER, CHAIR, TFSE

Going forward, as combined authorities are formed, TfSE will provide them with the support they need to hit the ground running. TfSE's Analytical Framework, Centre of Excellence (CoE) and evidence base will be there on day one, meaning our authorities do not have to lose time before delivering improvements to transport they need in their local area.

Transport will not stop at local authority boundaries. TfSE can bring together local authorities at a regional level, supporting strategic transport that connects the whole of our region to London, the rest of the country and the world. The Wider South East Rail Partnership, bringing together TfSE, England's Economic Heartland, Transport East and Transport for London is an example of this. We're bringing the right people together to deliver tangible improvements to the rail network that cuts across all four geographies.

TfSE is here to help government and partners to deliver, providing the leadership and expertise needed to build a transport system that drives growth, supports communities, and meets the needs of the South East.





Councillor Keith Glazier

ABOUT US

As a Sub-national Transport Body (STB), TfSE forms a vital partnership dedicated to addressing the strategic transport needs of the South East. We work closely with our 16 constituent local transport authorities (LTAs), business groups, transport providers and stakeholders to identify transport solutions that meet the region's priorities.

Our mission is to grow the South East's economy through the delivery of a safe, sustainable and integrated transport system. We aim to improve the quality of life for residents, visitors and business while preserving the region's unique and diverse environment.

Our Role

TfSE remains focused on our role, which is set out in legislation.[1] We are here to develop a Transport Strategy for the South East and use that strategy to advise the government on the transport priorities for our region.

While local authorities retain responsibility for the delivery of transport in their area, TfSE has a role to support them, helping them to be more effective and efficient. We remain flexible. We will respond to our LTA's needs and support them on the areas they most need help with, as the government's policy agenda changes.

Our ongoing commitment to supporting LTAs is demonstrated through initiatives such as our Centre of Excellence, which provides access to industry-leading data, expertise, and resources. This enhances transport planning and design at the local level, empowering authorities to implement innovative and effective solutions.

TfSE's technical expertise and regional outlook enables us to bring together industry partners and key stakeholders. We champion the region's needs at the national level, aligning local and central government priorities wherever possible to create cohesive and effective transport strategies in collaboration with our LTA partners.

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

Our Region

We represent 16 local transport authorities: West Berkshire, Reading, Wokingham, Bracknell Forest, Windsor and Maidenhead, Slough, Kent, Medway, Hampshire, Southampton, Portsmouth, Isle of Wight, Surrey, East Sussex, West Sussex and Brighton and Hove.

[1] Section 5A of the Local Transport Act 2008, as amended by the Cities and Local Devolution Act 2016.

ABOUT US

Our Region cont...

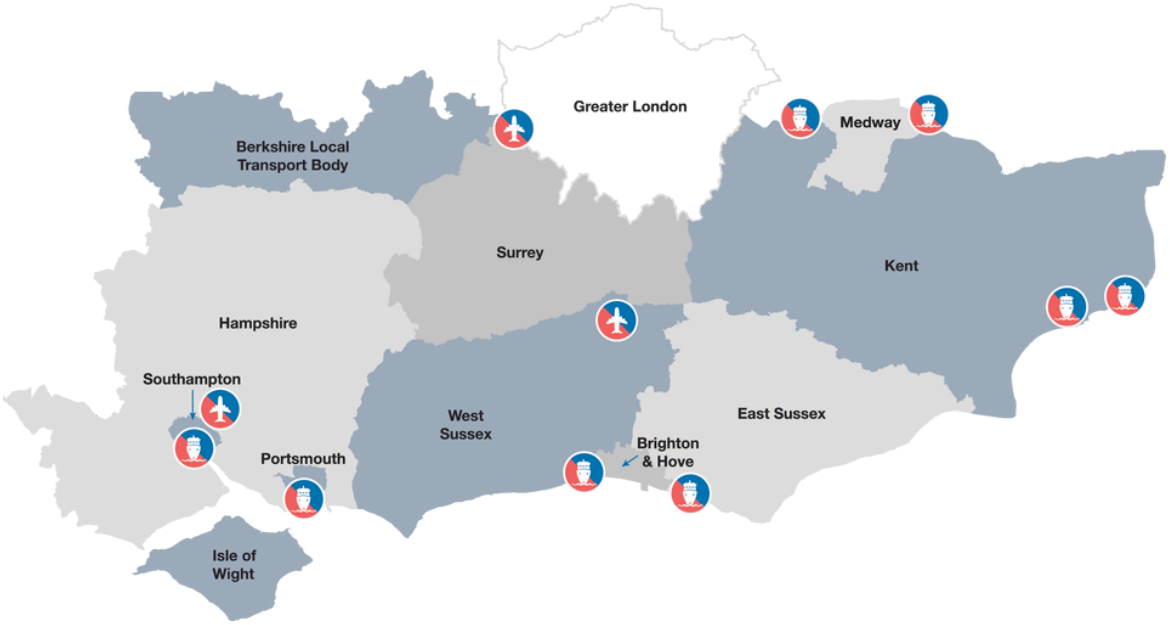
The South East is a region of national and global significance, serving as a crucial hub for connectivity and commerce. It is home to the country's two biggest airports, Heathrow and Gatwick, which together handle millions of passengers and freight tonnage annually.

Our transport network includes some of the busiest motorways in the UK such as the M25, as well as vital railway connections linking London, the rest of Britain and mainland Europe. Additionally, the South East hosts several of the nation's busiest seaports, underscoring our role as the UK's primary international gateway for people and goods.

Beyond its economic success and global status, the South East is home to world-renowned universities and research institutes, vibrant and diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business. With a growing population of over 7.8 million residents and the base for around 350,000 businesses, the region continues to thrive and expand.

Our vision is that by 2050 the South East will be the world's leading region for sustainable economic growth. To achieve this, we aim to provide a clean, safe, seamless transport system that enhances connectivity for people and businesses, while safeguarding the environment. This will mean more jobs, more opportunities to trade in the global marketplace and a better quality of life for everyone.

Since our establishment in 2017, we have made significant strides in supporting the region's LTAs and partners on key transport issues.



THE DIFFERENCE WE MADE LAST YEAR

In last year's Business Plan, we set out our plans to deliver four core work areas, with a focus on making a difference for government and our local authorities.

We are pleased to report that we have delivered all our priority areas in last year's Business Plan.

April - June 2024

- Launch of the Regional Centre of Excellence Platform
- Start to implement data management plan to support updated evidence base
- Complete work on our Regional Active Travel Strategy
- Complete work on the Future Scenarios that will inform the vision for the Transport Strategy
- Complete work on the forecasting of the impact of the electrification of vehicle fleets on the demand for charging infrastructure
- Progress Common Analytical Framework work on common data standards
- Provide support to LA delivery partners for business cases for Strategic Investment Plan interventions

July - September 2024

- Complete work on the waterborne freight study and study of future warehousing requirements
- Provide enhanced modelling capability for the South East
- Support strategic cases for larger Strategic Investment Plan schemes

October - December 2024

- Commence work on the delivery on the action plan for the Regional Active Travel Strategy
- Complete the drafting of the draft Transport Strategy and the integrated sustainability appraisal for it and commence the public consultation on it
- Complete work on the study of opportunities for intermodal transfer of freight from road to rail
- Complete work on a mode propensity tool
- Deliver updated map-based data viewing platform for the presentation of TfSE datasets
- Commence evaluation of the Regional Centre of Excellence

January - March 2025

- Finalise the Transport Strategy following the public consultation
- Refresh the "State of the Region Report"
- Refresh the Delivery Action Plan
- Measure the impact of the Regional Centre of Excellence

DRAFT TRANSPORT STRATEGY

We developed a **draft Transport Strategy** for the South East, which successfully went out for public consultation. This sets out the strategic direction for transport and provides a policy framework for the South East. The strategy is based around five missions which TfSE and the local authorities will need to deliver against in the future.

The Transport Strategy is based upon a comprehensive evidence base. Its development included a Need for Intervention report and scenario development work, as well as extensive engagement with a variety of stakeholders through workshops, a task and finish group consisting of TfSE Partnership Board members, and specific work with socially excluded groups.



CENTRE OF EXCELLENCE

In June, we launched the Transport for the South East Centre of Excellence, which now boasts over 200 registered users. The site has become a critical resource for skills development, knowledge sharing, and practical support for LTAs and beyond.

Key achievements include:

- Delivering targeted training in business case development, modelling and transport planning.
- Providing access to advanced data sets and in-house tools.
- Publishing over 250 resources, including toolkits for reducing carbon emissions and improving sustainability.
- Establishing a collaborative chat forum for real-time problem solving and idea sharing amongst peers.

Centre of Excellence objectives:

- Focus on building expertise and maximising LTAs' capability and capacity in core work areas.
- Provide advice, support and practical help with shortfalls and on the ground delivery.
- Be a forum for better communication between LTAs. It can facilitate idea exchange and enable LTAs to work together to solve common problems.
- Support better strategic case-making to help obtain more investment from government and deliver funding for schemes.
- Bespoke guidance to reflect different and specific needs of LTAs across the TfSE area.
- Create economies of scale through sharing resources and best practices to create consistency and reduce duplication.

The CoE has also become a valuable resource for the Department for Transport (DfT), facilitating the collection of insights and enabling LTAs to navigate challenges more effectively. We have partnered with organisations such as Network Rail, Active Travel England, and National Highways, alongside universities and professional institutions, to share best practice, lessons learned, helpful processes, and to encourage innovation. This collaborative approach reduces reliance on consultants, increases productivity, and most importantly, helps saves money for the local authorities at a time when finances are constrained.

STRATEGIC INVESTMENT PLAN

We have continued to support the implementation of our Strategic Investment Plan.

We provided funding to support our LTAs to develop eight schemes in the Strategic Investment Plan.

- £100,000 of support for West Sussex County Council to develop a Strategic Outline Business Case for A259 Chichester to Bognor Regis enhancements
- £75,000 of support for West Berkshire, Reading, Wokingham, Royal Borough of Windsor and Maidenhead and Slough to develop a feasibility study for A4 Berkshire - Quality Bus Corridor and active travel improvements.
- £50,000 of support for Surrey County Council to develop a feasibility study of London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead.)
- £50,000 of support for Hampshire County Council to develop a feasibility study of active travel in South East Hampshire.
- £50,000 of support for East Sussex County Council to develop a Strategic Outline Business Case for the A22 North of Hailsham to Maresfield (MRN Pipeline) corridor.
- £50,000 of support for Brighton and Hove Council to develop a feasibility study for A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub.
- £50,000 of support for Solent Authorities to develop a Strategic Outline Business Case for A2 Botley Line Double Tracking & A3 Netley Line signalling and rail service enhancements.
- £25,000 of support to Kent County Council to develop a Strategic Outline Business Case for Gatwick to Kent service enhancements.

Value Provided: £425,000 across our local authorities

ANALYTICAL FRAMEWORK

We have continued to develop our Analytical Framework, to build our evidence base, and allow us to provide more support to help our local authorities deliver.

We have updated our roadmap, initially drawn in 2021, which sets out the plan for developing our Analytical Framework over the next three years. This updated roadmap was approved by the Partnership Board in May. Following the plan, we have successfully hosted three South East Transport Modelling and Appraisal Forums. These forums provide a platform for technical officers to share experiences, best practices, and discuss challenges related to technical projects, particularly those involving modelling and business case development.

During the forums, LTA officers identified several data gaps. To address one of these gaps, we commissioned a regional travel survey which will establish a robust database to better understand travel behaviour in the region, enabling more evidence-based decision-making.

Following last year's South East Modelling Capabilities and Capacities Review, we have begun developing the South East Regional Assignment Model. This model will serve as a critical tool to support the refresh of the Strategic Investment Plan and provide inputs for other analytical tools. Furthermore, we are in the process of procuring a Transport Planning Analytical Toolkit. This tool will enhance our analytical capabilities, particularly for public transport, and provide journey time data by transport mode—another data gap identified by our LTAs.

We continue to collaborate with other STBs in the development of the Common Analytical Framework (CAF). We have implemented a Development Data Collection Log (D-Log) for collecting local plan data, adopted Transport for the North's (TfN) Electric Vehicle Charging Infrastructure (EVCI) Visualiser Tool in the South East, and, in partnership with England's Economic Heartland and Transport East, rolled out the Carbon Assessment Playbook.

With the help of our host authority, we have identified a preferred solution for a central system database. This will enable us to better manage modelling outputs and integrate with our Geographic Information System(GIS) environment. We will progress with the build and migration next financial year, which will result in enhanced capability to share data with stakeholders.

TFSE WORKSTREAMS

In addition, we have also supported the government and local authorities on a number of other thematic workstreams:

Electric Vehicles

We rolled out TfSE's version of the STB Electric Vehicle Charging Infrastructure Visualiser Tool to local authorities across the area, through the Centre of Excellence platform.

We continued to facilitate TfSE's Regional Electric Vehicle Charging Infrastructure Forum, bringing together local authorities, fleet trade bodies, and distribution network operators to share best practice.

Value Provided: Over £30,000 per Local Authority



Active Travel

We developed a Regional Active Travel Strategy and Action Plan which, subject to the Partnership Board's final approval, supports the active travel work being undertaken by LTAs, by setting a regional framework for active travel, identifying opportunities for joint working and cross-border schemes and sharing best practice.

We continued to facilitate TfSE's Regional Active Travel Steering Group consisting of representatives from all 16 LTAs and national partners.

Freight

We completed work on our studies on the potential for modal shift from road to waterborne freight, the future requirements for warehousing and the development of Intermodal Rail Freight Interchanges (IRFI) to support increases in rail freight in our area.

We held three successful meetings of our Wider South East Freight Forum at which members discussed topics including infrastructure planning for lorry parking and driver facilities, and addressing the challenges of decarbonising the freight and logistics sector.

Decarbonisation

We rolled out the cross-STB developed Carbon Assessment Playbook, through the Centre of Excellence, which helps local authorities make decisions about which transport interventions to implement to reduce carbon emissions.

Future Mobility

We continued to facilitate the South East Future Mobility Forum with meetings on community transport and Digital Demand Responsive Transport (DDRT), shared mobility, sustainable logistics, and procurement & funding.

WHAT WE ARE GOING TO DO IN 2025/26

In a letter signing off our Business Plan, the Transport Secretary recognised the role TfSE plays supporting both local and national government priorities such as economic growth and housing. The Transport Secretary asked TfSE to focus on:

- Delivering a pan-regional approach through developing regional transport strategies.
- Focussing on pan-regional connectivity and integration.
- Supporting local authorities' capacity & capability through providing access to STB modelling and analysis tools and expertise

The Transport Secretary highlighted TfSE's work to enable the Government to achieve its missions, which we will continue in 2025/26:

- Kickstarting Economic Growth
- Building an NHS Fit for the Future
- Safer Streets
- Breaking Down Barriers to Opportunity
- Making Britain a Clean Energy Superpower

The transport system in the South East is central to delivering economic growth, breaking down barriers to opportunity, and delivering a transition to clean energy.

Kickstarting Economic Growth

The South East is home to 7.8m residents. There are 3.8m jobs in our region, and a number of our residents live in the South East and work in London. The South East adds £230bn in Gross Value Added (GVA) to the economy and is one of the only STB regions that is a net contributor to the taxpayer, helping to pay for vital public services across the country.

The South East is Britain's gateway to Europe and the rest of the world, with 18% of the UK's freight tonnage served by South East ports; 40m passengers travelling through Gatwick Airport; 18m Channel Tunnel passengers; and 13m ferry passengers. Kickstarting economic growth in the South East will kickstart it for the rest of the country too.

WHAT WE ARE GOING TO DO IN 2025/26

Kickstarting Economic Growth cont...

The South East is a place that people want to trade with, invest in, and live in. But poor strategic connectivity holds the South East back. Whilst connections into London are mostly strong, many orbital and East-West corridors are poorly served. Often, it is faster to travel from one part of the South Coast to another via London than directly along the South Coast's highway or railway corridors**.**

These connectivity gaps prevent communities along the South Coast benefiting from agglomeration – the pooling and sharing of resources and talent that drives prosperity. This issue is particularly acute within the region's largest urban centres. For example, it takes longer to travel from Southampton to Portsmouth by train than from Southampton to Bournemouth, despite the latter being a greater distance.

Despite being relatively prosperous as a region, parts of the South East suffer from severe deprivation. There is a clear opportunity to make significant in-roads in kickstarting economic growth by connecting more deprived communities to economic opportunities. The GVA per capita of less well-connected areas is less than half that of other areas in the South East. People in coastal, rural, and island communities are particularly affected, with over 75% of Hastings' residents being in the top 2 highest risk groups of Transport Related Social Exclusion nationwide.

Joining up the South East's towns and cities with better transport would help to increase productivity, create more high-skilled jobs in the region, and attract more overseas investment. TfSE has a key role in identifying the investment needed, supporting the development of schemes' business cases, and working with government to unlock private sector funding and financing.

Making Britain a Clean Energy Superpower

To become a clean energy superpower, we need to decarbonise our transport system. The rapid decarbonisation of the UK's energy networks has been a critical success story, with a shift towards renewable sources like wind and solar power.

However, despite this momentum, the UK's transport system is still significantly behind many of its peers. For example, only 38% of Britain's railways are electrified, in stark contrast to countries like Sweden, where over 75% of the rail network runs on electricity. Furthermore, the UK currently trails many European countries in the provision of electric vehicle chargers – including Scandinavian countries, the Low Countries, and France.

WHAT WE ARE GOING TO DO IN 2025/26

Making Britain a Clean Energy Superpower cont...

To make Britain a clean energy superpower, we need to improve rail connectivity between the South East's major cities, towns, ports and airports. Heathrow is currently not served by rail connections from the South, and Gatwick is poorly served by direct rail connections from Kent. Rail needs to be decarbonised, and the railway's assets need to facilitate clean energy generation where possible. Electric vehicles (EVs) will also play a critical role, particularly in places where public transport provision is poor. To make EVs work, charge point provision needs to improve in the South East, to better match current demand and facilitate the future uptake of EVs.

TfSE can play a key role in helping to advise the government on prioritising investment and supporting local authorities to deliver EVCI in the right places, in the right sequence. TfSE's Carbon Assessment Playbook is also supporting local authorities to decarbonise their transport network.

We also need to make sure that we continue to grow the supply of decarbonised energy to match the demand of the region's transport network. To that end, we work with OFGEM – and look forward to increasing engagement through OFGEM's Regional Energy Strategic Plans, which will mirror the STB geographies.

The government's other missions

Transport also plays a supporting role in delivering the government's other missions. A reliable, well-connected transport system is key to getting patients and staff to NHS appointments. TfSE work with the NHS as part of our Transport Forum, to ensure they can feed into our plans.

Safety on public transport is critical to delivering a safer country. As part of our Transport Strategy, TfSE is working with socially excluded groups, to ensure we capture their views about how to address and improve this important issue.

Transport is also a key part of the 'Breaking Down Barriers to Opportunity' mission. Students often depend on reliable public or home-to-school transport to get to school and college. These are challenges for LTAs' budgets. Whilst the answer to fix these is increased funding for local transport, TfSE can play a key supporting role through our Centre of Excellence.

WHAT WE ARE GOING TO DO IN 2025/26

TfSE's Role in a Changing Landscape

Since we first came together to form a voluntary partnership in 2017, TfSE has had a clear role: helping to grow the South East's economy, by progressing strategic investment in transport across the region.

In doing so, we have always been cognisant that we're here to support delivery of the government's missions and our local authorities' objectives. We know that the recent English Devolution White Paper will mean changes to local government structures in our region. These changes will take effect at the same time as several other policy developments:

- The government is increasing housebuilding, with changes to the National Planning Policy Framework recently consulted on, in advance of the Planning and Infrastructure Bill.
- Local authorities will be asked to drive forward buses, active travel and electric vehicle charge point provision in their area, with significant funding from government, and devolution of powers.
- The government is developing an Integrated National Transport Strategy, covering all of England.
- The government is taking the rail network back into public ownership, and is creating Great British Railways to bring together passenger rail operations with management of rail infrastructure.
- The government and local authorities are facing financial pressures, meaning funding for new infrastructure is limited.

Given the number of policy changes, we will continue to adapt to the needs of government and local authorities, so that all our work is focused on helping them to deliver.

WHAT WE ARE GOING TO DO IN 2025/26

We see ourselves as having three clear roles to support delivery:

1. Driving Strategic Investment Forward Now

While any changes resulting from the Devolution White Paper will take some time to take full effect, TfSE's core role is now more important than ever.

We will continue to make the case and provide advice to government for investment in strategic transport, through our Regional Transport Strategy, Strategic Investment Plan, and Analytical Framework. We will continue to drive investment forward by progressing business cases, supporting delivery organisations and identifying private sector funding.

Investment in strategic transport is essential to enable housebuilding and the government's broader growth agenda, and TfSE will play a vital role in making sure it continues to happen over the next few years.

2. Helping Combined Authorities hit the ground running

As combined authorities are formed, each will develop its own ambitious transport agenda. TfSE can play a key role in helping emerging combined authorities hit the ground running.

Instead of having to develop their own evidence base and analytical frameworks before delivering anything, which would take valuable time, combined authorities will be able to make use of TfSE's Analytical Framework, evidence base and tools on day one.

Combined authorities will also be able to benefit from TfSE's Centre of Excellence, which helps them with tools, training and case studies. This will help authorities to build better local transport plans, business cases, and a pipeline of schemes.

3. Convening stakeholders at a regional level

As the English Devolution White Paper sets out, there is power in combined authorities coming together to work at a wider, regional level, through organisations like STBs.

Many of the issues that affect one combined authority in the South East will affect all combined authorities across our region, and TfSE can continue to play a useful role in bringing together leaders and transport professionals to solve problems.

Most of the key strategic transport corridors in the South East cut across local authority geographies, and this is likely to continue to be the case after combined authorities are formed, with most of the South East's key corridors going East-West, or into London.

TfSE is already playing a key role in bringing together authorities through our Wider South East Rail Partnership, which brings together England's Economic Heartland, Transport East and Transport for London to work on rail issues that cut across our boundaries.

OUR VITAL WORK THAT SUPPORTS DELIVERY

Analytical Framework

In the coming year, the development of the Analytical Framework will prioritise collecting data to address the gaps identified by LTAs and alleviate financial burdens on our partners during their model developments. We will continue to enhance our analytical capability to provide as much support as possible to our LTAs.

- We will procure **mobile network data (MND)** at the regional level, and share insights with our LTA partners - a robust source for understanding travel demand and addressing one of the main data gaps in the region. This data will be used to rebase the South East Highway Assignment Model, and potentially other more local models, ensuring they are fit for its intended applications.

- We will also continue to explore opportunities to **collaborate** with the DfT and academia, focusing on areas where analytical methodologies are less established. For example, we are partnering with the Consumer Data Research Centre through their Masters dissertation scheme, inviting Masters' students to contribute to the Analytical Framework with research targeting transport resilience. We plan to trial DfT initiatives, such as the connectivity tool and population synthesiser, once they are developed.

- Our quarterly **Regional Modelling and Appraisal Forum** continues to enhance regional collaboration among LTAs. Nationally, we will maintain our work with other STBs to develop and contribute to the CAF. This initiative will eliminate duplication and provide common data, modelling, and analytical standards, ensuring a consistent approach across the region and among STBs.

- We will build the **data architecture** that has been identified through our requirements gathering. This is essential as it will be required to store the outputs from our enhanced modelling capabilities.

- Finally, **planning data** originally collected in 2023/4 will be refreshed. The timing of the original data collection was not optimum as many planning authorities were working on their updated local plans. A data collection exercise in 2025 will offer more accurate planning data to be used for SIP refresh, and for use as a modelling input in the future.

OUR VITAL WORK THAT SUPPORTS DELIVERY

Strategic Investment Plan Implementation

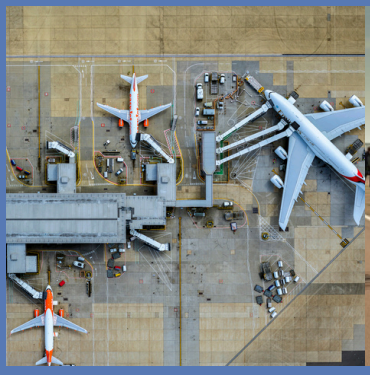
This year we will continue the work, outlined in our Delivery Action Plan, that commenced in 2023/24. We will continue to support our LTAs develop a pipeline of schemes and make the case for funding in alignment with the new government's objectives and our updated Transport Strategy.

We will also continue to support our LTA partners through the CoE, developing new content and providing a place for best practice to be shared.

Through collaboration with delivery partners and the DfT, we will continue to provide direct support to partners to fund the development of Feasibility Studies and Strategic Outline Business Cases for schemes named in the Strategic Investment Plan (SIP) that would not otherwise be able to progress. The economic situation is still difficult and this work will help to ensure that LTAs in the South East have a strong pipeline of schemes, which allows them to access capital funding as soon as it is available. We will continue to bring together government and industry leaders through our Funding and Finance Working Group to explore how we can unlock greater private sector investment in transport infrastructure.

We stand ready to provide advice to Ministers on the priorities for investment in transport across the south east. Our strategic prioritisation framework and tool will allow us to tailor that advice to fit different criteria depending on the ask from government.

We will report on the progress on delivery and the benefits arising from both schemes and global interventions in the SIP through our Monitoring and Evaluation Framework and Annual Report.

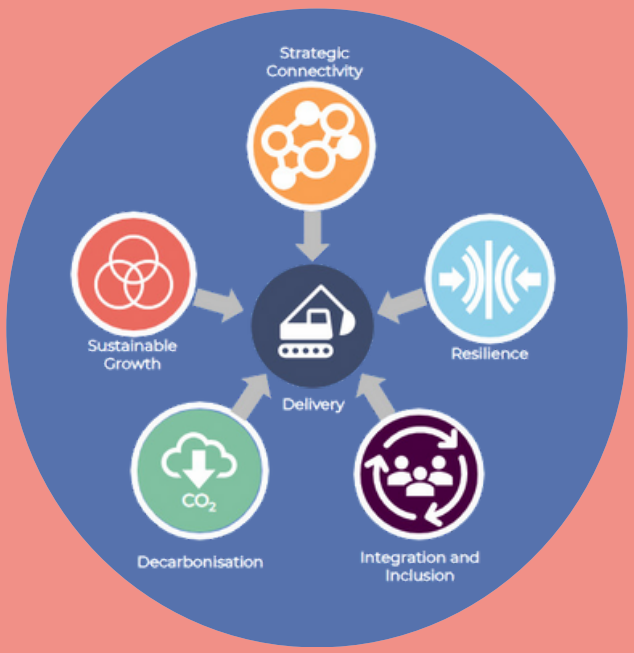





OUR VITAL WORK THAT SUPPORTS DELIVERY

Transport Strategy

The work we began on the strategy refresh in 2023/24 will continue this year as we move from draft into a final version. A 3 month, public consultation on the strategy was launched in December 2024 to help provide feedback and insight from users, LTAs and stakeholders. Following this process, a consultation report will be published alongside the final version of the strategy. This is currently planned to be submitted to government by October 2025.



During 2025 we will review our technical work programme to ensure it is fully aligned with these missions and will also identify the scope of new work programme elements focussed on both the Resilience and the Inclusion and Integration missions.

Strategic Connectivity. We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.

Resilience. We will safeguard the South East's connectivity and enhance the reliability and resilience of our transport systems for future generations.

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.

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.

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

OUR VITAL WORK THAT SUPPORTS DELIVERY

Centre of Excellence - Looking Ahead

Future activities will include bespoke support, including one-to-one guidance on scheme development alongside the dissemination of analytical, research, data, strategic, and technical expertise.

The platform's reach continues to grow, attracting interest from district and borough councils, operators, and national agencies. This increased demand highlights the CoE's effectiveness and capacity to deliver scalable, value-added solutions.

By equipping LTAs to navigate complex challenges despite limited resources, the CoE plays an important role in strengthening local transport capabilities. With continued support, it can sustain and grow its contribution to local authorities and the broader transport sector, ensuring alignment with national priorities and driving continued progress.

What will the CoE offer for the technical work programme of TfSE?



Transport Strategy Refresh:
All data, webinars and relevant resources will be shared through the CoE. This includes the work underpinning scenario development, lessons learned from engagement, and work with socially excluded groups.



Electric Vehicle Infrastructure:
Data that is collected through this workstream will be provided to LTAs on the CoE. Any future iterations of the tool will be updated live on the site, to ensure that LTAs are using the most up to date version of the tool .



Active Travel:
This workstream will offer engagement opportunities to partners. It will go further than just local authority officers, and discussions can be facilitated between partners within the Chat Forum. Any relevant resources, webinars, events and case studies will be shared through the CoE to maximise reach and impact.



Future Mobility:
Development of a first and last mile strategy/toolkit will be hosted on the CoE for officers' use. Any relevant webinars or events that will be hosted relevant to future mobility will be advertised and recorded for future use. Best practice and lessons learned will be collated through this engagement and provided to officers via the CoE.

OUR VITAL WORK THAT SUPPORTS DELIVERY

Centre of Excellence cont...

Decarbonisation:
The Carbon Assessment Playbook tool is hosted on the Centre of Excellence, alongside the training webinars. Future support is being provided and facilitated through the CoE. Any software updates will be provided through the site, to further enhance the support provided. All data that is collected as part of this workstream will be hosted on the CoE Data Hub.

Freight:
Collected data will be stored on the CoE through the CoE Data Hub. The site can also host engagement activities, their outputs, developed tools, and case studies.

Rail:
This workstream will offer engagement to partners and will go further than just local authority officers, and discussions can be facilitated between partners within the Chat Forum.

SIP Implementation:
Through this workstream, we will be able to provide seminars and walk throughs to approaches in a classroom format for more technical officers, to supplement the business case training series that was offered in 2024. Additionally, case studies and full business cases will be published on the CoE, and revisited in twelve months to understand how the schemes are being monitored and evaluated, and hear more on the local impacts. Any data or evidence collected through these projects will be made available through the CoE.

SIP Refresh:
New data that is collected as part of this workstream's development will be published on the CoE.

Analytical Framework:
All the data and analysis (i.e. Regional Travel Survey, journey times, origin destination travel matrices, synthetic travel demand) and tools (South East Regional Highway Assignment Model, Travel Market Synthesiser) will be made available to LTAs via the CoE. With the continued development of our analytical toolkit and the expansion of in-house analytical capabilities, we will be well-positioned to offer more analytical advice and support to our partners. The CoE will serve as the primary platform for communicating with and addressing queries from LTAs.

OUR VITAL WORK THAT SUPPORTS DELIVERY

Electric Vehicle Infrastructure

This year we will continue with the action plan developed as part of our **Electric Vehicle Charging Infrastructure (EVCI) Strategy and Action Plan** adopted in 2023. We will continue to host TfSE's Regional EVCI Forum on a quarterly basis to bring together key stakeholders from across the region to share best practice and discuss the challenges and issues that are being with regards to the rollout of EVCI.
We will complete phase 2 of TfSE's fleet electrification work, which will develop guidance for LTA's to support them with planning EVCI that will be accessible for commercial fleet vehicles.

Active Travel

Once the Partnership Board has considered and agreed the **Regional Active Travel Strategy and Action Plan** (RATSAP), we will:

- Continue to facilitate meetings of the Regional Active Travel Steering Group to ensure accountability and provide guidance on the implementation of the RATSAP.
- Encourage and support collaboration on cross-boundary active travel corridors and joint working across LTAs.
- Support progression of the Strategic Active Travel Network through scheme development funding to conduct feasibility studies and business cases.
- Hold discussions with transport operators (bus, rail, and micromobility/hire schemes) to identify ways to break down barriers and capitalise on opportunities to better integrate their use with active travel.
- Work with the NHS to support and identify ways to encourage shift to active travel and other sustainable modes for staff, patient, and business travel.
- Scope development of a First & Last Mile Strategy and Hubs Assessment Approach, both of which also complement tasks within the Future Mobility Action Plan.
- Continue to develop the repository of active travel data through coordination with partners on existing datasets and primary data collection through a regional survey.
- Develop knowledge sharing and learning opportunities through webinars, training, site visits, and case studies.

OUR VITAL WORK THAT SUPPORTS DELIVERY

Freight

This year will see the continuation of our programme of activity to increase freight awareness within the local transport authorities and local planning authorities. We will also be developing the work undertaken by Midlands Connect on the Alternative Freight Fuel Infrastructure tool to enable us to identify potential locations where multiple freight functions could be hosted such as public HGV recharging, parking, and modal interchange hubs. We will also be holding further meetings of our **Wider South East Freight Forum.**

Rail

We will develop a **Rail Strategy** to enable TfSE to provide advice to Secretary of State, Great British Railways and the Office for Road and Rail about our priorities for rail investment in the TfSE area. The strategy will identify rail priorities for our area's passengers and freight operators that improve connectivity and unlocking growth. The work will see the development of a focussed evidence base alongside extensive stakeholder engagement. We will continue to actively participate with England's Economic Heartland and Transport East in the **Wider South East Rail Partnership.** which aims to work with the newly created Great British Railways, DfT, Network Rail and Transport for London to secure the identification of shared priorities and better strategic planning that maximises the potential of our wider rail network, ensuring integration between our respective national and regional transport strategies and our constituent local authority's Local Transport Plans.

Future Mobility

We will continue to convene our **Future Mobility Forum** on a quarterly basis involving key stakeholders from across the region involved in this sector. The themes that will be explored include Mobility Hubs, Integrated Transport, Data, Mobility Credits/Incentives, Transport Resilience, and Public-Private Collaboration.
We will develop a First & Last Mile Strategy or Toolkit and Hubs Strategy both of which also complement actions identified with the Regional Active Travel Strategy and Action Plan.

Decarbonisation

During this year we will be undertaking further refinements and improvements to the **Carbon Assessment Playbook Tool** that we launched in August 2024. This work will include updating the base year data in the tool from 2019 to 2024 and enhancement to enable the impact of transport interventions on emissions from freight traffic to be assessed.

ENGAGING WITH STAKEHOLDERS

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

Looking ahead, engagement will continue to be at the heart of our communications activity. We will continue to seek new and foster existing partnerships, particularly with regards to our Transport Strategy Refresh activity under the banner of **'Your Voices'.** Plans include attendance at a variety of events, online surveys, social media activity and dedicated podcasts as we support the consultation.

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

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

The Website Revamp

In Autumn 2024, we undertook a refresh for the TfSE website to improve navigation and prepare for additional web traffic as a result of the Transport Strategy consultation.

A steering group including members of the TfSE team and website users, was convened to understand the key elements of the site and identify any new areas for inclusion. This was overseen by our communications team and the updated website was launched in October.



ENGAGING WITH STAKEHOLDERS

The TfSE Podcast

As part of our aim to engage a more diverse audience, the 'TfSE Podcast' was launched in September 2023. Since then, we have published monthly episodes on a variety of topics, including data, transport scheme development, accessibility in public transport, and healthy streets.

Looking ahead to 2025, planned topics include the 'Your Voices' survey, Active Travel, and highlights of the work carried out by TfSE teams, such as the Transport Strategy. The podcast is continuously reviewed to ensure it remains relevant and engaging, with a focus on identifying areas for improvement.



'Your Voices' Survey

The public consultation on our draft Transport Strategy invited input from residents, businesses, and interest groups across the South East, seeking their perspectives on our transport vision.

In addition to gathering feedback on the strategy itself, we asked for views on key transport priorities, including driving economic growth, connecting communities, and achieving net zero in the coming decades.

Planned engagement activities to support the consultation included TfSE roadshows, Transport Strategy surgeries, social media campaigns, press releases, and dedicated podcast episodes, ensuring a wide reach and meaningful input which will be evaluated after the March deadline.

Business Advisory Group

TfSE established a Business Advisory Group (BAG) in quarter 3 of 2024. The BAG provides the business voice to support, advise and contribute to the Partnership Board. It allows TfSE to stay up to-date with the top transport-related challenges and opportunities that businesses face in the South East.

ENGAGING WITH STAKEHOLDERS

Public Affairs Activity

With 76 MPs across our region, an increase from 71 following a recent Boundary Commission review, it is vital we continue to create a dialogue with MPs about the work of TfSE, including projects in their own constituencies. This has become even more important since the 2024 general election which saw 50 new MPs across the region.

We have continued with the programme of MP engagement which began last year, meeting MPs to introduce TfSE and discuss relevant constituency transport issues. In 2024 we met 12 MPs, 8 of which took place after the general election.

Our constituency factsheets, detailing local work that features in our SIP, were refreshed in 2024 are sent to MPs following our TfSE meetings and available on the TfSE website.

We also attended the Liberal Democrat Conference in Brighton in September 2024. We met the majority of the 18 new regional Lib Dem MPs at this event. We represented all the STBs at this conference, and in turn, the other STBs represented us at the party conferences that were held in their regions.

Joint working with other STBs

Meeting regularly and working closely with the other 6 STBs across England ensures the sharing of best practice and delivers efficiencies in our collective work. We have already worked together on a variety of issues including decarbonisation, the Electric Vehicle Charging Infrastructure roll out, the development of a Common Analytical Framework and our Centre of Excellence.

Notable collaborations include working jointly with England's Economic Heartland and Transport East on our Bus Back Better support programme; developing a Carbon Assessment Playbook; and our work programme to increase public sector freight awareness. We also continue our work with the Wider South East Freight Forum and the Wider South East Rail Partnership. Moving forward, we are keen to seek out further opportunities to work collaboratively with other STBs, so that we continue to ensure that we deliver best value for the taxpayer.

RESOURCES

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

This Business Plan is based on the Department for Transport's announcement that they will provide us with £2.16m of grant funding for 2025/26.

Funding from our 16 LTAs, which for 2025/26 amounts to just under £500,000, is used to support our staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. We are committed to maximising value for money – and have frozen the cost of local authority contributions for the last 7 years.

Our total income for the year will be £4.3 million. This is based on a carry forward of £1.237 million for technical work and a carry forward of £406,730 for TfSE's reserve for 2024/25. More details on where this Carry Forward has come from is set out in our Annual Report for 2024/25, which details our year end accounts.

Our full budget for 2025/26 is set out in Appendix 1 within this report.



OUR TEAM

We know that all our funding comes from the taxpayer, whether that is through grant funding from the DfT, or contributions from our local authorities.

Because of this, we maintain a laser-focus on maximising value for money. We keep a lean structure and start 2025/26 with just 17 full-time employees. In line with government guidance, our staff complement is to deliver our Business Plan, where it would be more expensive to use consultants.

It can be a real challenge to recruit skilled staff in many areas of the transport sector. The impact of this is far reaching and being unable to recruit the right talent to fill vacancies or skills gaps can affect the work capacity and growth of an organisation. To grow capacity both within TfSE and the wider industry, we have a staff member who is undertaking a Project Management Apprenticeship, and we are partnering with the Consumer Data Research Centre through their Masters dissertation scheme, inviting Masters' students to contribute to the Analytical Framework with research targeting transport resilience.

The team works closely with and draws additional support from officers from our constituent authorities and other stakeholder groups. This approach to partnership working ensures TfSE provides best value to our partners and taxpayers.

Our team is highly skilled, agile, and responsive to the changing needs of government and local authorities.



OUR TEAM



Rupert Clubb
Chief Officer
Rupert leads the development of Transport for the South East. He chairs the Senior Officer Group and supports the Chairman and Partnership Board.

Mark Valleley
Head of Strategy
Manages the technical work programme including the development and delivery of the Transport Strategy.





Sarah Valentine
Head of Analysis and Appraisal
Manages the development of our analytical framework including the data analysis, modelling and appraisal tools that support scheme business cases and the implementation of our Strategic Investment Plan.

Keir Wilkins
Head of Programme and Policy
Manages TfSE's finance, programme, governance, communications and engagement. Responsible for TfSE's policy and work on TfSE's future role. Manages TfSE's Centre of Excellence.



MOVING EVEN FURTHER FORWARD

RUPERT CLUBB, CHIEF OFFICER

The new government has outlined its priorities for a 'mission-driven' agenda, promoting a programme of national renewal across the nation's health, education and criminal justice systems, alongside ambitious goals transitioning to low-carbon electricity by 2030 and achieving the highest sustained economic growth in the G7.

Transport plays an important role in this vision. Five strategic priorities covering improved performance on the rail and bus networks, tackling regional inequality, promoting social mobility, delivering greener transport and improving integration across transport networks were announced by the government in the summer.

New legislation on transport delivery coupled with comprehensive devolution plans for local government, signals a period of significant change and opportunity. At TfSE we are ready to meet these challenges and opportunities head-on.

The government's transport priorities align closely with our own, reinforcing the strategic direction we have taken since our formation in 2017, and will continue in 2025.

We want transport to attract investment and drive sustainable economic growth throughout the South East. Furthermore, we need to improve connectivity for communities as well as prioritising a transition to net zero carbon emissions by 2050.

Collaboration is at the core of our work. In December 2024, we launched a public consultation on our evidence-based draft Transport Strategy—a bold vision for the South East's transport infrastructure and services in the decades ahead.

This strategy outlines how transport can be a catalyst for economic growth, stronger communities, and a greener environment. Through the consultation, we will engage local users, businesses and stakeholders to inform and shape a strategy that reflects the diverse needs of the region, which we will publish by the end of 2025.

Empowering local leaders and fostering collaboration is central to the government's approach to transport provision. However, these are testing times. Rising costs and financial pressures demand value-for-money solutions that will benefit households and businesses alike.

MOVING EVEN FURTHER FORWARD

RUPERT CLUBB, CHIEF OFFICER

Supporting LTAs to meet these challenges is a cornerstone of TfSE's work. Our Centre of Excellence, which we launched in 2024, has been created to enhance the capabilities of local transport authorities, helping them to deliver innovative approaches to local transport.

The outcome — improved infrastructure, greater investment, and better outcomes for residents and businesses – will see benefits right across the region.

Our success is built on strong partnerships. From providing strategic advice on freight logistics and EVCI to ensuring the South East's transport priorities are heard at the national level, TfSE works hand-in-hand with regional leaders, MPs, and other key stakeholders.

Only by coming together with our local authority partners and stakeholders can we meet today's challenges and address the opportunities of tomorrow, as we strive to create a transport system fit for the decades ahead.





Rupert Clubb

APPENDIX 1

Full breakdown of TfSE funding by work area.

Income	£
DfT Grant	2,161,666
Local Contributions	498,000
Technical Programme Carry Forward 2024/25	1,237,656
Carry Forward for TfSE Reserve	406,730
Total Income Including Reserve	**4,304,052**

Expenditure	£
Staffing	1,339,857
Technical Programme for 2025/26	2,269,465
Governance	25,000
Operational Expenses	75,000
Communications and Engagement	98,000
TfSE Reserve	496,730
Total Expenditure Including Reserves	**4,304,052**

APPENDIX 1

Work Programme for 2025/26 and allocation of DfT grant for 2025/26

Budget Line	Expenditure	DfT Grant
Staffing	**1,339,857**	**992,000**
Transport Strategy	120,737	40,000
Future Mobility	40,000	40,000
Active Travel	45,000	45,000
Freight	185,758	115,000
Electric Vehicle Infrastructure	129,319	45,000
Rail	75,000	75,000
Decarbonisation	40,000	0
Strategic Investment Plan Implementation	482,472	150,000
Strategic Investment Plan Refresh	98,000	50,000
Analytical Framework	546,984	313,333
Centre of Excellence	251,759	98,333
Other costs and technical support	150,000	150,000

APPENDIX 1

Work Programme for 2025/26 and allocation of DfT grant to individual work areas cont...

Technical Programme	**£2,269,465**	**£1,121,666**
Events	40,000	15,000
Communications	12,000	5,000
Publications	5,000	0
Website	21,000	0
Stakeholder Database	18,000	0
Media Subscriptions	2,000	0
Communications/ Engagement	**98,000**	**20,000**
TfSE Governance	25,000	0
Operational Expenses	75,000	28,000
Total Expenditure	**3,807,322**	**2,161,666**
Held for TfSE reserve	496,730	
Total budget including reserve	4,304,052	

Agenda Item 8

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

Date of meeting: **21 July 2025**

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

Title of report: **Transport Strategy Refresh**

Purpose of report: **To provide feedback on the recent public consultation exercise and seek approval for proposed changes to the Draft Final Transport Strategy and its associated Integrated Sustainability Appraisal.**

RECOMMENDATION:

The members of the Partnership Board are recommended to:

1) **Note the outcomes of the public consultation, as set out in the Consultation Report; and**
2) **Agree the proposed changes to the Transport Strategy and Integrated Sustainability Appraisal to reflect the feedback received in response to the public consultation.**

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1. Introduction

1.1 At the Partnership Board on 9 December 2024, the Draft Transport Strategy and its associated Integrated Sustainability Appraisal was approved for public consultation. A public consultation exercise ran from 10 December 2024 to 7 March 2025. In all, over 800 responses were received from a wide range of stakeholders from across the region. This included local authorities, local business groups, national agencies, MPs, transport operators, user and campaign groups, and members of the public. This report summarises the results of the consultation and sets out a number of minor changes to the Strategy and its associated Integrated Sustainability Appraisal that are being proposed in response.

2. Consultation on the Draft Transport Strategy and Integrated Sustainability Appraisal

2.1 During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events. Futher detail about these activities are set out in **Appendix 1.**

3. Results of the consultation

3.1 In total, there were 811 responses to the consultation on the Draft Transport Strategy. The majority of these were individual responses – 742, with the remaining 69 coming from organisations. An overview of the results of the consultation are set out in **Appendix 1** and a copy of the consultation report containing a full analysis of the responses that were received is contained in **Appendix 2.**

3.2 On the Integrated Sustainability Appraisal, comments have been received from some statutory stakeholders requesting clarification on some of the content. The most notable comments being those relating to how roles around biodiversity and equalities may be uncertain in light of local government reorganisation. No comments were received that challenged the analysis undertaken.

4. Proposed changes to the transport strategy and Integrated Sustainability Appraisal

4.1 The result of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy, negating the need for any major amendments. Analysis of the comments received identified a number of common themes that were raised multiple times by different respondents. These are set out in **Appendix 3** alongside a summary of the proposed drafting changes that are being recommended. Changes are also being recommended to reflect external events including the emerging proposals for devolution, the development of the Government's Integrated National Transport Strategy and the granting of the Development Consent Order for the Lower Thames Crossing.

4.2 A number of specific drafting requests were also received seeking clarifications, additions or deletions to specific sections of the draft Transport Strategy. A number of minor amendments are also being recommended to two of the Maps. These drafting changes are shown as marked up changes in the revised copy of the Strategy contained in Appendix 4.

4.3 Members of the Partnership Board are recommended to agree the proposed drafting changes (shown as tracked changes) to the Transport Strategy text shown in **Appendix 4**. This document will then comprise the draft final version of the Transport Strategy.

4.4 With regards to the Integrated Sustainability Appraisal, minor technical changes for the purposes of clarity are being made to the document. Due to the relatively limited nature of these changes, the ISA does not require any further analysis to be undertaken. A copy of the revised version of the Integrated Sustainability Appraisal showing the changes to the text that have been made is contained in Appendix 5.

5. Next steps

5.1 Individual local authority protocols mean that some constituent authorities may wish to seek approval for the draft final version of the Transport Strategy via their formal council procedures. Others have delegated authority, enabling Board members to approve the final version at their discretion. Those authorities who need to follow formal council procedures will be able to use this report and its appendices as a basis for their own report to their council or committee. An editable version of this report is available from the TfSE secretariat on request.

6. Conclusions and recommendations

6.1 In conclusion, the consultation exercise on the Draft Transport Strategy and Integrated Sustainability Appraisal has demonstrated that there is a good level of support for the Draft Transport Strategy. Members of the Board are recommended to agree the proposed drafting changes identified in response to the key themes raised by multiple respondents as well as the specific drafting requests, all contained in the draft final versions of the Transport Strategy set out in in **Appendix 4** and the Integrated Sustainability Appraisal contained in **Appendix 5.**

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Appendix 1 – Results of the public consultation on the Draft Transport Strategy

1. Introduction

1.1 The purpose of this appendix is to set out the engagement activity that took place during the public consultation exercise and present a summary of the results of the consultation. A copy of the full consultation report on the consultation is contained in Appendix 2.

1.2 A public consultation exercise on the Transport Strategy took place between 10 December 2024 and 12 March 2025. During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events.

2. Engagement during the public consultation exercise

2.1 During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events.

2.2 Specific engagement activities that were undertaken included the following:

- An online launch event held on 10 December 2024, attended by 150 people;
- In-person Strategy Roadshows held across the South East to encourage local people to have their say on the strategy, held in the following locations:
    - Southsea Library, Portsmouth
    - Jubilee Library, Brighton
    - Southampton Central Library
    - Canterbury Library
    - Guildford Library
    - Wokingham Library
    - Ryde Town Hall, Isle of Wight
    - Hastings Library
- A dedicated session with the Transport Forum on 30 January 2025;
- Stands at the Future Transport Conference in Southampton, and the Interchange Conference in Manchester;
- Dedicated briefing sessions with significant stakeholders on request, including with Gatwick Airport, the Heathrow Surface Access Group, the Chartered Institution of Highways and Transportation, the Royal Town Planning Institute South East Branch, and the BVRLA.

3. Summary of the results of the consultation

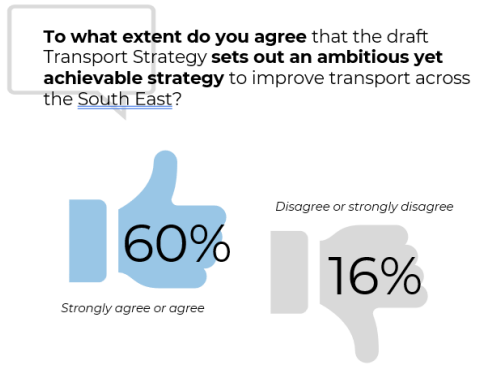
3.1 A copy of the Consultation Report is contained in Appendix 2. Some of the headline results from the consultation showing the overall levels of support for the Strategy and its Missions are summarised here.

3.2 In total, there were 811 responses to the consultation. The majority of these were individual responses – 742, with the remaining 69 coming from organisations.

All of these responses have been considered, and full details are given in the Consultation Report in Appendix 2. Some of the key results from this analysis are summarised here.

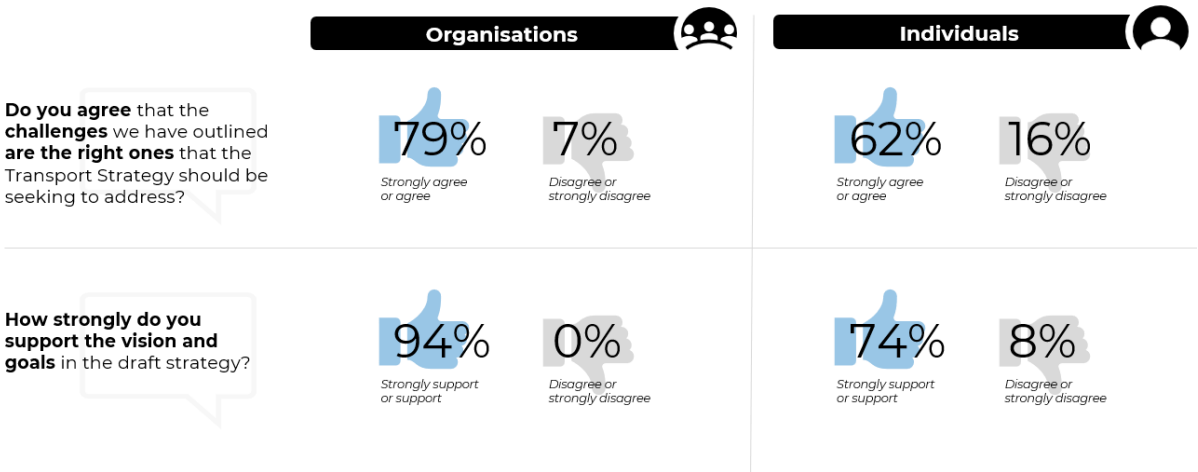
3.3 The last question on the consultation questionnaire asked respondents the extent to which they agreed that the Draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East. The results of the analysis of this question are presented in Figure 1 which shows that a majority of respondents either strongly agreed or agreed with this statement. that the strategy sets out an ambitious yet achievable strategy to improve transport across the South East.

Figure 1. Overall views on the Draft Transport Strategy



3.4 Respondents were asked the extent to which they agreed that the challenges outlined in the strategy were the right ones that it should be seeking to address. As shown in Figure 2, a majority of organisations and individuals agreed that they were. When asked whether they support the vision and goals of the strategy, 94% of organisations and 74% of individuals either strongly supported or supported these. The results of this analysis are shown in Figure 2.

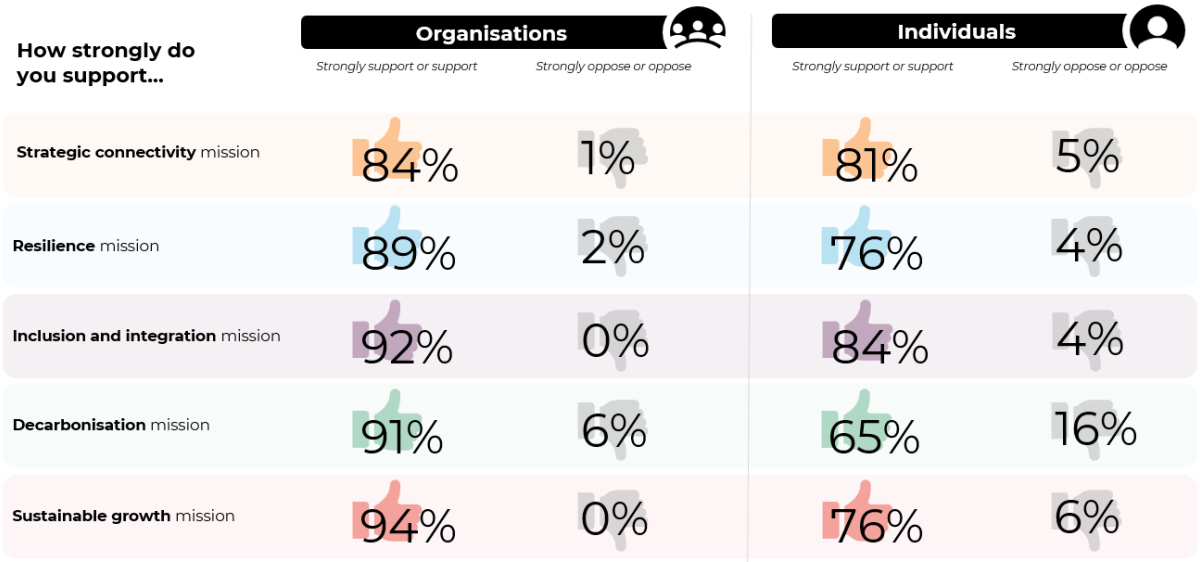
Figure 2. Respondents level of support for the challenges, vision and goals in the Draft Transport Strategy.



3.5 Those organisations and individuals completing the questionnaire survey were asked the extent to which they supported each of the Missions set out in the Draft Transport Strategy. The results of the analysis of the responses to these

questions are set out in Figure 4 which shows that a majority of organisations and individuals strongly supported or supported each of the Missions.

Figure 3. Level of support for each of the Missions in the Transport Strategy.



3.6 This overview of the results of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy. A copy of the consultation report containing a full analysis of the responses that were received is contained in **Appendix 2.**

Appendix 2

Draft Transport Strategy for the South East

Consultation Report

25 June 2025

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Executive Summary

Context

TfSE's first Transport Strategy was adopted in 2020. An evolving national and local policy context, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, illustrating a need for a Strategy with updated priorities. The Draft Strategy, as published for consultation, set out TfSE's challenges, vision, goals and missions, along with an overview of how the proposals would be implemented.

A public consultation was held on the Draft Strategy between 10 December 2024 and 7 March 2025. This report documents the consultation process, outlines the feedback received, and sets out TfSE's responses to the key themes that emerged.

Purpose of this report

This report focuses on the outcomes of the consultation, including the approach taken to undertaking the analysis, and subsequent findings.

Summary of Consultation Findings

The consultation generated a total of 866 responses – 755 of these from individuals, and 111 on behalf of an organisation. The table below shows that this was comprised of 818 questionnaires and 48 other written responses received by letter or email. The majority of responses were received from within the South East region, and there was wide representation from across the TfSE geography, although there was also some interest in the consultation from further afield, such as in London.

Key Findings

Broad Support for the Strategy

- 73% of individuals and 94% of organisations supported the Strategy's vision and goals.
- As shown in the table below strong support was recorded across all five missions.

Mission	Organisations		Individuals	
	Strongly support	Strongly oppose	Strongly support	Strongly oppose
Strategic connectivity	84%	1%	81%	5%
Resilience	89%	2%	76%	4%
Inclusion and integration	92%	0%	84%	4%
Decarbonisation	91%	6%	65%	16%
Sustainable growth	94%	0%	76%	6%

Cross-cutting feedback themes

The table below sets out the cross cutting feedback themes raised by respondents to the consultation.

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓	✓
Rural and coastal communities (and other underserved groups)	✓	✓
Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓	✓
Details on Strategic Rail Connectivity	✓	✓
Details on Resilience	✓	✓
Details on Mission Targets, Impacts	✓	✓
Changing Devolution Landscape	✓	✓
Reducing Car Use		✓
Isle of Wight Ferries		✓
Strategic Highway Connectivity		✓
Funding and Financing		✓

Next Steps

All feedback received during the public consultation has been considered to help inform the development of the updated Transport Strategy. As a result of this analysis, we propose changes to the draft strategy that support each of the cross-cutting themes. A summary of proposed changes is listed below:

- Strengthen active travel theme in the Inclusion and Integration and Sustainable Development Missions.
- Increase recognition of rural transport exclusion in the Inclusion and Integration Mission.
- Update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund.
- Reference more Strategic Rail schemes where these align with the Strategic Investment Plan and Missions.
- Reference more Resilience schemes where these align with the Strategic Investment Plan and Missions.
- Include further detail about trajectories and trends, with linkages to impacts.
- Update the Strategy to reflect downstream changes in local and regional government in the South East.
- Place greater emphasis on demand management interventions
- Further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.
- Reference more specific Strategic Highway schemes in the core text and on maps.
- Include further details on potential funding sources, and what dependencies there may be with each.
- Provide case studies of schemes that demonstrate some form of third party support and/or value capture.

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1. Introduction

Context

3. Established in 2017, TfSE's Mission is to grow the South East's economy through a safe, sustainable, and integrated transport system that enhances residents' quality of life and protects the environment. TfSE's governance and regional expertise allow it to advocate effectively for the South East, aligning transport initiatives with local and national priorities.
4. TfSE's first Transport Strategy was adopted in 2020. Sinc then the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, informing this Strategy's updated priorities.
5. This Strategy focuses on areas needing urgent action, where TfSE is uniquely positioned to drive change. Recognising financial constraints, TfSE's approach emphasises practical, achievable solutions, aiming to maximise the impact of available resources. Developed through rigorous evidence gathering and stakeholder engagement, this Strategy presents a framework for action to meet the region's most pressing transport challenges.
6. A public consultation was held on the Transport Strategy between 10 December 2024 and 7 March 2025. This report documents the consultation process, outlines the feedback received and sets out TfSE's responses to the key themes that emerged.

Transport for the South East's role

7. Transport for the South East is the sub-national transport body for the South East of England, and is supported by its 16 Constituent Local Transport Authorities, 46 district and borough authorities and wider key stakeholders.
8. Seeking to amplify and enhance the excellent work of its constituent authorities, transport operators and stakeholders in its geography, TfSE embraces new ways of doing things and seeks a more integrated approach to policy development. It aims to present a coherent, regional vision and set of priorities to central Government, investors, operators, businesses, residents and other key influencers.

Purpose of the consultation

9. TfSE has worked closely with stakeholders in the development of the Transport Strategy and will continue to do so to ensure that the Strategy is developed and delivered to reflect different perspectives across the region. This public consultation on the Transport Strategy was an opportunity for all with an interest in the South East's transport system to view the proposals and provide their comments, so that these can be taken into consideration before the Transport Strategy is finalised.
10. The Draft Strategy, as published for consultation, set out TfSE's challenges, vision, goals and missions, along with an overview of how the proposals would be implemented. The consultation approach is described in more detail within the next section of this report.

2. Approach to consultation

11. A public consultation on the refreshed Transport Strategy started on 10 December 2024 and closes on 7 March 2025. The consultation seeks the views of stakeholders on the draft refreshed Transport Strategy, alongside the supporting Integrated Sustainability Appraisal.

Consultation materials and communications channels

Transport Strategy document and summary

12. This Transport Strategy outlines a Vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life. It builds on the previous Strategy that was published in 2020 and is underpinned by over seven years' extensive technical work. Its missions-driven approach sets a Route Map for achieving this Vision through improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth.
13. The Transport Strategy and supporting technical documents were available to download from the website. Hard copies of the draft Transport Strategy were also available to view at the regional public consultation events (see below for more information about the events).
14. A summary of the Transport Strategy helped to provide a less-technical overview, highlighting the key elements of the vison, goals and priorities, and outlining the key challenges and proposed responses.
15. A plain text version of the draft Strategy document was also made available on request, for accessibility reasons.

Integrated Sustainability Appraisal

16. An Integrated Sustainability Appraisal (ISA) was published alongside the Transport Strategy. Designed to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have, the consultation invited comments that respondents may have had relating to the ISA specifically.

Transport Strategy webpage

17. A dedicated page was added to the TfSE website to:

- Explain the context for the Transport Strategy
- Make the Transport Strategy available for download, along with the ISA
- Direct potential respondents to the online survey to provide feedback

Launch of the consultation

18. The consultation for the draft Transport Strategy was officially launched on 10th December 2024 via an online webinar with over 100 attendees
19. As well as finding out more about the Draft Transport Strategy, attendees were able to discuss opportunities and potential challenges faced by a range of stakeholders,

including transport operators and delivery partners, environmental groups and business leaders.

20. A comprehensive communications plan was developed to support the consultation during the 12 weeks. This included a launch press release; media pack; communications to regional MPs, constituent transport authorities, district and borough councils; social media and marketing collateral including a display banner and QR code cards for the online survey.

21. The result of this engagement activity was significant interest in the Draft Transport Strategy and the consultation. Some of the highlights of which include:

    - 17 posts on LinkedIn, with 117 reactions and 34 reposts;
    - 16 posts on Facebook, with 78 shares;
    - 13 posts on X, with 28 reposts and over 4000 views;
    - Nearly 400 views of the launch video
    - 23% of respondents to the online survey hearing of the consultation through their local council, with a further 27% hearing via email.

A sample of the media posted is shown below.



Engagement events

TfSE held a number of in-person and online events, with the purpose of seeking further feedback on the Draft Transport Strategy document. These events were attended by over 500 people in total. These events included the following:

- Attending the Future Transport Forum in Southampton on 22nd and 23rd January
- Running a special meeting of the Transport Forum on 30th January
- Running 8 'Strategy Roadshows' across the region throughout February, at Southsea Library in Portsmouth, Jubilee Library in Brighton, Southampton Central Library, Canterbury Library, Guildford Library, Wokingham Library, Hastings Library, and Ryde Town Hall on the Isle of Wight

- Attending the Royal Town Planning Institute's South East Conference on Infrastructure and Planning on 27th February
- Holding one-on-one briefings with key stakeholders on request. Briefings were held with the following organisations:
    - BVRLA
    - Chartered Institution of Highways and Transportation
    - Gatwick Airport
    - Heathrow Surface Access Group
    - National Highways
    - Network Rail

Obtaining feedback

22. The main mechanism for obtaining feedback was via a questionnaire, which was available online or in hard copy. Where possible, consultees were encouraged to submit their feedback online.
23. The questionnaire was divided into nine sections for organisations and five for individuals and aligned with the sections of the Draft Transport Strategy. The sections posed a range of closed and open (free text) questions including:
24. A copy of the two consultation questionnaires can be found in Appendices A.and B

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Response analysis methodology

25. The consultation exercise generated a significant amount of data, including both online and hard copy format questionnaire responses as well as a large number of letters and emails, and a robust process was in place to manage the large number of responses received.

Questionnaires

26. The online questionnaire was hosted on TfSE's Engage360 web platform.. Online responses were processed directly through this portal, while all data from paper copies, and email responses were shared for analysis alongside online survey responses.
27. Data entry staff adhered to a thorough and robust process to ensure maximum accuracy. The quality checking procedure involved 100% verification, whereby inputted data was reviewed by a different operator. Where any inconsistencies were identified, the entries were checked against the original questionnaire and the correct data recorded.
28. The combined dataset was downloaded into a spreadsheet and a series of logic and range checks, as well as further spot checks of manually entered data, were completed prior to analysis. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which follow in subsequent sections.
29. The quantitative analysis only includes those who completed a survey either online, by email or post - as letters and emails submitted can not be analysed in the same way and therefore do not feature as part of response analysis to direct questions.

Coding of free-text responses

30. The questionnaire contained several open questions inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.
31. The free-text responses required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
32. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

Letters and emails

33. The same coding methodology as above was applied to enable analysis of detailed responses submitted via letter and email.

34. Responses were logged in a spreadsheet and assigned a unique reference number as they were submitted. The text was then coded, with the results analysed quantitatively to identify the most frequently recurring areas of comment.

3. Overview of respondents

35. This section of the report confirms the total number of responses received during the consultation and sets out more information about the respondents.

Number of respondents

36. The consultation generated a total of 866 responses – 755 of these from individuals, and 111 on behalf of an organisation. The table below shows that this was comprised of 818 questionnaires and 48 other written responses received by letter or email.

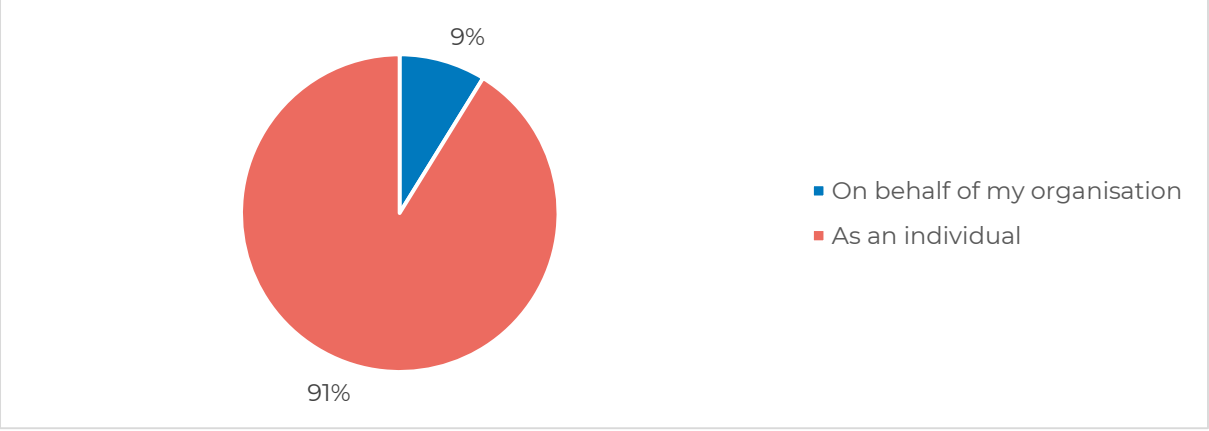
Table 3.1: Number of respondents

Response type	No. Responses
Questionnaire (via online survey)	811
Questionnaire (via post or email)	7
Other written response received via letter or email	48
Total	**866**

Questionnaire respondents

37. The first question of the questionnaire asked respondents to confirm if they were providing their own response or responding on behalf of an organisation or group. 91% of respondents were responding in an individual capacity (746 respondents), and 9% were responding on behalf of an organisation (72 respondents).

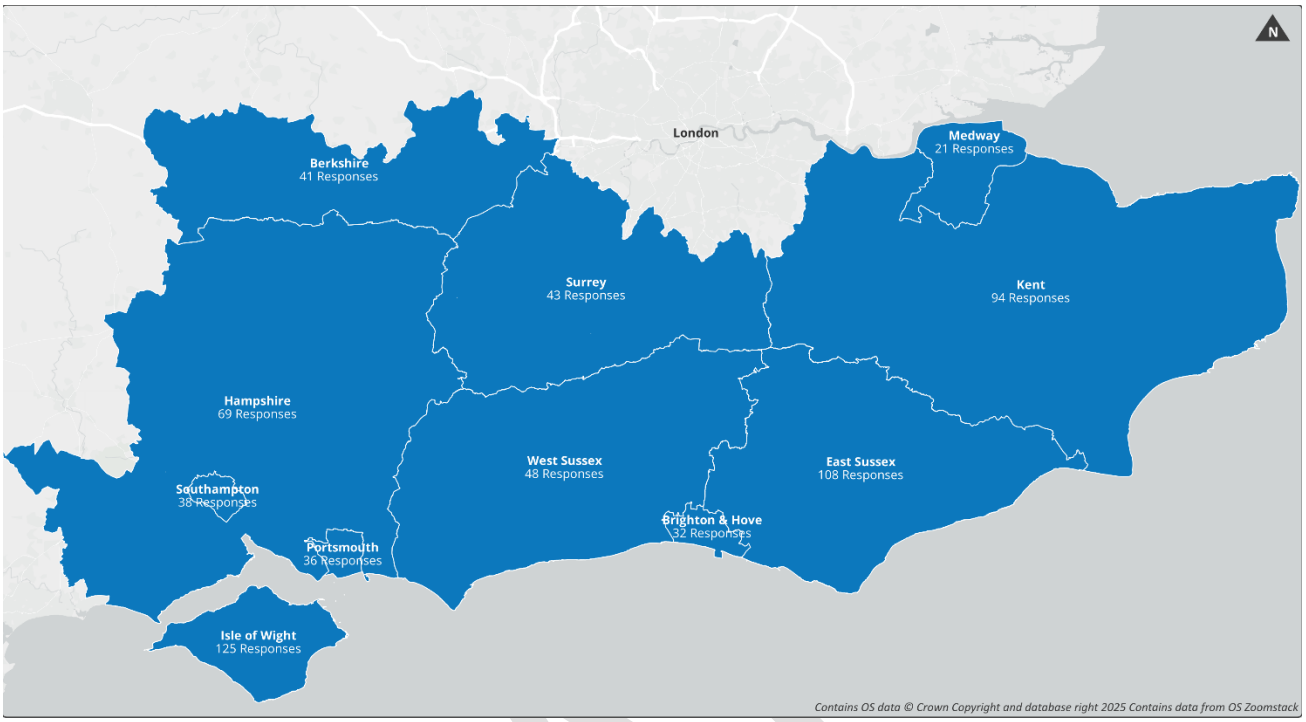
Figure 3.1: Questionnaire respondents



Total responses: 818

38. To enable geographic analysis of the responses, individual respondents were asked to provide their postcode. As the figure below shows, the majority of responses were received from within the South East region, and there was wide representation from across the TfSE geography, although there was also some interest in the consultation from further afield, such as in London.

Figure 3.2: Numbers of respondents by local transport authority area, as derived from postcode data[1]



39. The table below shows the breakdown of responses to this question, which asked respondents to indicate the category of organisation or group that they were representing. One respondent who had identified as an organisation did not respond to this question.

Table 3.2: Category of organisation or group

Category of organisation or group	Responses	Percentage
Local authority	23	28%
MPs	4	5%
Business	9	11%
Charity or third sector	9	11%
Transport operator	2	2%
National partner	0	0%
Town or Parish Council	17	20%
Airport or Port	2	2%
Other	17	20%
Total	**83**	**100%**

[1] Not all respondents provided their postcode

Participant Demographics

40. This section breaks down the demographic data that was collected as part of the draft Transport Strategy consultation.

41. Participants were asked to provide their gender, age, ethnicity, as well as whether they identified as having any long-term physical or mental health conditions or illnesses.

42. Demographic questions were not compulsory, and all provided an 'I prefer not to say' option, for any participants that would prefer not to give their personal data. This means that varying numbers of participants participated in each demographic question provided.

43. As demonstrated in Table 3.3, most individuals who participated in the survey, and chose to answer the demographic questions, identified as "Female" (47%), 45% identified as "Male ", 7% answered "I prefer not to say" and 1% answered "Other".

Table 3.3: Please tell us your gender

Gender	Count	Percentage
Male	331	45%
Female	346	47%
Non-binary	0	0%
I prefer not to say	51	7%
Other	6	1%
Total	**734**	**100%**

44. A wide range of age groups participated in the draft Transport Strategy survey. 64% were aged 55 or above and 29% were aged between 16-54.

Table 4.4: Please tell us your age

Age band	Count	Percentage
Under 24	9	1%
25-34	28	4%
35-44	75	10%
45-54	104	14%
55-64	188	26%
65 or over	283	38%
Prefer not to say	49	7%
Total	**736**	**100%**

45. Most individuals who participated in the survey identified as "White" (87%), with 2% identifying in a non-white ethnic group.

Table 5.5: Which of the following best describes your ethnic group?

Ethnicity	Count	Percentage
White	633	87%
Mixed/Multiple ethnic groups	18	2%
I prefer not to say	80	11%
Total	**731**	**100%**

46. 17% of individuals who participated identified as having a long-term physical or mental condition or illnesses lasting 12 months or more which affects their day-to-day activities “a little” and a further 6% for whom their day-to-day activities are affected “a lot”.

Table 6.6: Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last, at least 12 months?

Answer	Count	Percentage
Yes, a little	122	17%
Yes, a lot	43	6%
No	533	73%
Total	**735**	**100%**

47. 36% of individuals who answered 'Yes, a little' or 'Yes, a lot' identified their impairment as being a “physical impairment while 17% impairment as being a “long-standing illness.

Table 7.7: If you answered 'Yes, a little' or 'Yes, a lot' please tell us the type of your impairments

Answer	Count	Percentage
Physical impairment	101	36%
Sensory impairment	25	9%
Learning disability or difficulty	8	3%
Long-standing illness	47	17%
Mental health condition	34	12%
Developmental condition	4	1%
Autistic spectrum	17	6%
Prefer not to say	34	12%
Total	**279**	**100%**

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4. Questionnaire response analysis

48. This section of the report presents the results of both the closed and open response questions. As described above, open-ended verbatim data is complex to analyse, and the comments have been coded to aid analysis and interpretation. The most common themes of response to each question have been presented within this report.

49. Please note that percentages, where included, have been rounded to the nearest whole percentage point, and as such, totals may not always equal 100. Percentages are based on the total number of respondents who answered that particular question.

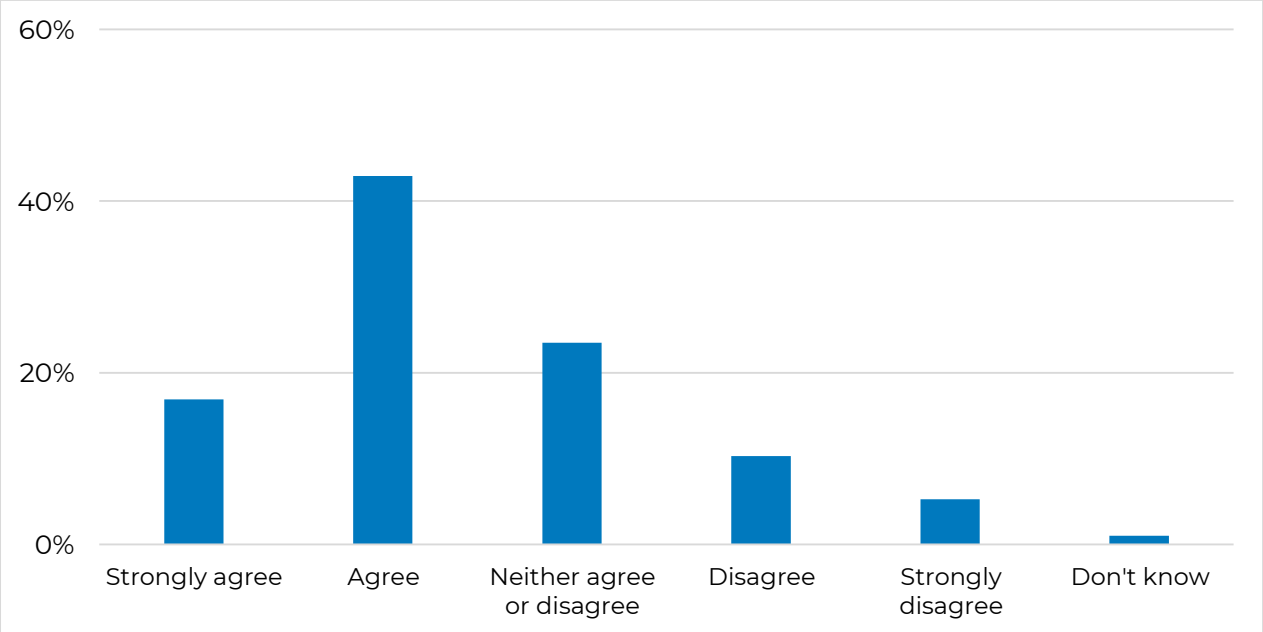
Overall Views

50. Organisations and individuals were asked to indicate their level of agreement with the draft Transport Strategy's ambition and achievability in improving transport across the South East. Most respondents expressed positive sentiment, with 43% agreeing and an additional 17% strongly agreeing. These results indicate strong initial buy-in to the strategy ambition and supporting goals.

51. However, the second most common response selected by respondents "Neither agree or disagree". This was the second most common response selected by respondents. The prevalence of this response suggests that the strategy could perhaps strengthen the clarity of ambition and achievability.

52. A smaller proportion of respondents disagreed, with 10% responding that they ‘disagree’, and 5% that they strongly disagreed. This may indicate a smaller proportion of respondents consider the strategy to be overly ambitious, or conversely, could set a higher level of ambition/achievability.

Figure 4.1: Organisation and Individual responses to “To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?”



Challenges

53. The Strategy is based around the delivery of five Missions which will best address the key challenges the region faces and subsequently have the biggest impact. The resources and tools for delivering meaningful change are more constrained now than in 2020, resulting in cross-cutting delivery challenges, which will depend on active support and collaboration from regional and local authorities, as well as the private sector.

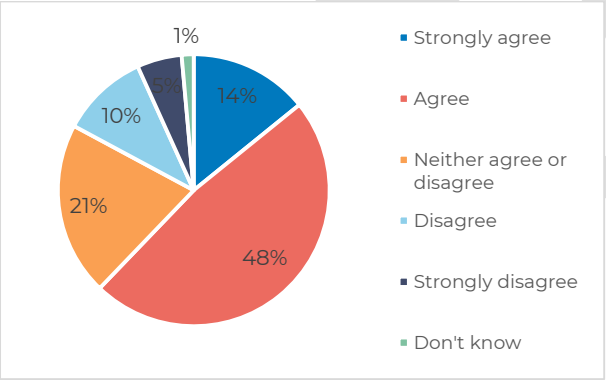
54. Individuals and organisations were asked about the challenges outlined in the draft transport strategy.

Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Table 4.1: Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly agree	101	14%	14	21%
Agree	341	48%	39	58%
Neither agree or disagree	147	21%	9	13%
Disagree	74	10%	4	6%
Strongly disagree	38	5%	1	1%
Don't know	10	1%	0	0%

Individual



Organisation

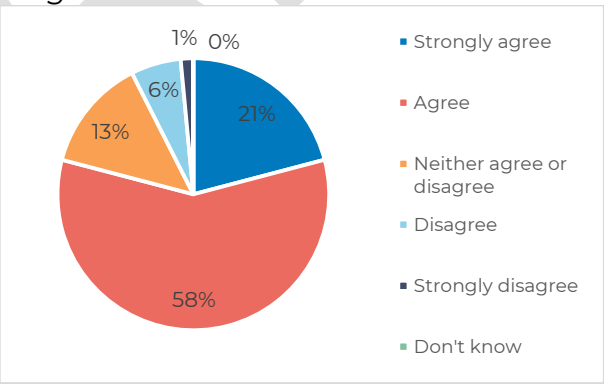


Figure 4.2: Responses by individuals and organisations

- The majority of individuals (62%) and organisations (79%) either strongly agree or agree that the challenges outlined are the right ones for the Transport Strategy to address.
- A smaller portion of individuals (21%) and organisations (13%) neither agree nor disagree with the outlined challenges.
- Only a minimal number of individuals (15%) and organisations (7%) disagree or strongly disagree with the outlined challenges.

55. Organisations and individuals each had the opportunity to provide any additional comments about the challenges through free-text response boxes.

Are there any other comments you would like to make on the challenges?

Organisations

Table 4.2: Are there any other comments you would like to make on the challenges? - Organisations

Theme	Comments	Percentage
Need to include references to mode shift	6	14%
Financial/funding/fiscal challenges should be referenced	4	10%
Need to address East – West and North-South connectivity	4	10%
Need to acknowledge environment, biodiversity and preservation concerns	3	7%
Need to address better integration of public transport	3	7%
Suggestion to acknowledge accessibility/equality/inclusivity	2	5%
Suggestion for more information on decarbonisation	2	5%
Suggestion to acknowledge localised issues	2	5%
Suggestion to outline further understanding on how mayoral authorities will impact TfSE	2	5%
Address issues around land availability for future plans	2	5%

Responses: 42

Individuals

Table 4.3 Are there any other comments you would like to make on the challenges? - Individuals

Theme	Comments	Percentage
Current ferry experience is poor value	49	17%
Affordability of public transport is a challenge for users	34	12%
Concern about how challenges will link with planning and legislation	32	11%
Suggestion that environmental protection and decarbonisation are significant challenges	22	8%
Timetabling and interconnectivity between modes is an existing challenge	19	7%
Support for improving active travel	18	6%
Support for improving rail services	18	6%
Concern about poor maintenance & road works	16	6%
Concerns that there is too much emphasis on roads/cars	15	5%

Responses: 287

56. The three most common themes reported by organisations in response to this question were a need for the challenges to make reference to mode shift (14%) that fiscal/funding challenges should be referenced (10%), and a need to address east-west and north-south connectivity (10%). These three themes are connected in strategic planning; improving regional connectivity is the primary objective, but to achieve this effectively and sustainably would require significant mode shift. Both the pursuit of better connectivity and the implementation of mode shift initiatives are constrained or enabled by the ability to address fiscal/funding challenges.

"The Strategy needs to acknowledge the significant fiscal challenges for global and national economies, the policy emphasis then more focussed on improving network

efficiency and unlocking development and employment, rather than hoping for more Government funding or developer contributions" – Organisation Respondent

57. The other responses given by organisations collectively highlight support for holistic, integrated, and forward-looking approach to transport planning and delivery, with a particular emphasis on environmental sustainability, equalities and effective governance.

58. Amongst individuals, the most common responses referenced how the current ferry experience is poor value (17%), how the affordability of public transport is a challenge for users (12%) and comments that highlighted concerns about how challenges link with planning and legislation more widely (11%). The most common responses highlight current user dissatisfaction and barriers to access and mobility. User experience and accessibility issues necessitate well-conceived policy and legal frameworks to enable real, sustainable improvements.

"No late night sailings, ferries cancelled last minute. Issues getting to medical appointments on the mainland. Affect on {Isle of Wight] economy due to costs for tourism" – Individual Respondent

59. The other responses given by individual respondents highlight support for a more sustainable and efficient transport system that moves beyond a car-centric approach, recognising environmental protection and decarbonisation as urgent challenges, and support for improving active travel and public transport. Other responses however also noted concerns regarding poor maintenance and disruptive road works as barriers to mobility.

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60. Both organisations and individuals were prompted to suggest any further challenges that should be considered within the Strategy through free-text response boxes.

Do you think there are any other challenges we should consider?

Organisations

Table 4.4: Do you think there are any other challenges we should consider? - Organisations

Theme	Comments	Percentage
Sustainability	12	22%
Rural/social exclusion	11	20%
Public transport affordability	6	11%
Housing/building	5	9%
Transport safety	4	7%
Transport as an asset	3	5%
Local government re-organisation	3	5%
Modal shift	2	4%
Ferry connectivity	2	4%
North-south connectivity	2	4%

Responses: 55

Individuals

Table 4.5: Do you think there are any other challenges we should consider? – Individuals

Theme	Comments	Percentage
Ferries (additional routes and improved levels of service)	103	22%
Public transport connectivity	89	19%
Affordability	68	14%
Road connectivity	50	11%
Active travel	32	7%
Health and safety	32	7%
Emissions	25	5%
Accessibility	22	5%
Congestion	22	5%

Responses: 473

61. The three most common themes reported by organisations in response to this question were that challenges should more explicitly consider sustainability (22%), rural/social exclusion (20%) public transport affordability (11%). These suggestions for additional challenges are connected, as public transport plays an essential role in combatting exclusion by supporting access to key services and opportunities. Reducing reliance on private vehicles for such journeys, which may often be less sustainable, will be critical in ensuring a more sustainable transport network.

"Specifically mention rural areas and the reliance of residents there on private cars. due to the lack of public transport. Yet the [Government] is encouraging the continued building of thousands of new houses in these unsustainable locations." – Organisation Respondent

62. The other responses given by organisations suggest that challenges should focus on transport network connectivity and safety more generally, and also consideration of addressing the impacts of housing/building developments on the transport network.

63. Amongst individuals, the most common responses referenced that additional challenges could include improved levels of service and routes for ferries (22%), public transport connectivity (19%) and affordability (14%). These responses highlight that public transport accessibility and usability is currently considered to be a critical challenge amongst individuals. Moreover, these responses further link to the previous question responses from individuals, wherein 17% of individual comments referenced that ferries were poor value.

"The ferry situation on the Isle of Wight, we are subject to huge prices and unreliable transport and we have no other way of reaching the mainland. My small business is folding this year because the costs of ferry travel are too high and Ferries are always being cancelled." – Individual Respondent

64. The other responses given by individual respondents highlight support for challenges to consider a safer, more active, and accessible network, while simultaneously requesting further considerations for solutions to reduce emissions and congestion effectively and sustainably.

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Vision and Goals

65. The vision of the strategy is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

66. This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

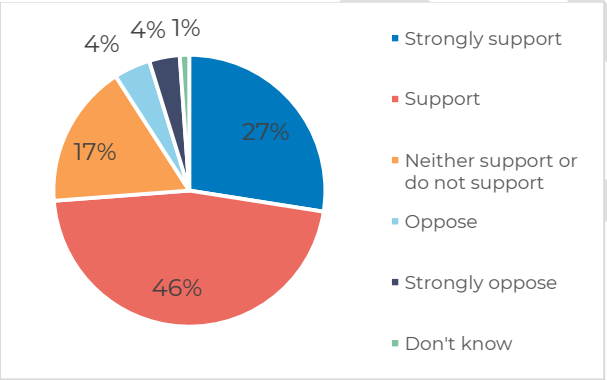
67. Individuals and organisations were each asked to rate their support for the vision and goals through the following question:

How strongly do you support the vision and goals in the draft strategy?

Table 4.6: How strongly do you support the vision and goals in the draft strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	196	27%	25	37%
Support	331	46%	38	57%
Neither support or do not support	122	17%	4	6%
Oppose	31	4%	0	0%
Strongly oppose	26	4%	0	0%
Don't know	8	1%	0	0%

Individual



Organisation

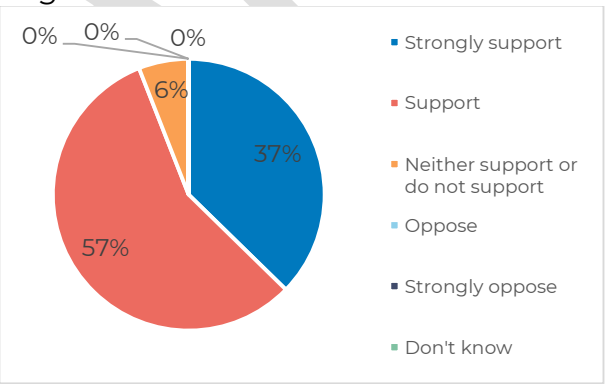


Figure 4.3: Responses by individuals and organisations

- The majority of individuals (73%) and organisations (94%) either strongly support or support the vision and goals in the draft strategy.
- A smaller portion of individuals (17%) and organisations (6%) neither support nor oppose the vision and goals.
- Only a minimal number of individuals (8%) none of the organisations (0%) oppose or strongly oppose the vision and goals.

68. Organisations were also prompted to comment further on the vision and/or goals through a free-text response box.

Do you have any further comments on the vision or the goals?

Note that only organisations were asked this question.

Organisations

Table 4.7: Do you have any further comments on the vision or the goals? - Organisations

Theme	Comments	Percentage
Expand on environmental aspects	10	22%
To ensure goals are balanced	6	13%
To add an inclusivity goal	6	13%
Need clear targets/goals/timeframes to measure visions by	5	11%
Concern that achieving goals may lead to more congestion	4	9%
Consider more locally specific issues	4	9%
Greater public transport use and multimodal connections	3	7%
Clarify the definition of sustainable transport	2	4%
Address rural connectivity issues	2	4%
Encourage shift away from private vehicles	2	4%

Responses: 45

69. The three most common themes reported by organisations in response to this question were that the visions and goals should expand on environmental aspects (22%), ensure balanced goals (13%) and should add a goal related to inclusivity (13%). These comments highlight that both environmental and social inclusivity are considered to be central to a sustainable vision and goals, whilst highlighting that goals should maintain a balanced outlook to ensure achievability.

70. Other responses also continue the theme goal achievability, with comments expressing that targets and timeframes should be clearer, but also expressing concern about goal feasibility. Further comments also emphasise a need to address locally specific issues and fostering greater public transport use with robust multimodal connections, particularly for rural connectivity. Overall, comments express that the vision for the transport network must be underpinned by feasible goals that address multiple dimensions of sustainability.

"There is little or no mention of the steps to 2050 Net Zero[2] especially not the 2030 target of reducing carbon emissions by 68%. This would surely oblige TFSE to invest heavily in things like integrated transport e.g. bikes and trains/buses. There is almost no mention of this in your slides" – Organisation Respondent

[2]

Missions

71. As outlined previously, the Strategy is underpinned by five core Missions that have been co-created with our partners. Our missions have been created to best address the key challenges the region faces and have the biggest impact.

72. The following analysis is related to organisation and individual response to the Missions of the Transport Strategy, covering:

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

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Strategic Connectivity

73. Connectivity refers to the speed, frequency, and ease by which people and goods move between places. This mission focuses on strategic and regional connectivity, as local connectivity is led by our local authority partners.

74. A series of questions were asked to individuals and organisations to explore the levels of support for the strategic connectivity mission and its outcomes.

75. Individuals and organisations were each asked the rate their overall support for the strategic connectivity mission through the following question:

How strongly do you support the strategic connectivity mission in the draft Transport strategy?

Table 4.8: How strongly do you support the strategic connectivity mission in the draft Transport strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	247	35%	30	45%
Support	328	46%	26	39%
Neither support or do not support	95	13%	10	15%
Oppose	20	3%	1	1%
Strongly oppose	16	2%	0	0%
Don't know	7	1%	0	0%

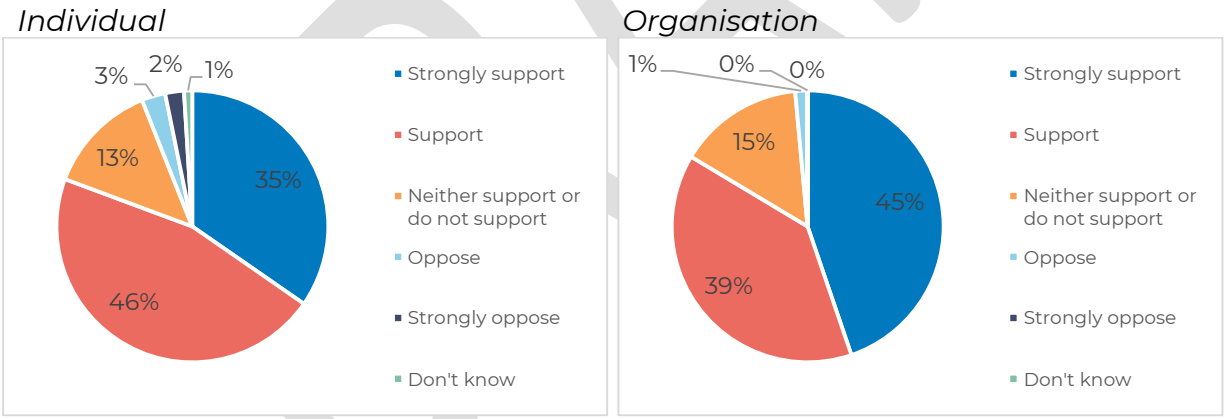


Figure 4.4: Responses by individuals and organisations

- The majority of individuals (81%) and organisations (84%) either strongly support or support the Strategic Connectivity mission in the draft strategy.
- A smaller portion of individuals (13%) and organisations (15%) neither support nor oppose the Strategic Connectivity mission.
- Only a minimal number of individuals (5%) and organisations (1%) oppose or strongly oppose the Strategic Connectivity mission.

Strategic Connectivity

76. Both individuals and organisations were asked to rate their support for the following three outcomes linked to the strategic connectivity mission.

Organisations were asked: How important are the key outcomes of the strategic connectivity mission to your organisation?

Individuals were asked: how important are the key outcomes of the strategic connectivity mission to you?

Key Outcome 1: Journey time and reliability on strategic corridors is comparable to those serving London

Table 4.9: How important are the key outcomes of the strategic connectivity mission to you? - Individuals

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	315	44%	29	44%
Important	275	39%	26	39%
Neither important or not important	71	10%	6	9%
Not very important	22	3%	3	5%
Not important at all	20	3%	1	2%
Don't know	5	1%	1	2%

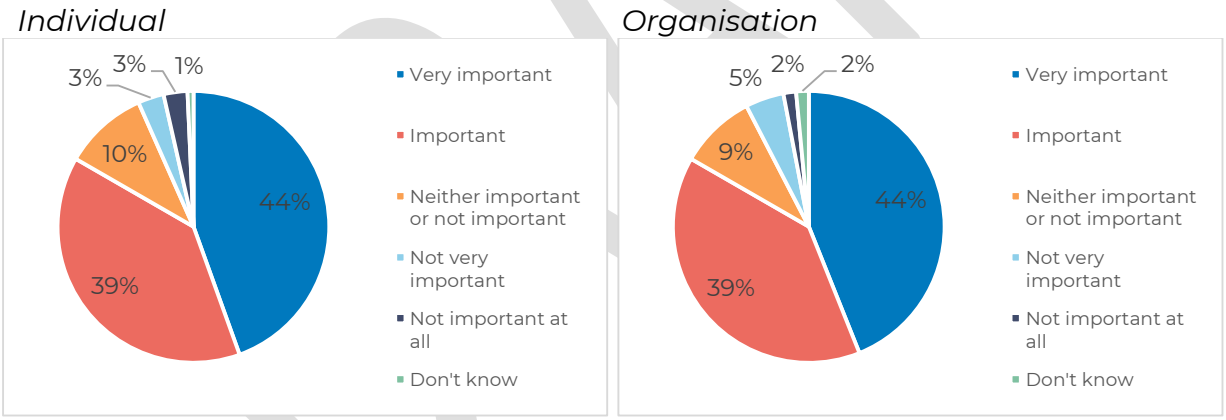


Figure 4.5: Responses by individuals and organisations

- The majority of individuals (83%) and organisations (83%) consider journey time and reliability on strategic corridors to be important or very important.
- A smaller portion of individuals (10%) and organisations (9%) neither consider it important nor unimportant.
- Only a minimal number of individuals (6%) and organisations (7%) think it is not important at all.

Strategic Connectivity

Key Outcome 2: Key towns, cities and international gateways are as accessible by public transport as they are by car

Table 4.10: Key towns, cities and international gateways are as accessible by public transport as they are by car

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	450	64%	44	67%
Important	184	26%	16	24%
Neither important or not important	35	5%	4	6%
Not very important	23	3%	1	2%
Not important at all	13	2%	0	0%
Don't know	3	0%	1	2%

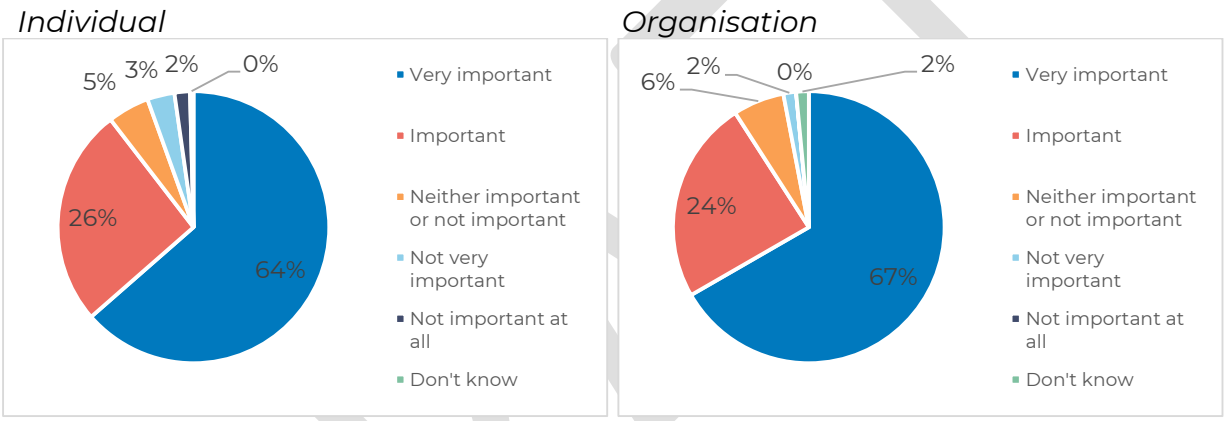


Figure 4.6: Responses by individuals and organisations

- The majority of individuals (90%) and organisations (91%) consider the accessibility of key towns, cities, and international gateways by public transport to be important or very important.
- A smaller portion of individuals (5%) and organisations (6%) neither consider it important nor unimportant.
- Only a minimal number of individuals (5%) and organisations (2%) think it is not important at all.

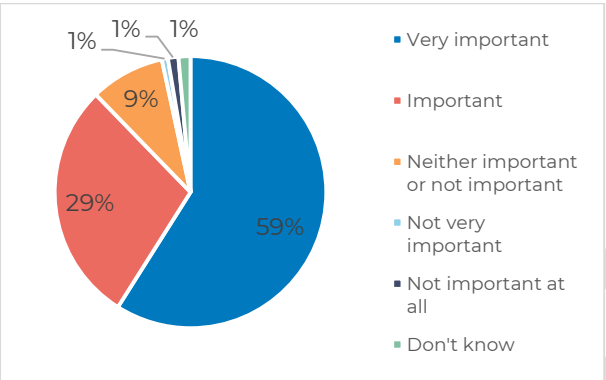
Strategic Connectivity

Key Outcome 3: Rail freight is as competitive as road freight

Table 4.11: Rail freight is as competitive as road freight

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	418	59%	37	57%
Important	204	29%	18	28%
Neither important or not important	63	9%	3	5%
Not very important	5	1%	3	5%
Not important at all	9	1%	1	2%
Don't know	10	1%	3	5%

Individual



Organisation

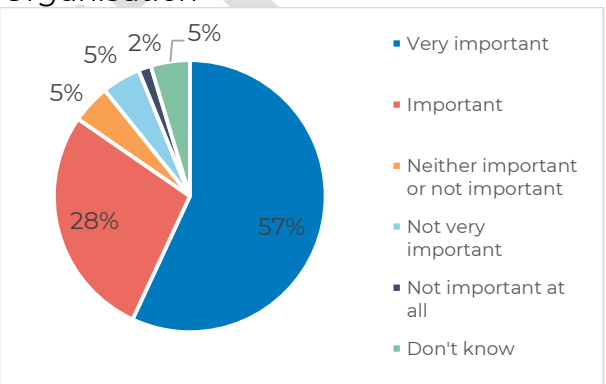


Figure 4.7: Responses by individuals and organisations

- The majority of individuals (98%) and organisations (96%) consider rail freight to be as competitive as road freight to be important or very important.
- A smaller portion of individuals (1%) and organisations (2%) think it is not important at all.
- Only a minimal number of individuals (1%) and organisations (2%) think it is not important at all.

77. While all three key outcomes are generally considered to be 'important' or 'very important' by most individuals and organisations, the outcome that "key towns, cities and international gateways are as accessible by public transport as they are by car" is perceived to be most important amongst both individuals and organisations.

- Amongst individuals, 64% rate Outcome 2 as "Very important" compared to 44% for Outcome 1, and 59% for Outcome 3.
- For organisations, 67% rate Outcome 2 as "Very important" compared to 44% for Outcome 1, and 57% for Outcome 3.

Strategic Connectivity

78. To understand alignment with our strategic connectivity mission, we asked both individuals and organisations about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from improvements to the experience of the existing network in the short-term, and major upgrades and expansions to facilitate connectivity in the long-term. Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve strategic connectivity?

Table 4.12: How strongly do you support the priorities which will enable us to improve strategic connectivity?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	243	34%	24	36%
Support	336	47%	34	52%
Neither support or do not support	95	13%	7	11%
Oppose	16	2%	1	2%
Strongly oppose	10	1%	0	0%
Don't know	9	1%	0	0%

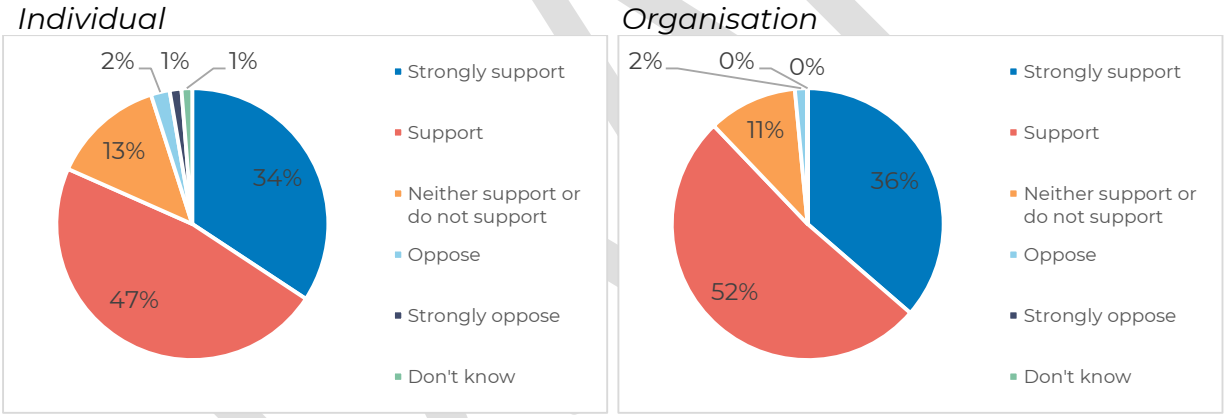


Figure 4.8: Responses by individuals and organisations

- The majority of individuals (81%) and organisations (88%) either strongly support or support the priorities which will enable us to improve strategic connectivity.
- A smaller portion of individuals (13%) and organisations (11%) neither support nor oppose the priorities.
- Only a minimal number of individuals (3%) and organisations (2%) oppose or strongly oppose the priorities.

Strategic Connectivity

79. Individuals were prompted to provide further information on the interventions they would prioritise as part of achieving improved strategic connectivity. The following question was provided in the individual questionnaire only and respondents answered in a free-text response box.

What improvements would you like to see in your area that would achieve this mission?

Individuals

Table 4.13: What improvements would you like to see in your area that would achieve this mission? – Individuals

Theme	Comments	Percentage
Concern that Ferries (Isle of Wight) currently have poor levels of service across a number of indicators and should be improved	135	24%
Rail/light rail improvement	116	21%
Bus transit improvements	97	17%
Better regional connectivity	72	13%
Better affordability of public transport	67	12%
Road improvements	54	10%
Active travel improvements	36	6%
Measurements to reduce car travel	31	6%
Better intermodal connectivity	30	5%

Responses: 558

80. The three most common themes reported by individuals in response to this question were a concern about existing poor levels of service for ferries across a number of indicators (24%), and suggestions for rail/light rail improvements (21%) and bus transit improvements (17%). These responses continue the theme of individuals highlighting concerns with current ferry service provision as highlighted in the theme responses to previous questions (e.g. see Table 4.5). Additional improvements suggested highlight that individuals consider that rail, light rail, and bus transit improvements are critical to achieve the strategic connectivity mission.

81. Other suggestions for improvements that would help to support the achievement of this mission include multi-modal and inter-modal suggestions across active travel and road improvements to reduce private vehicle travel. Public transport affordability is again highlighted as a consideration by individuals, that will help the connectivity mission to be achieved. Overall, these themes collectively highlight that indiviudals consider the achievement of the strategic mission to involve a multifaceted approach; not only through enhancing infrastructure, but addressing accessibility and affordability barriers for all users.

"Fair and consistent pricing on ferries to and from the Isle of Wight. A more reliable service that does not restrict employment opportunities for islanders" – Individual Respondent

82. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of strategic connectivity, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Organisations

Table 4.14: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Enhancing the attractiveness of public transport	13	21%
Affordability of public transport	11	18%
New railway routes	9	15%
Improving rail network capacity	6	10%
Equitable access to key areas for public transport vs cars	6	10%
Strengthening freight links	5	8%
Road upgrades	5	8%
Reliable journeys	4	7%
Improved ferry service	4	7%

83. Enhancing the attractiveness of public transport (21%), affordability of public transport (18%) and new railway routes (15%) are the priorities that organisations most frequently perceived as most important to achieving the strategic connectivity mission. This aligns with the suggestions from the individual respondents; that enhancing both the physical infrastructure alongside the supporting mechanisms that reduce barriers to mobility (such as affordability) are critical to facilitate the strategic connectivity mission.

"Enhancing incentives for long-distance public transport by optimising fares, ticketing, and on-board amenities." – Organisation Respondent

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Resilience

84. This Mission focuses on safeguarding and enhancing the resilience of the South East's transport network to ensure reliable and smooth journeys for all users. Success will mean a transport system that offers dependable journeys between key locations, with the capacity to quickly manage, absorb, and recover from disruptions. The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

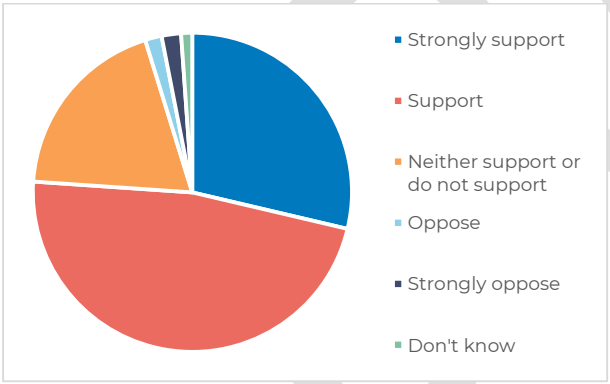
85. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Both individuals and organisations were asked the rate their overall support for the resilience mission through the following question:

How strongly do you support the resilience mission in the draft strategy?

Table 4.15: How strongly do you support the resilience mission in the draft strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	204	29%	31	47%
Support	337	47%	28	42%
Neither support or do not support	136	19%	6	9%
Oppose	12	2%	1	2%
Strongly oppose	14	2%	0	0%
Don't know	8	1%	0	0%

Individual



Organisation

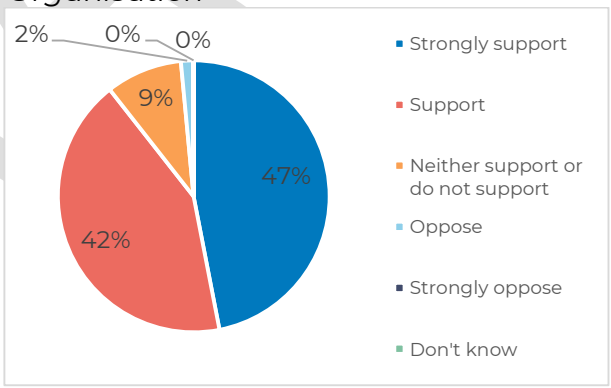


Figure 4.9: Responses by individuals and organisations

- The majority of individuals (76%) and organisations (89%) either strongly support or support the resilience mission in the draft strategy.
- A smaller portion of individuals (19%) and organisations (9%) neither support nor oppose the resilience mission.
- Only a minimal number of individuals (4%) and organisations (2%) oppose or strongly oppose the resilience mission.

Resilience

86. Two key outcomes are associated with the resilience mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the resilience mission, through the following questions:

Organisations were asked: How important are the key outcomes of the resilience mission to your organisation?

Individuals were asked: How important are the key outcomes of the resilience mission to you?

Key Outcome 1: The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways

Table 4.16: The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	374	52%	40	61%
Important	248	35%	19	29%
Neither important or not important	60	8%	5	8%
Not very important	11	2%	1	2%
Not important at all	12	2%	0	0%
Don't know	8	1%	1	2%

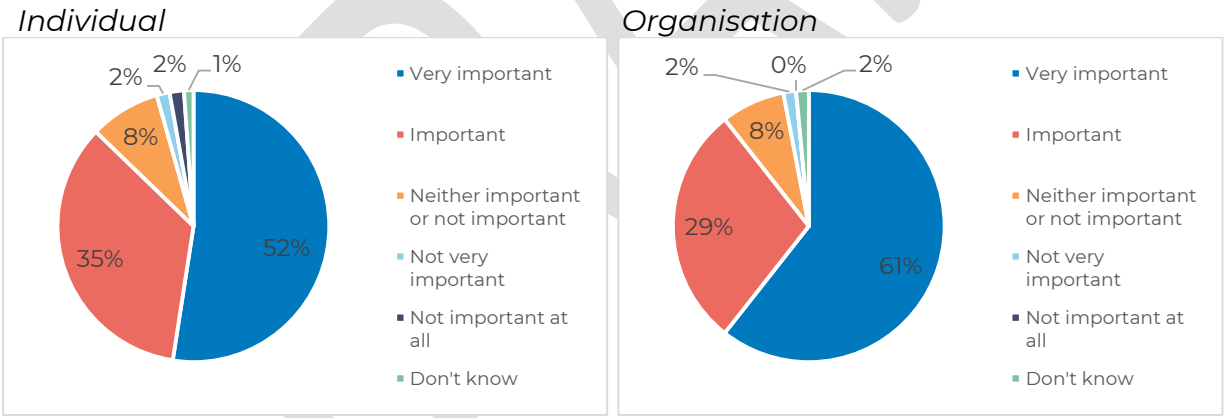


Figure 4.10: Responses by individuals and organisations

- The majority of individuals (87%) and organisations (90%) consider the transport network delivering comfortable, reliable journeys between key towns, cities, and international gateways to be important or very important.
- A smaller portion of individuals (8%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (4%) and organisations (2%) think it is not important at all.

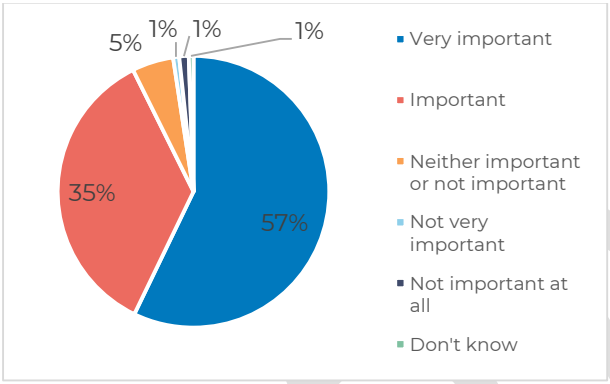
Resilience

Key Outcome 2: The transport network has the agility to manage and absorb disruptions quickly

Table 4.17: The transport network has the agility to manage and absorb disruptions quickly

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	406	57%	47	71%
Important	252	35%	16	24%
Neither important or not important	35	5%	2	3%
Not very important	5	1%	0	0%
Not important at all	8	1%	0	0%
Don't know	4	1%	1	2%

Individual



Organisation

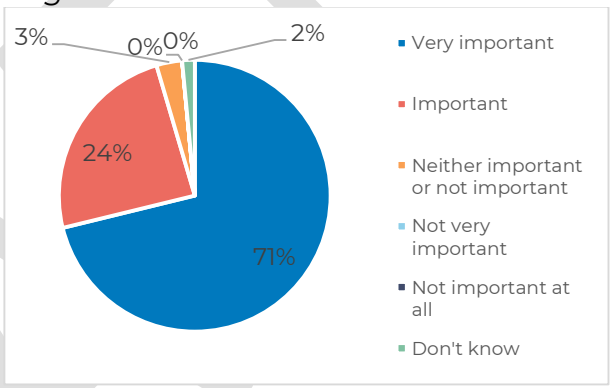


Figure 4.11: Responses by individuals and organisations

- The majority of individuals (92%) and organisations (95%) consider the transport network's agility to manage and absorb disruptions quickly to be important or very important.
- A smaller portion of individuals (5%) and organisations (3%) neither consider it important nor unimportant.
- Only a minimal number of individuals (2%) and no organisations (0%) think it is not important at all.

Both individuals and organisations consider both outcomes to be important, however, Outcome 2 is considered to be more important than Key Outcome 1. This Is particularly demonstrated by organisation respondents, as 71% of organisations rated Outcome 2 as "Very important" in comparison to 61% for Outcome 1.

In addition, Outcome 1 received a higher percentage of neutral responses (8% amongst both individuals and organisations) compared to Key Outcome 2 (5% individuals, 3% organisations). This highlights that fewer people are undecided or feel indifferent about Key Outcome 2. Furthermore, responses for low importance categories are very low for both outcomes and similar between them, indicating that very few respondents consider either outcome unimportant.

Resilience

87. To understand alignment with our resilience mission, individuals and organisations were asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from immediate efforts to strengthen the current network's resilience in the short-term, and priorities focussed on major upgrades and expansions to address bottlenecks and improve connectivity in the long-term.

Both individuals and organisations were asked the following question:

How strongly do you support the priorities which will enable us to improve resilience?

Table 4.18: How strongly do you support the priorities which will enable us to improve resilience?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	212	30%	24	36%
Support	347	49%	33	49%
Neither support or do not support	119	17%	9	13%
Oppose	16	2%	0	0%
Strongly oppose	12	2%	0	0%
Don't know	6	1%	1	1%

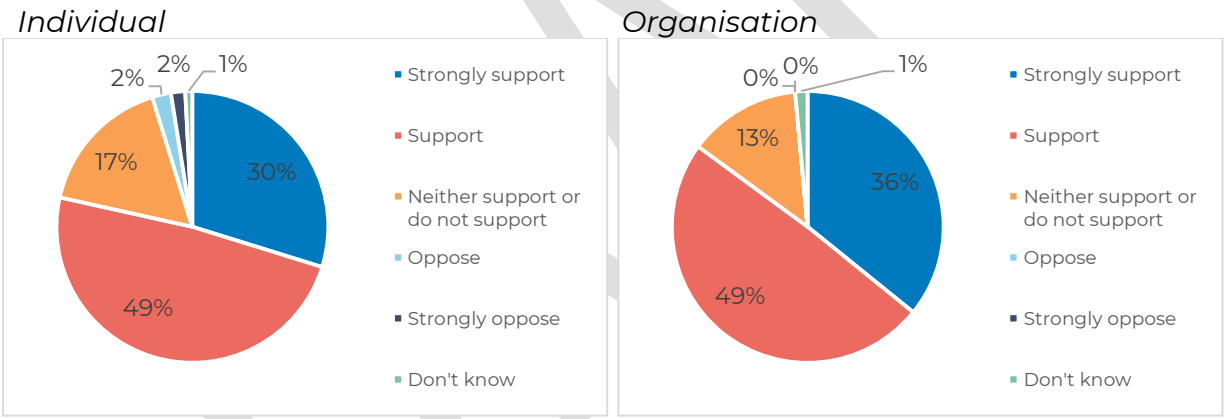


Figure 4.12: Responses by individuals and organisations

- The majority of individuals (79%) and organisations (85%) either strongly support or support the priorities which will enable us to improve resilience.
- A smaller portion of individuals (17%) and organisations (13%) neither support nor oppose the priorities.
- Only a minimal number of individuals (4%) and organisations (0%) oppose or strongly oppose the priorities.

Resilience

88. Individuals were prompted to provide further information on the interventions that individuals would prioritise as part of achieving improved resilience. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

What improvements would you like to see in your area that would achieve this mission?

Table 4.19: What improvements would you like to see in your area that would achieve this mission? - Individuals

Theme	Comments	Percentage
Improved ferry connections, (including routes, reliability, and intermodal connectivity between ferries and other modes)	94	22%
Rail improvements	76	18%
Road schemes	50	12%
Maintenance of existing infrastructure	50	12%
Intermodal public transport experience	49	11%
Bus improvements	38	9%
Active travel	28	7%
Measures that would enhance regional connectivity	21	5%
Measures to support modal shift from private motor vehicles	20	5%

Responses: 427

89. These responses indicate that individuals would most often prioritise improved ferry connections (22%) to achieve improved resilience, followed by rail improvements (18%) and road schemes (12%). These themes are interconnected through the need for intermodal connectivity and a holistic transport network to enhance accessibility, reduce congestion, and support economic development.

90. Other improvements suggested by individual respondents include a range of measures; across enhanced public transport and active travel infrastructure, mode shift interventions, and maintenance, highlighting that both maintenance and enhancement are critical to delivering multi-modal resilience.

"Better strategies to avoid gridlock in Folkestone when there are issues/high traffic volumes at Dover port which adversely affects residents and businesses in a regular basis" – Individual Respondent

Organisations

91. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of resilience, through the following question:

Please tell us the one priority from the list at the top of this page you see as most important to achieving this mission.

Table 4.20: What improvements would you like to see in your area that would achieve this mission? - Organisations

Theme	Comments	Percentage
Increased long-term funding for projects	25	42%
Improving public transport infrastructure	13	22%
Improving rail services	9	15%
Reducing car use and road traffic	8	14%
Improvements for strategic connectivity across a range of modes (e.g. key locations easily accessible by a range of modes)	8	14%
Creating new railway routes	7	12%
Reliable journeys	7	12%
Implementation of strategy to reduce future risks	5	8%
Mitigating negative impacts of roadworks	4	7%
Mitigating negative impacts on transport infrastructure associated with climate change	4	7%

Responses: 59

92. Organisations most frequently reported increased long-term funding for projects (42%), improving public transport infrastructure (22%) and improving rail services (15%) as the priorities that would be most important to achieving the resilience mission. These three priorities are fundamentally linked as increased long-term funding can provide the stability to proactively invest, improve, and maintain robust public transport infrastructure and rail services. By doing so, the network can become better-equipped to withstand and quickly recover from disruptions, ensuring continued mobility and economic stability.

"Consistent funding for maintenance. Most examples of poor resilience can be traced to historical lack of maintenance funding." – Organisation Respondent

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Inclusion and Integration

93. This Mission aims to create an inclusive, affordable, and integrated transport network across the South East, providing safe and seamless door-to-door connectivity for everyone. Success will mean that all residents can travel affordably, comfortably, and confidently, with high satisfaction across diverse user groups.

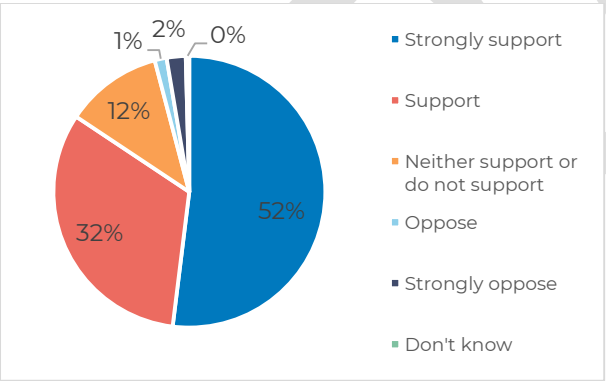
94. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Individuals and organisations were each asked to rate their overall support for the resilience mission through the following question:

How strongly do you support the inclusion and integration mission in the draft strategy?

Table 4.21: How strongly do you support the inclusion and integration mission in the draft strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	368	52%	42	64%
Support	229	32%	19	29%
Neither support or do not support	82	12%	5	8%
Oppose	10	1%	0	0%
Strongly oppose	16	2%	0	0%
Don't know	3	0%	0	0%

Individual



Organisation

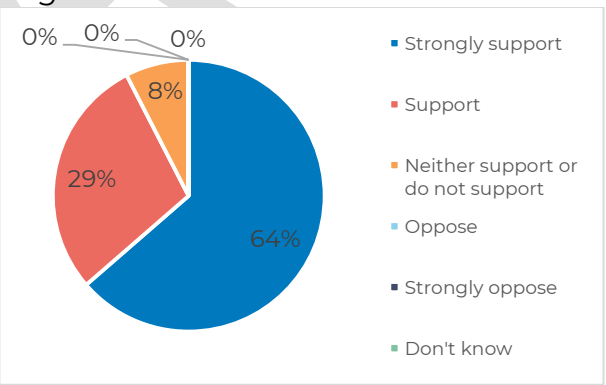


Figure 4.13: Responses by individuals and organisations

- The majority of individuals (84%) and organisations (93%) either strongly support or support the inclusion and integration mission in the draft strategy.
- A smaller portion of individuals (12%) and organisations (8%) neither support nor oppose the mission.
- Only a minimal number of individuals (3%) and no organisations (0%) oppose or strongly oppose the mission.

Inclusion and Integration

95. Two key outcomes are associated with the inclusion and integration Mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the inclusion and integration mission.

Organisations were asked: How important are the key outcomes of the inclusion and integration mission to your organisation?

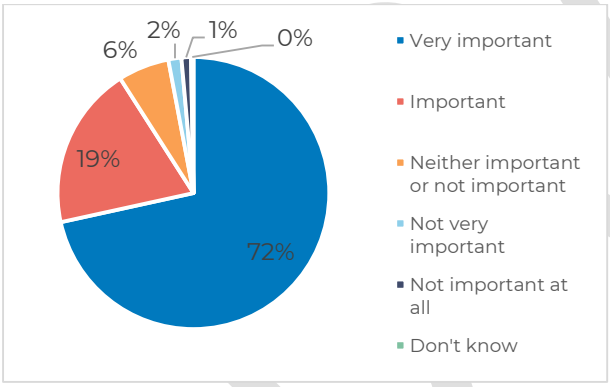
Individuals were asked: How important are the key outcomes of the inclusion and integration mission to you?

Key Outcome 1: Everyone can affordably travel where they need to go and when

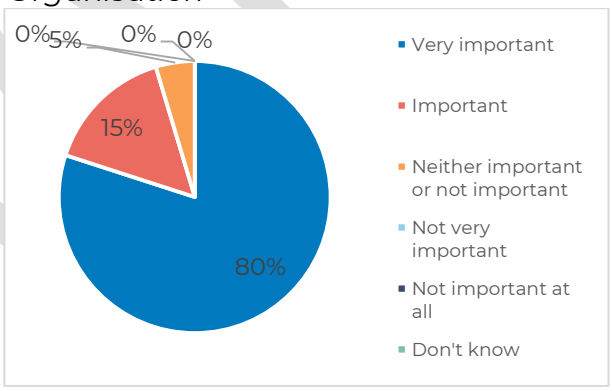
Table 4.22: Everyone can affordably travel where they need to go and when

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	506	72%	52	80%
Important	137	19%	10	15%
Neither important or not important	43	6%	3	5%
Not very important	11	2%	0	0%
Not important at all	8	1%	0	0%
Don't know	2	0%	0	0%

Individual



Organisation



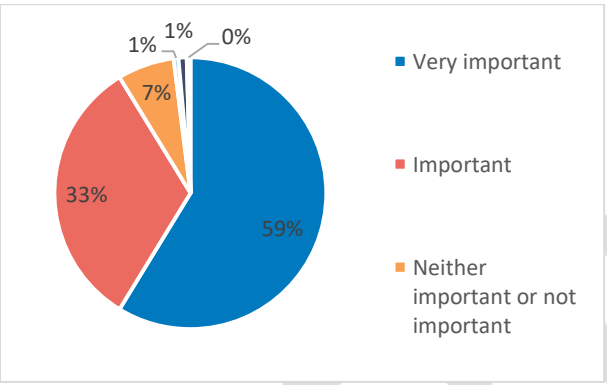
- The majority of individuals (91%) and organisations (95%) consider it important or very important that everyone can affordably travel where they need to go and when.
- A smaller portion of individuals (6%) and organisations (5%) neither consider it important nor unimportant.
- Only a minimal number of individuals (3%) and no organisations (0%) think it is not important at all.

Key Outcome 2: Customer satisfaction with the transport network is high across all sections of society

Table 4.23: Customer satisfaction with the transport network is high across all sections of society

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	417	59%	42	65%
Important	231	33%	18	28%
Neither important or not important	48	7%	5	8%
Not very important	4	1%	0	0%
Not important at all	7	1%	0	0%
Don't know	3	0%	0	0%

Individual



Organisation

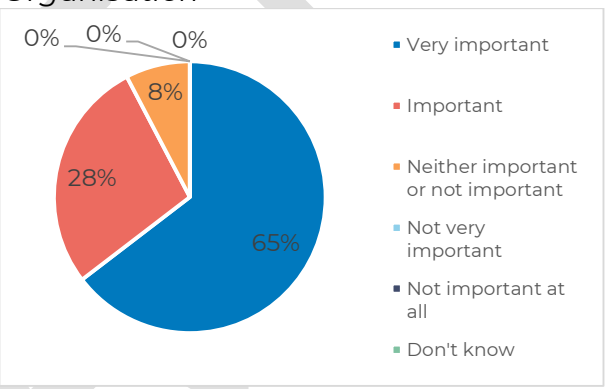


Figure 4.14: Responses by individuals and organisations

- The majority of individuals (92%) and organisations (93%) consider customer satisfaction with the transport network to be important or very important.
- A smaller portion of individuals (7%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (2%) and no organisations (0%) think it is not important at all.

Both individual and organisation respondents considered both outcomes to be important. However, Key Outcome 1 was considered to be of higher importance than Key Outcome 2. 72% of individuals considered Key Outcome 1 as “very important’ in comparison to 59% of respondents for Key Outcome 2. Similarly, 80% of individual respondents considered Key Outcome 1 as ‘very important’ in comparison to 65% for Key Outcome 2. This suggests that ensuring affordable access is seen as a more fundamental concern by both individuals and organisations, and could be considered the foundational priority, with customer satisfaction being a still important, yet perhaps secondary, quality objective.

Inclusion and Integration

96. To understand alignment with the inclusion and integration mission, individuals and organisations were each asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; from immediate efforts to strengthen the current network's resilience in the short-term, and priorities focussed on major upgrades and expansions to address bottlenecks and improve connectivity in the long-term.

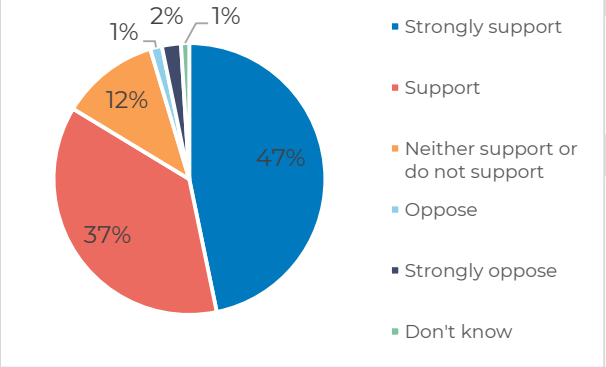
Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve inclusion and integration?

Table 4.24: How strongly do you support the priorities which will enable us to improve inclusion and integration?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	332	47%	31	46%
Support	262	37%	26	39%
Neither support or do not support	83	12%	8	12%
Oppose	10	1%	1	1%
Strongly oppose	16	2%	1	1%
Don't know	7	1%	0	0%

Individual



Organisation

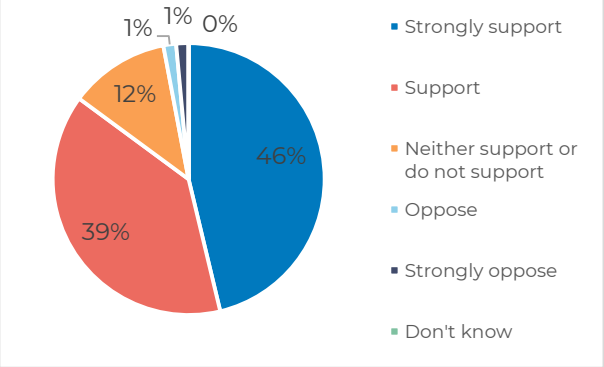


Figure 4.15: Responses by individuals and organisations

- The majority of individuals (84%) and organisations (85%) either strongly support or support the priorities which will enable us to improve inclusion and integration.
- A smaller portion of individuals (12%) and organisations (12%) neither support nor oppose the priorities.
- Only a minimal number of individuals (3%) and organisations (1%) oppose or strongly oppose the priorities.

Inclusion and Integration

97. Individuals were prompted to provide further information on the interventions that they would prioritise as part of achieving improved inclusion and integration. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.25: What improvements would you like to see in your area that would achieve this mission?

Theme	Comments	Percentage
Make public transport more affordable	132	32%
Better public transport affordability and routeing	92	22%
Accessibility of public transport for particular groups (e.g. disabled people)	87	21%
Investment in walking and cycling and other transport infrastructure	84	21%
Strategic connectivity	59	14%
Importance of ferries	59	14%
Address inequality	53	13%
Development of local areas	28	7%
Suggested restructure of public transport ownership/funding	14	3%

Responses: 409

98. These responses indicate that individuals would most often prioritise public transport affordability as part of achieving improved inclusion and integration (32%), followed by public transport routeing (22%). Accessibility for user groups and investment in walking and cycling infrastructure were also commonly reported (21%). The interconnectedness of these themes is crucial for achieving inclusion for all users across all parts of the network – from longer or medium-length journeys across the region, to shorter journeys that can be made by active travel.

99. Other improvements suggested by individual respondents include a range of measures to support the network to be more efficient and equitable, supportive of both regional and local development, and governed effectively.

"Isle of Wight residents cannot afford to access the mainland due to high ferry costs. This also includes residents referred to mainland NHS medical services." – Individual Respondent

Organisations

100. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of inclusion and integration, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Table 4.26: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Enhancing connectivity to rural and isolated communities	18	31%
Transport affordability	15	25%
Simplifying fare structures	6	10%
Inclusive transport and supporting infrastructure	4	7%
Implementing Bus Service Improvement Plan (BSIP) and exploring franchise options	3	5%
Improving infrastructure	3	5%
Enhancing connectivity	2	3%
Improving safety	2	3%
Coastal connectivity measures	1	2%

Responses: 59

101. Organisations most frequently selected enhancing connectivity to rural and isolated communities (31%), transport affordability (25%), and simplifying fare structures (10%) as the priorities that would be most important to achieving the inclusion and integration mission. Collectively prioritising these improvements could create a more inclusive and integrated network for all users through directly addressing barriers to accessibility and usability of the transport system for individuals with financial constraints, thereby empowering a broader range of individuals to use public transport. In addition, this would support enhancing equity in the existing system through focussing on enhanced connectivity for isolated communities, thereby reducing isolation and promoting greater social and economic integration within and across communities.

"Enhancing connectivity in North and East Kent and East Sussex, at present many communities are accessible only by road. This must change." – Organisation Respondent

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Decarbonisation

102. This Mission commits to leading the South East towards a net zero transport future by 2050. This will be achieved by accelerating zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and mitigate climate change.

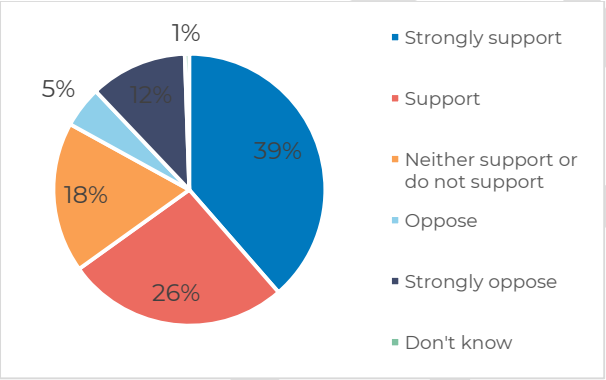
103. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Both individuals and organisations were asked the rate their overall support for the decarbonisation mission through the following question:

How strongly do you support the decarbonisation mission in the draft strategy?

Table 4.27: How strongly do you support the decarbonisation mission in the draft strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	284	39%	38	58%
Support	195	26%	22	33%
Neither support or do not support	132	18%	4	6%
Oppose	36	5%	0	0%
Strongly oppose	85	12%	2	3%
Don't know	4	1%	0	0%

Individual



Organisation

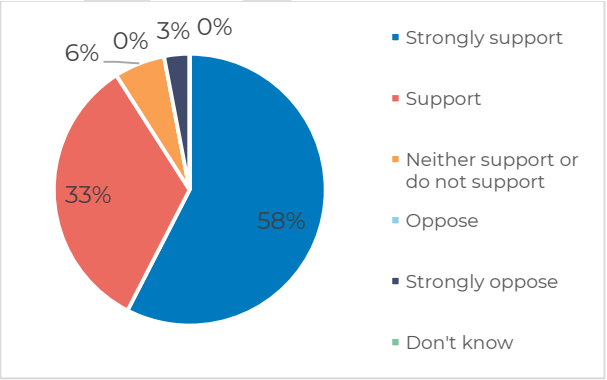


Figure 4.16: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (91%) either strongly support or support the decarbonisation mission in the draft strategy.
- A smaller portion of individuals (18%) and organisations (6%) neither support nor oppose the mission.
- Only a minimal number of individuals (17%) and organisations (3%) oppose or strongly oppose the mission.

Decarbonisation

104. Three key outcomes are associated with the decarbonisation mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the decarbonisation mission, through the following questions:

Organisations were asked: How important are the key outcomes of the decarbonisation mission to your organisation?

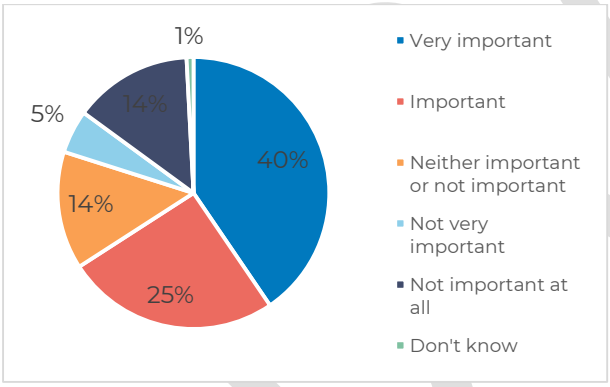
Individuals were asked: How important are the key outcomes of the decarbonisation mission to you?

Key Outcome 1: All surface transport trips are net zero emission by 2050

Table 4.28: All surface transport trips are net zero emission by 2050

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	298	40%	45	68%
Important	187	25%	12	18%
Neither important or not important	103	14%	5	8%
Not very important	38	5%	1	2%
Not important at all	104	14%	3	5%
Don't know	6	1%	0	0%

Individual



Organisation

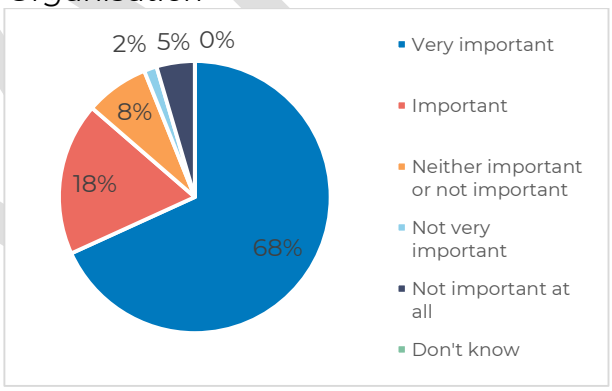


Figure 4.17: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (86%) consider it important or very important that all surface transport trips are net zero emission by 2050.
- A smaller portion of individuals (14%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (19%) and organisations (7%) think it is not important at all.

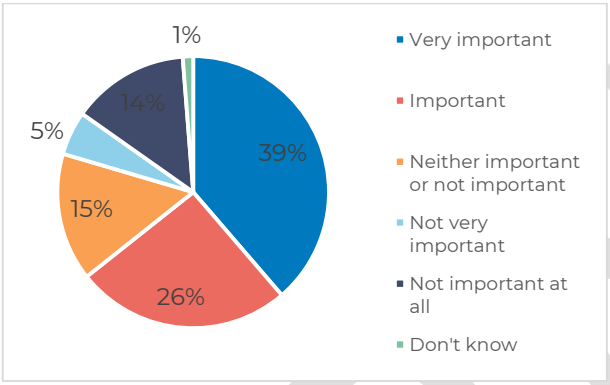
Decarbonisation

Key Outcome 2: We have not exceeded our carbon budgets by 2050

Table 4.29: We have not exceeded our carbon budgets by 2050

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	282	39%	34	51%
Important	187	26%	21	31%
Neither important or not important	111	15%	8	12%
Not very important	38	5%	0	0%
Not important at all	102	14%	3	4%
Don't know	9	1%	1	1%

Individual



Organisation

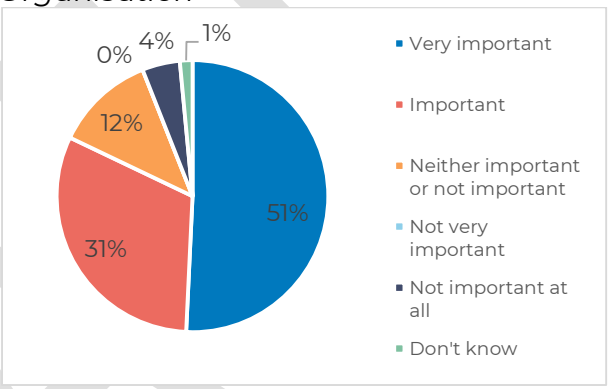


Figure 4.18: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (82%) consider it important or very important that we have not exceeded our carbon budgets by 2050.
- A smaller portion of individuals (15%) and organisations (12%) neither consider it important nor unimportant.
- Only a minimal number of individuals (19%) and organisations (4%) think it is not important at all.

Decarbonisation

Key Outcome 3: The South East is seen as a world leader in decarbonising transport

Table 4.30: The South East is seen as a world leader in decarbonising transport

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	199	27%	17	26%
Important	140	19%	23	35%
Neither important or not important	192	26%	17	26%
Not very important	55	8%	4	6%
Not important at all	142	19%	4	6%
Don't know	5	1%	1	2%

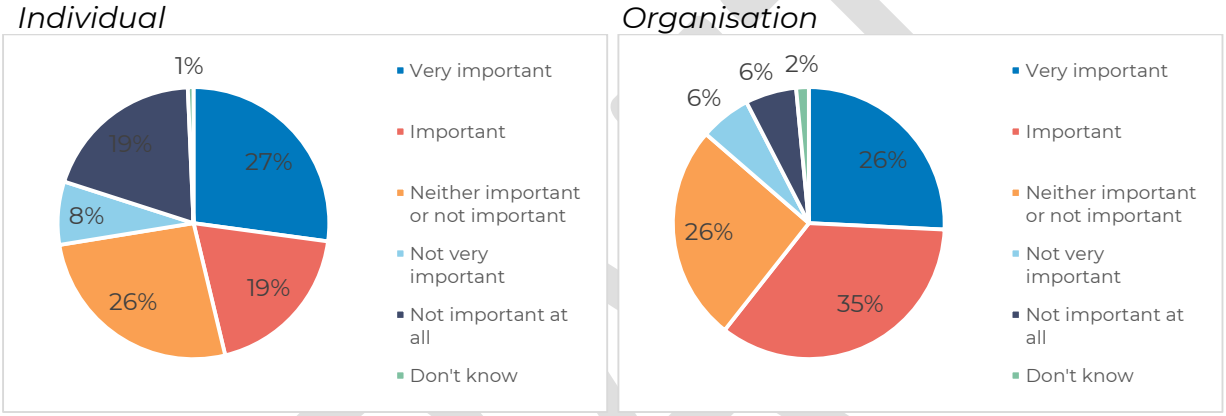


Figure 4.19: Responses by individuals and organisations

- The majority of individuals (46%) and organisations (61%) consider it important or very important that the South East is seen as a world leader in decarbonising transport.
- A smaller portion of individuals (26%) and organisations (26%) neither consider it important nor unimportant.
- Only a minimal number of individuals (27%) and organisations (12%) think it is not important at all.

Amongst individuals and organisations, Outcome 1 and Outcome 2 were considered as more important than Key Outcome 3. Organisations, in particular, place a very high emphasis on Outcomes 1 and 2:

- Over 80% of organisation responses were in the higher importance categories for Outcomes 1 and 2
- In contrast, 65% of individual responses were in the higher importance categories for Outcomes 1 and 2.

In contrast, Outcome 3 is considered to be less important overall compared to Outcomes 1 and 2, especially by individuals (19% recorded a response of 'not very important at all'. In addition, Outcome 3 has the highest neutrality among individuals (26%), suggesting a significant proportion of individuals are indifferent to this outcome. These results suggest a lack of consensus amongst individuals regarding this outcome,

as approximately equal proportions consider it "Very important," "Neutral," or "Not important at all."

Overall, the responses by both individuals and organisations indicate that decarbonisation is the predominant concern, whilst perception of leadership remains lower priority.

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Decarbonisation

105. To understand alignment with our decarbonisation mission, individuals and organisations were asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from measures to accelerate the transition to low-carbon transport in the short-term, and priorities targeting a solid transition to a zero-emission system in the long-term. Both individuals and organisations were asked the following question:

How strongly do you support the priorities which will enable us to improve decarbonisation?

Table 4.31: How strongly do you support the priorities which will enable us to improve decarbonisation?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	218	30%	34	51%
Support	225	31%	27	40%
Neither support or do not support	163	22%	4	6%
Oppose	59	8%	1	1%
Strongly oppose	67	9%	1	1%
Don't know	5	1%	0	0%

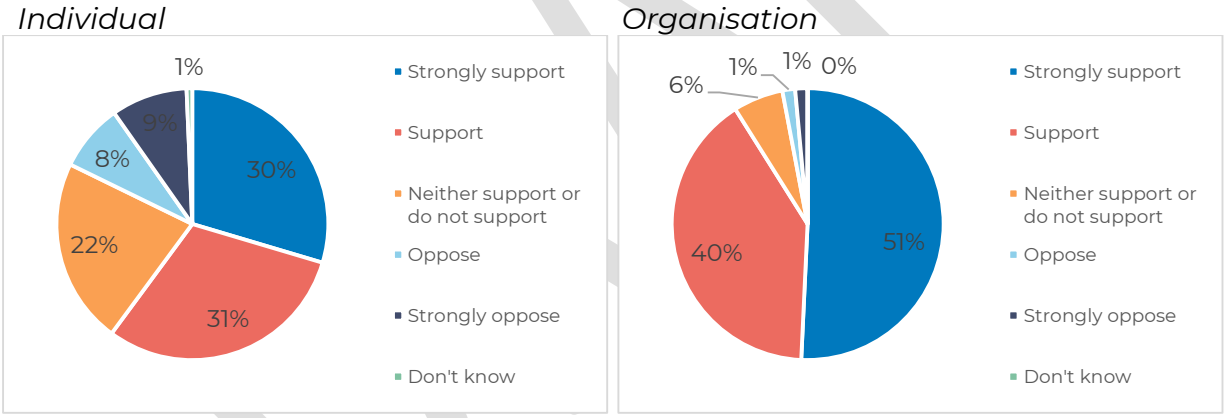


Figure 4.20: Responses by individuals and organisations

- The majority of individuals (61%) and organisations (91%) either strongly support or support the priorities which will enable us to improve decarbonisation.
- A smaller portion of individuals (22%) and organisations (6%) neither support nor oppose the priorities.
- Only a minimal number of individuals (9%) and organisations (1%) oppose or strongly oppose the priorities.

Decarbonisation

106. Individuals were prompted to provide further information on the interventions that individuals would prioritise as part of achieving the decarbonisation mission. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.32: What improvements would you like to see in your area that would achieve this mission?

Theme	Comments	Percentage
Investment in walking and cycling and other transport infrastructure	100	24%
Sustainability (general)	62	15%
Improved EV schemes	56	14%
Reduce car dependency and investment in roads	43	11%
Better public transport	41	10%
Make public transport more affordable	22	5%
Unsupportive of EVs	16	4%
Active travel	15	4%

Responses: 369

107. These responses indicate that individuals would most often prioritise investments in walking and cycling and other transport infrastructure (24%) to achieve the decarbonisation mission, followed by sustainability (general) (15%), and improved EV schemes (14%). These themes collectively advocate for a fundamental shift in transport priorities, moving away from higher-carbon private vehicle dependency and road investment towards more affordable and robust public transport and active travel options to reduce emissions.

"Better local connectivity with cycle paths, footpaths, so children who have to travel to school (a few miles) have safe cycle routes or a safe alternative to cars." – Individual Respondent

Organisations

108. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of decarbonisation, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission.

Table 4.33: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage

Reducing road transport by improving and encouraging shift to public transport/mass transit	29	8%
Improving/Investing in active transport infrastructure	16	4%
Increase use of EVs/expanding EV infrastructure	15	4%
Reaching net zero targets	9	2%
Promoting integrated land use and transport planning strategies	7	2%
More strategies to achieve decarbonisation	6	2%
Decarbonising rail infrastructure e.g. by electrifying gaps	5	1%
Government backed schemes/Investing to promote the growth of the EV market	5	1%
Increasing the use alternative sustainable fuel sources	5	1%

Responses: 62

109. Organisations most frequently reported reducing road transport by improving and encouraging shift to public transport/mass transit (8%), improving/Investing in active transport infrastructure (4%) and increasing use of EVs/expanding EV infrastructure (4%) as the most important priorities for achieving the decarbonisation mission. These themes are linked as a multi-dimensional approach to decarbonising the network; achieving decarbonisation via a substantial shift towards an improved public transport offer, complemented by active travel infrastructure for shorter, zero-emission journeys, and an improved electric vehicle offer to decarbonise residual vehicle use.

"Improving public transport and active travel infrastructure to provide attractive sustainable travel options." – Organisation Respondent

DRAFT

Sustainable Growth

110. This Mission aims to champion transport interventions that unlock investment, enable sustainable growth, and create healthy, vibrant, well-connected communities in the South East.

111. A series of questions were asked to individuals and organisations to explore the levels of support for the sustainable growth mission and its outcomes.

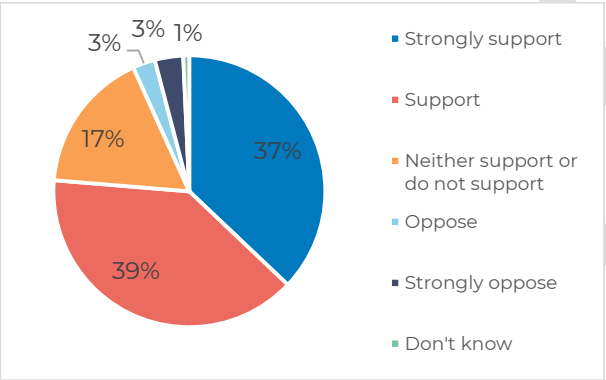
112. Individuals and organisations were each asked the rate their overall support for the sustainable growth mission through the following question:

How strongly do you support the sustainable growth mission in the draft strategy?

Table 4.34: How strongly do you support the sustainable growth mission in the draft strategy?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	263	37%	40	60%
Support	278	39%	23	34%
Neither support or do not support	120	17%	4	6%
Oppose	19	3%	0	0%
Strongly oppose	24	3%	0	0%
Don't know	5	1%	0	0%

Individual



Organisation

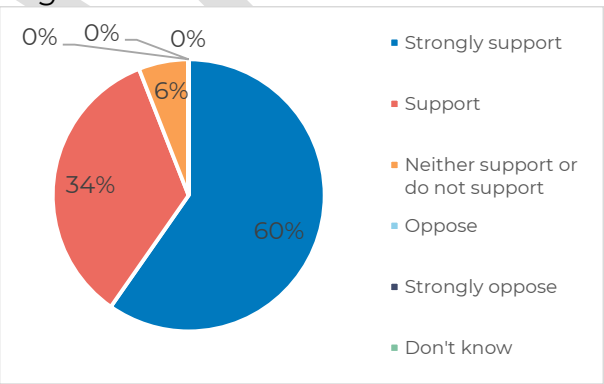


Figure 4.21: Responses by individuals and organisations

- The majority of individuals (76%) and organisations (94%) either strongly support or support the sustainable growth mission in the draft strategy.
- A smaller portion of individuals (17%) and organisations (6%) neither support nor oppose the mission.
- Only a minimal number of individuals (6%) and no organisations (0%) oppose or strongly oppose the mission.

Sustainable Growth

113. Both individuals and organisations were asked to rate their support for the following three outcomes linked to the sustainable growth mission.

Organisations were asked: How important are the key outcomes of the sustainable growth mission to your organisation?

Individuals were asked: How important are the key outcomes of the sustainable growth mission to you/your organisation?

Key Outcome 1: Population growth and economic development is underpinned by sustainable transport and infrastructure

Table 4.35: Population growth and economic development is underpinned by sustainable transport and infrastructure

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	386	55%	50	77%
Important	196	28%	14	22%
Neither important or not important	76	11%	1	2%
Not very important	19	3%	0	0%
Not important at all	24	3%	0	0%
Don't know	5	1%	0	0%

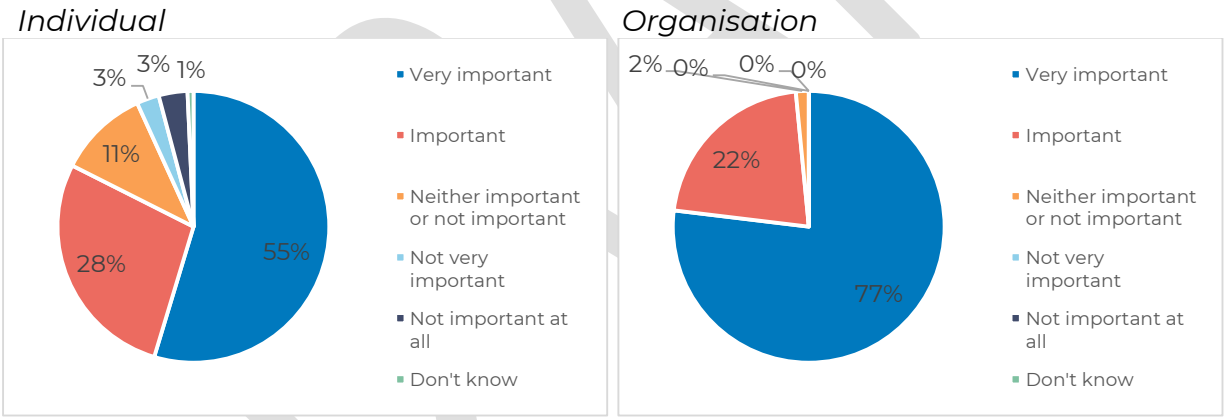


Figure 4.22: Responses by individuals and organisations

- The majority of individuals (83%) and organisations (99%) consider population growth and economic development underpinned by sustainable transport and infrastructure to be important or very important.
- A smaller portion of individuals (11%) and organisations (2%) neither consider it important nor unimportant.
- Only a minimal number of individuals (6%) and no organisations (0%) think it is not important at all.

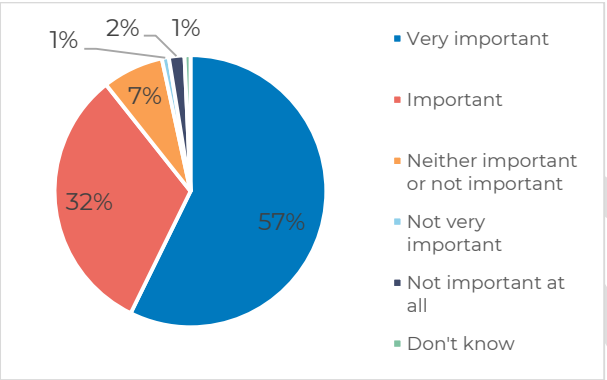
Sustainable Growth

Key Outcome 2: The South East has well connected communities with easy access to key services and employment

Table 4.36: The South East has well connected communities with easy access to key services and employment

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	403	57%	51	78%
Important	226	32%	10	15%
Neither important or not important	51	7%	4	6%
Not very important	6	1%	0	0%
Not important at all	13	2%	0	0%
Don't know	5	1%	0	0%

Individual



Organisation

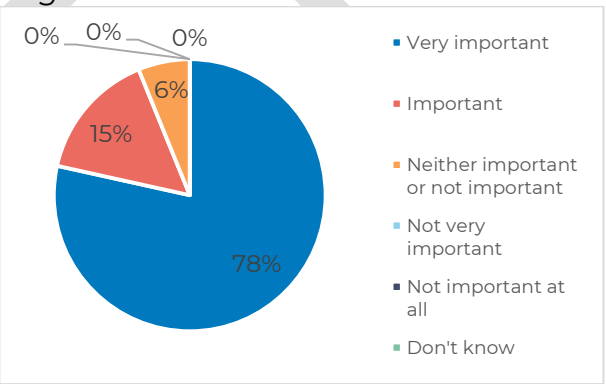


Figure 4.23: Responses by individuals and organisations

- The majority of individuals (89%) and organisations (93%) consider it important or very important that the South East has well-connected communities with easy access to key services and employment.
- A smaller portion of individuals (7%) and organisations (6%) neither consider it important nor unimportant.
- Only a minimal number of individuals (3%) and no organisations (0%) think it is not important at all.

114. These results show that both outcomes are highly valued amongst individual and organisation respondents. However, individuals consider Key Outcome 2 as more important than Key Outcome 1, suggesting that objectives yielding direct benefits to daily life and accessibility resonate more strongly with these respondents. In contrast, organisations rate Key Outcome 1 slightly higher than Key Outcome 2, indicating an inclination towards outcomes that support broader socio-economic growth across the region.

115. For both outcomes, the percentage of respondents who consider them "Neither important or not important," "Not very important," or "Not important at all" is very low, especially among organisations (0-6%). This indicates consensus amongst all

respondents that the importance of the outcomes to achieve the sustainable growth mission.

Sustainable Growth

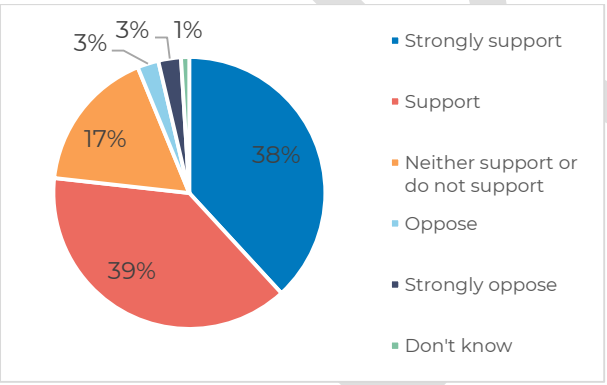
116. To understand alignment with our sustainable growth mission, we asked both individuals and organisations about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; from robust integrated land use and transport planning, supported by effective funding mechanisms in the short-term, and essential transport projects across Mass Transit, Rail, and active travel in the long-term. Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve sustainable growth?

Table 4.37: How strongly do you support the priorities which will enable us to improve sustainable growth?

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	271	38%	39	59%
Support	274	39%	19	29%
Neither support or do not support	121	17%	6	9%
Oppose	18	3%	0	0%
Strongly oppose	19	3%	0	0%
Don't know	7	1%	2	3%

Individual



Organisation

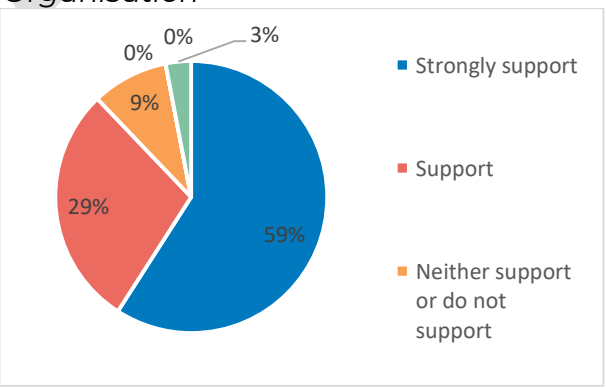


Figure 4.24: Responses by individuals and organisations

- The majority of individuals (77%) and organisations (88%) either strongly support or support the priorities which will enable us to improve sustainable growth.
- A smaller portion of individuals (17%) and organisations (9%) neither support nor oppose the priorities.
- Only a minimal number of individuals (6%) and organisations (0%) oppose or strongly oppose the priorities.

Sustainable Growth

117. Individuals were prompted to provide further information on the interventions individuals would prioritise as part of achieving improved sustainable growth. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.38: What improvements would you like to see in your area that would achieve this mission? – Individuals

Theme	Comments	Percentage
Investment in walking and cycling and other transport infrastructure	101	33%
Potential negative impacts of new home-building	39	13%
Better public transport	38	12%
Development of local areas	35	11%
Address inequality	33	11%
Strategic connectivity	33	11%
Make public transport more affordable	32	10%
Importance of ferries	28	9%
Supportive of sustainability (general)	23	7%

Responses: 309

118. These responses indicate that individuals would frequently prioritise improved Investment in walking and cycling and other transport infrastructure (33%) and better public transport (12%) to support the sustainable growth mission. Respondents also flagged concerns related to the potential negative impacts of new home-building (13%). These responses illustrate the importance of sustainable growth, driven by a desire for reduced car dependency and enhanced public transport options, balanced against the critical need to integrate transport planning with planned housing development to ensure growth is managed and mitigated sustainably. Remaining suggested improvements further advocate for a holistic, equitable, and sustainably connected transport system that supports local development.

"Housing is being added everywhere, but where are the extra transport networks? Or improvements to existing networks, the current ones seem to be teetering on failure at the slightest disruption/cancellation." – Individual Respondent

Organisations

119. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of sustainable growth, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Table 4.39: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Improving/developing public transportation infrastructure	20	34%
Promoting/co-ordinating integrated land use, housing and transport planning strategies	14	24%
Improving/developing active transport infrastructure	13	22%
Developing mass transit systems in high density areas	9	15%
Implementing/expanding schemes to make sustainable travel more accessible/affordable	8	14%
Developing in areas with strong transport infrastructure	4	7%
Developing sustainable infrastructure	3	5%
Implementing value capture/other funding schemes to forward fund transportation projects	3	5%
Strengthening local planning capacity	2	3%
Improving public services and commitment to increasing employment	1	2%

Responses: 59

120. Organisations most frequently reported Improving/developing public transportation infrastructure (34%), promoting/co-ordinating integrated land use, housing and transport planning strategies (24%), and improving/developing active transport infrastructure (22%) as the most important priorities for achieving the sustainable growth mission. These themes illustrate the critical link between integrating transport planning with land use planning through effective investments that support the overarching goal of creating sustainable, efficient, and liveable communities.

"Developing mass transit systems in high-density areas, alongside delivering Bus Service Improvement Plans more widely. This could include improving the Isle of Wight railway to reduce travel times and increase service frequencies. In the longer term, extension of the Island Line to Ventnor could be considered." – Organisation Respondent

Any other comments

121. Both the individual and organisation questionnaire contained the following question, which prompted respondents to add any further comments on the five missions:

Do you have any further comments on any of the five missions?

Individuals

Table 4.40: Do you have any further comments on any of the five missions? - Individuals

Theme	Comments	Percentage
Support for more investment in walking and cycling and other transport infrastructure	28	14%
Support for development of local areas	21	11%
Comments related to strategic connectivity (general)	20	10%
Comments expressing dissatisfaction with the missions	18	9%

Comments supportive of sustainability	16	8%
Suggestions for missions to address inequality	16	8%
Suggestions for public transport to be more affordable	16	8%
Support for increased state funding for travel infrastructure and schemes	13	7%
Comments referencing the importance of ferry services	12	6%

Responses: 195

122. Amongst individuals, the most common responses referenced support for more (14%), support for development of local areas (11%), and comments related to strategic connectivity (general) (10%). This indicates a holistic view across respondents, that transport infrastructure should both enable local growth and ensure broader regional links.

123. Other comments present a mixed response, including dissatisfaction with the existing missions alongside various constructive suggestions. These suggestions frequently highlight the need for increased state funding for travel infrastructure, support for sustainability, and specific calls to address inequality and ensure more affordable public transport, particularly recognising the importance of ferry services.

"A greater focus on walking, and cycling, and removing the NEED (want) to travel when it's not really necessary (work, educate, shop, live locally)." – Individual Respondent

Organisations

Table 4.41: Do you have any further comments on any of the five missions? - Organisations

Theme	Comments	Percentage
Comments related to strategic connectivity (general)	19	42%
Concerns about a lack of public transport services	15	33%
Importance of sustainability	14	31%
Comments that local infrastructure upgrades required	12	27%
The importance of community transport	10	22%
Lack of improvement in public transport	10	22%
Comments referencing growth of local areas	8	18%
Development of local areas (including home-building)	8	18%
Comments to consider social value	7	16%
Lack of funding for public transport	7	16%

Responses: 45

124. The three most common themes reported by organisations in response to this question were comments related to strategic connectivity (general)(42%), concerns about a lack of public transport services (33%) and comments about the importance of sustainability (27%). These responses highlights the critical need to enhance connectivity via public transport to achieve both efficient strategic links whilst meeting critical sustainability goals. The remaining themes advocate for transport planning that enables the growth of local areas and supports community development, and provides social value across the region. Simultaneously, organisations raised concerns regarding a lack of improvement and funding for public transport, evidencing concerns about the deliverability of the five missions.

"The Sustainable Growth Mission could possibly include an attempt to revitalise the visitor economies of depressed coastal areas. This could potentially improve economic growth while also reducing carbon emissions. Visitors could spend more of their money within the UK and air travel (which emits more carbon than surface travel) could be reduced." – Organisation Respondent

Global Policy Interventions

125. Pan-regional interventions (referred to as Global Policy Interventions in the Draft Strategy) have been identified in this Strategy, which cut across multiple Missions. Delivering these interventions, across public transport, active travel, maintenance, and service priorities will require action at all levels of government and industry – from national to local.

126. Organisations were asked to rate their levels of support towards the global policy interventions set out in the draft transport strategy.

Global Policy Interventions: How strongly do you agree that the global policy interventions above are needed?

Table 4.42: How strongly do you agree that the global policy interventions above are needed? - Organisations

Opinion	Total	Percentage
Strongly agree	30	46%
Agree	25	38%
Neither agree or disagree	8	12%
Disagree	0	0%
Strongly disagree	1	2%
Don't know	1	2%

Responses: 65

127. Organisations were also invited to suggest additional interventions through an open-text response:

Global Policy Interventions: Are there any other global policy interventions you think should feature in the Transport Strategy?

Table 4.43: Are there any other global policy interventions you think should feature in the Transport Strategy? - Organisations

Theme	Comments	Percentage
Implementing policies which improve/increase the use of sustainable transport methods	11	26%
Development of local areas including home-building	8	19%
Policies which improve active travel methods	6	14%
Connectivity to London Heathrow	6	14%
Reducing car use and road traffic	6	14%
Policies which increase the utilisation of rail services	5	12%
Policies to reduce political considerations delaying projects	5	12%

Responses: 42

128. Organisations most commonly commented that other global interventions should include policies which improve/increase the use of sustainable transport methods (26%), development of local areas including home-building, and policies to improve active travel methods (14%). These responses highlight a recognition amongst organisations that integrated urban planning, supported by strong policies that align with sustainability goals will be essential to create a network that inherently supports sustainable travel patterns.

"The Transport Strategy should also include reference to the region's vast Public Rights of Way (PRoW) network and how this can be supported and improved to encourage active travel." – Organisation Respondent

Delivery Plan

129. The draft transport strategy is supported by a delivery plan that details key actions that TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

130. Organisations were asked to indicate their levels of support for the actions set out in the delivery plan, through the following question:

Delivery Plan: How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

Table 4.44: How strongly do you agree with the actions that TfSE has set in the Delivery Plan? - Organisations

Opinion	Total	Percentage
Strongly agree	24	37%
Agree	26	40%
Neither agree or disagree	10	15%
Disagree	4	6%
Strongly disagree	1	2%
Don't know	1	2%

Responses: 66

131. If organisations selected a response that indicated they disagreed with the Delivery Plan, they were prompted to share further information to support their response via an open text question.

Delivery Plan: If you disagree or strongly disagree please tell us more about this?

Note that this question was only asked of organisations.

Table 4.45: If you disagree or strongly disagree please tell us more about this? - Organisations

Theme	Comments	Percentage
TfSE's delivery plan could be more clearly defined	5	25%
Little emphasis placed on improving transport safety and inclusion of excluded groups	3	15%
More emphasis on public transport	3	15%
Lack of integration between transport and land use strategies	2	10%
More comprehensive strategy/detail to identify and obtain funding	2	10%

More emphasis on business transport needs	1	5%
Disconnect between schemes and delivery priorities	1	5%

Responses: 19

132. Organisations most commonly responded that TfSE's delivery plan could be more clearly defined (25%), that there is little emphasis placed on improving transport safety and inclusion of excluded groups (15%) and that there could be more emphasis on public transport (15%). This highlights that organisations are seeking greater clarity and actionable detail to ensure effective implementation, and enhanced inclusivity for all users.

"While all the actions are commendable and desirable, we suggest clear, achievable priorities need to be defined and a funded delivery plan committed to turn at least some of these into reality." - Organisation Respondent

Indicators

133. The draft transport strategy outlines a number of indicators we propose to use to measure the progress of the strategy. Organisations were asked to share their views on the indicators that had been identified, through the following question:

Indicators: Are the indicators that we have identified the right ones to measure?

Note that this question was only asked of organisations.

Table 4.46: Are the indicators that we have identified the right ones to measure? - Organisations

Answer	Comments	Percentage
Yes	38	58%
No	19	29%
Don't know	9	14%

Responses: 66

134. If organisations selected a response that indicated they disagreed with the choice of indicators, they were prompted to share further information to support their response via the following open text question.

If you have answered 'no' above, please tell us more

135. Note that this question directly relates to the one posed above ('Are the indicators that we have identified the right ones to measure?')

Organisations

Table 4.47: Further comments on indicators - Organisations

Theme	Comments	Percentage
Indicators need to be clearer/ more transparent	5	15%
The need for indicators on public transport use	4	12%
The need for indicators on active travel	4	12%
The need for indicators on mileage of private vehicles	4	12%
The need for indicators on decarbonisation	4	12%
The need for indicators on climate and sustainability	3	9%

The need for indicators on job creation and economic development	3	9%
The need for indicators on public and/or private transport affordability/costs	3	9%

Responses: 31

136. Organisations most frequently responded that indicators should be clearer/more transparent (15%), and that indicators should be added for public transport use and active travel (each 12%). These combined suggestions underscore a critical need for comprehensive, measurable, and multi-modal indicators to robustly assess progress.

"Many indicators require further definition e.g. in terms of 'The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail', is this data collected upon Local Plan adoption or once schemes have been implemented? It is not clear where the results of the monitoring will be reported." – Organisation Respondent

Integrated Sustainability Appraisal

137. In addition to the Strategy, an Integrated Sustainability Appraisal has been conducted to assess the Strategy's impact on Sustainability Goals, including biodiversity, health, and access equity.

138. Individuals and organisations were each asked to indicate the extent to which they agreed/disagreed with the assessment of the draft transport strategy through the following question:

To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy?

Table 4.48: To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy?

Opinion	Total	Percentage
Strongly agree	12	11%
Agree	33	30%
Neither agree or disagree	34	31%
Disagree	16	15%
Strongly disagree	12	11%
Don't know	2	2%

Individuals and organisations were then each prompted to provide comments in relation to the Integrated Sustainability Appraisal via an open text box.

Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Table 4.49: Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Theme	Comments	Percentage
Supportive of sustainable development	14	22%
Investment in walking and cycling and other transport infrastructure should be prioritised	8	13%
Better public transport	5	8%

The ISA helps to assess inequality	5	8%
Importance of ferries	5	8%
Wants policies to continue to support cars	5	8%
Concern about development of strategy/missions	5	8%

Responses: 64

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5. Responses to cross cutting themes

139. In order to identify the cross cutting themes coming out of responses to the questionnaire further analysis was conducted on the different themes and areas of comment raised by respondents.

140. The most common themes of response to each question underwent further processing, whereby each common theme was grouped with other common themes on the same or similar subject. These groups were then analysed quantitatively to identify the most frequently recurring (or cross-cutting) areas of comment.

141. As a result of this analysis the following cross cutting themes emerged. The table below sets out the cross cutting themes raised by organisations, by individuals and by both

Table 5.1: Cross-cutting themes raised by organisations and individuals

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓	✓
Rural and coastal communities (and other underserved groups)	✓	✓
Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓	✓
Details on Strategic Rail Connectivity	✓	✓
Details on Resilience	✓	✓
Details on Mission Targets, Impacts	✓	✓
Changing Devolution Landscape	✓	✓
Reducing Car Use		✓
Isle of Wight Ferries		✓
Strategic Highway Connectivity		✓
Funding and Financing		✓

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142. The following table sets out the draft strategy position and our proposed approach to making changes to the strategy for each of the cross cutting themes.

Table 5.2: Draft strategy position and proposed approach to amending the strategy for each cross cutting theme.

Health and Wellbeing, Active Travel	
Current proposition	*Changes to the Transport Strategy*
Health, safety, and wellbeing feature in one of our three Goals. The Inclusion and Integration Mission cites safety, physical activity, and air quality outcomes. The Sustainable Development Mission cites several active travel, demand management, and air quality interventions. Active travel is cited across multiple Missions.	Consultees note that the Transport Strategy is relatively light on detail about longer distance active travel opportunities – the focus was directed on shorter journeys, which are typically better led at Local Transport Authority level. Now that the TfSE Active Travel Strategy is complete, we include cross references in a revised Strategy. We will also bring this theme out more clearly in the Inclusion and Integration and Sustainable Development Missions.
Rural and coastal communities (and other underserved groups)	
Current proposition	*Changes to the Transport Strategy*
The Strategy does not segment its Missions or interventions by population density (e.g. there is no section for "Cities", "Seaside Towns" or "Rural areas"). The Inclusion and Integration Mission references rural exclusion: *"Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – trough improving accessibility of transport services and improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion."*	We will increase recognition of rural transport exclusion in the Inclusion and Integration Mission. We have reached out to the STB Rural Mobility Centre of Excellence to seek their advice and input on this topic.

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Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	
Current proposition	*Changes to the Transport Strategy*
The Strategy includes an Environmental Goal and supports the Principle of Environmental Net Gain. The ISA provides guidance on how to mitigate environmental impacts and promote opportunities for environmental enhancements through delivering the Transport Strategy, though the details of environmental impacts and opportunities are tied to specific interventions. Furthermore, TfSE's role is limited to transport and not wider environmental interventions (e.g. habitat restoration, flood management) – agencies like Natural England and the Environment Agency are best placed to lead on these issues.	We will update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund. Amendments have been made to the Integrated Sustainability Appraisal to emphasise the need for consideration of environmental net gain in all transport investment.
Details on Strategic Rail Connectivity	
Current proposition	*Changes to the Transport Strategy*
Some respondents have asked for more schemes to be referenced in the Strategy. The Strategy presents a map highlighting Strategic Connectivity priorities. The appendix shows how each of the items highlighted on the map align with interventions cited in the SIP. The appendix also includes Theory of Change Frameworks showing how each intervention delivers TfSE's desired outputs, outcomes, and impacts. It should be noted that TfSE will be developing a rail strategy which will be published in 2025-26 which will provide more detail on ours plans for strategic rail connectivity across the South East.	We will reference more schemes where these align with the SIP and Missions.
Details on Resilience	
Current proposition	*Changes to the Transport Strategy*
The Strategy presents a similar framework for the Resilience Mission. This Mission is new to this Strategy and we commit to develop this Mission further in future work. Additionally, some respondents suggested additional schemes to cite.	We will reference more schemes where these align with the SIP and Missions. We will highlight the need for more work in this area in the Delivery section. There is already ongoing work for TfSE to define its role in relation to resilience

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Details on Mission Targets, Impacts	
Current proposition	*Changes to the Transport Strategy*
A Monitoring and Evaluation framework is presented within the Delivery Section. Some respondents requested more details, targets, and linkages to impact. Others cautioned against having so many indicators.	We consider the Theory of Change frameworks are currently sufficiently detailed and further information may reduce clarity. However, we will include further detail about trajectories and trends, with linkages to impacts.
Changing Devolution Landscape	
Current proposition	*Changes to the Transport Strategy*
This did not emerge as a highly cited theme in the consultation responses – but it is important to recognise that the landscape has shifted since the draft Transport Strategy was published in December 2024. The strategy has been developed to ensure that it can be delivered regardless of the changes in Local Authority landscape.	We will update the Strategy to reflect downstream changes in local and regional government in the South East. We will work with new combined authorities and unitaries to deliver the strategy We will not go further than published, agreed positions (e.g. recently announced next wave of devolution that includes Sussex and Hampshire).
Reducing Car Use	
Current proposition	*Changes to the Transport Strategy*
The Strategy seeks to reduce harmful impacts of car use – rather than reducing car use overall. TfSE are keen to offer pragmatic solutions that can help reduce non-essential car use and offer viable alternative forms of transport.	We will place greater emphasis on demand management interventions – which do feature in the Transport Strategy but are not presented explicitly as means of reducing overall car use.
Isle of Wight Ferries	
Current proposition	*Changes to the Transport Strategy*
Isle of Wight ferry service improvements are cited in both the Strategic Connectivity and Inclusion/Integration missions. There is also an Isle of Wight Case Study which outlines more detail on the Isle and the ferry services which serve it.	No changes have been made in the strategy, but in the upcoming Strategic Investment Plan Refresh further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.

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Strategic Highway Connectivity	
Current proposition	*Changes to the Transport Strategy*
Strategic highways schemes are presented in a similar way to strategic rail schemes in the Transport Strategy. The Strategy is modally agnostic when describing connectivity challenges and priorities.	We will reference more specific schemes in the core text and on maps.
Funding and Financing	
Current proposition	*Changes to the Transport Strategy*
A simple framework for alternative funding and financing mechanisms is presented within the Delivery section of the Strategy.	We will expand this framework to include further details on potential funding sources, and what dependencies there may be with each. We will provide case studies of schemes that demonstrate some form of third party support and/or value capture.

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Appendix A

Transport for the South East draft Transport Strategy Public Consultation – for Organisations

Introduction

We are pleased to present the draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

This strategy outlines a vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life.

You can view the full draft Transport Strategy and a summary document online or by requesting a paper copy.

Please consider these documents before submitting your response.

In addition to the strategy, an Integrated Sustainability Appraisal has been conducted to assess the strategy's impact on sustainability goals, including biodiversity, health, and access equity. We are also asking for comments on this.

You can view all documents online at tfse.org.uk

Feedback received in this consultation will be incorporated as part of the development of the final Transport Strategy which will be published in 2025.

You can complete this survey online at:

https://tfse.engage-360.co.uk/

You can also return a paper copy to us at the address below by **7 March 2025**:

Transport for the South East
County Hall
St. Anne's Crescent
Lewes
BN7 1UE

This survey should take around 20 minutes to complete.

Our privacy notice is provided at the end of this survey so you can see how we use your data.

Thank you for talking the time to complete this survey.

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About your Organisation

Q What is the name of your organisation?

Q What type of organisation do you represent?

- Local authority ☐
- Business ☐
- Charity of third sector ☐
- Transport operator ☐
- National partner ☐
- Town or Parish Council ☐
- Airport or Port ☐
- Other ☐

If you answered 'other' above please tell us the type of organisation you represent

Q I confirm that I am authorised to respond to this consultation on behalf of my organisation

- Yes ☐
- No ☐

Q What is your name?

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Q What is your job title?

Q Please tell us your email address

Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 6 of the draft Transport Strategy summary document, and from page 25 of the full draft Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Do you think there are any other challenges we should consider?

Q Are there any other comments you would like to make on the challenges?

Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 7 of the draft Transport Strategy summary document, and page 35 of the full draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don’t know ☐

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Q Do you have any further comments on the vision or the goals?

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 10 of the draft Transport Strategy summary document, and page 44 of the full draft Transport Strategy document.

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Strategic Connectivity Mission

We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.

We will have succeeded when:

- The connectivity of all the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.
- Key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.



Short-Term Priorities

We will improve the existing network to better serve passengers and freight by:

- Enhancing incentives for long-distance public transport through optimised fares, flexible ticketing, and improved amenities.
- Refining timetables to cater to leisure travel demand and minimising disruption from maintenance schedules.
- Advancing key connectivity projects to improve regional transport links.
- Restoring international rail services from Ebbsfleet and Ashford to ease pressure at St Pancras.
- Expanding rail capacity to support growth at Gatwick and Southampton airports.
- Safeguarding critical areas and aligning policies to enable long-term transport improvements.

Long-Term Priorities

We will focus on major upgrades and expansions to improve connectivity by:

- Upgrading the roads and railways serving the Brighton–Southampton coastal corridor to strengthen economic ties between the regions two largest built-up areas..
- Cutting journey times between London and less well-connected coastal communities.
- Improving ferry services to islands, including the Isle of Wight.
- Strengthening freight links from Southampton and the Channel Ports to the Midlands and North.
- Expanding rail connections to international gateways, including Heathrow and Gatwick.
- Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.

DRAFT

Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the strategic connectivity mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Journey time and reliability on strategic corridors is	☐	☐	☐	☐	☐	☐

comparable to those serving London						
Key towns, cities and international gateways are as accessible by public transport as they are by car	☐	☐	☐	☐	☐	☐
Rail freight is as competitive as road freight	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Short-term and long-term priorities are shown at the top of this page.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Resilience Mission

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

You can find full details of our resilience mission on page 12 of the draft Transport Strategy summary document, and page 52 of the full draft Transport Strategy document.



Resilience Mission

We will safeguard the South East's connectivity and enhance the reliability and resilience of our transport systems for future generations.

We will have succeeded when:

- The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.
- The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

Short-Term Priorities

We will strengthen the current network's resilience by:

- Assessing road disruption impacts and securing sustainable funding for maintenance.
- Establishing long-term funding pipelines for infrastructure renewals.
- Strategically planning for future risks to enhance network adaptability.
- Advocating for consistent funding for maintenance and prevention projects.
- Coordinating with utility providers to minimise disruption from roadworks.

Long-Term Priorities

We will focus on major upgrades and expansions to strengthen resilience by:

- Tackling rail bottlenecks in areas like Croydon and Woking to boost reliability on key corridors.
- Creating alternative routes, such as the Uckfield–Lewes line, to maintain connectivity during disruptions.
- Implementing the Kent Bifurcation Strategy to ease pressure on the Thames crossings and strengthen links between Channel and M25 – including improving Operation Brock and Stack.
- Resolving highway pinch points to improve flow for all users, including buses, boosting resilience to future risks.

Q How strongly do you support the resilience mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the resilience mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways	☐	☐	☐	☐	☐	☐
The transport network has the agility to manage and absorb disruptions quickly	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve resilience?

Short-term and long-term priorities are shown at the top of this page.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

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Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 14 of the draft Transport Strategy summary document, and page 60 of the full draft Transport Strategy document.



Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐

Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the inclusion and integration mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when	☐	☐	☐	☐	☐	☐
Customer satisfaction with the transport network is high across all sections of society	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Infrastructure and service priorities are shown at the top of this page.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

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Decarbonisation Mission

The UK Government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

You can find full details of our decarbonisation mission on page 16 of the draft Transport Strategy summary document, and page 68 of the full draft Transport Strategy document.



Q How strongly do you support the decarbonisation mission in the draft Transport Strategy?

Strongly support	☐
Support	☐

Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the decarbonisation mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
All surface transport trips are net zero emission by 2050	☐	☐	☐	☐	☐	☐
We have not exceeded our carbon budgets by 2025	☐	☐	☐	☐	☐	☐
The South East is seen as a world leader in decarbonising transport	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Short-term and long-term priorities are shown at the top of this page.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

DRAFT

Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government's first mission, to "kick start economic growth".

You can find full details of our strategic growth mission on page 18 of the draft Transport Strategy summary document, and page 76 of the full draft Transport Strategy document.

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Sustainable Growth Mission

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

We will have succeeded when:

- Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,
- The South East has created well-connected communities with easy access to key services and employment opportunities.

Policy Enablers

We will promote integrated land use and transport planning and enablers by:

- Concentrating development in areas with strong transport infrastructure.
- Coordinating housing and transport planning across authorities.
- Leveraging value capture and other mechanisms to forward-fund transport.
- Using demand management measures to improve air quality and fund services.
- Strengthening local planning capacity.

Transport Intervention Priorities

We will prioritise essential transport projects to support sustainable growth by:

- Expanding concessionary schemes to make sustainable travel more affordable.
- Developing mass transit systems in high-density areas to improve access and reduce congestion.
- Enhancing Sussex Coast and Solent suburban rail services to compete with road travel.
- Delivering Local Cycling Walking Improvement Plans and embedding active travel in all new developments..



Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the sustainable growth mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Population growth and economic						

development is underpinned by sustainable transport and infrastructure	☐	☐	☐	☐	☐	☐
The South East has well connected communities with easy access services and employment	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Transport Intervention priorities are shown at the top of this page.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Q Do you have any further comments on any of the five missions?

Global Policy Interventions

You can find full details of our global policy intervention on page 84 of the full draft Transport Strategy document.

Q How strongly do you agree that the global policy interventions are needed?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Are there any other global policy interventions you think should feature in the Transport Strategy?

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Delivery

The following tables outline the key actions TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

You can find full details of TfSE's roles as part of our delivery plan from page 91 of the full draft Transport Strategy document.

Q How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q If you disagree or strongly disagree please tell us more about this?

DRAFT

Indicators

There are a number of indicators we propose to use to measure the progress of the strategy.

You can view the full table of indicators on page 96 of the full draft Transport Strategy document.

Q Are the indicators that we have identified the right ones to measure?

- Yes ☐
- No ☐
- Don't know ☐

Q If you have answered 'no' above, please tell us more

Integrated Sustainability Appraisal

Q To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a through assessment of the draft Transport Strategy?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

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Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Are there any additional comments you would like to make on the draft Transport Strategy?

DRAFT

Privacy Notice – Transport for the South East Transport Strategy Refresh

Overview

This Privacy Notice covers the responses to the public consultation of our draft Transport Strategy we are delivering as part of our Transport Strategy Refresh.

Transport for the South East and our host authority East Sussex County Council takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

What information is being used?

In order to ensure we accurately reflect the demographic and geographic range of our region, and to keep interested parties updated with this project we will collect the following information:

Personal Data:

Name

Email address

How will your information be used?

Your name and email address will be used so we can monitor and identify duplicate responses, and where agreed so we can contact you at future stages of this project, either to seek your further views or share the outcomes of your involvement as the strategy develops.

All data will be assimilated and pseudonymised for reporting purposes.

We aim to maintain high standards, adopt best practice for our record keeping and regularly check and report on how we are doing. Your information is never sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy.

Your information **is not** processed outside of the European Economic Area.

What is your legal basis for processing this information?

Our legal basis for processing your data is consent.

How long will your information be kept for?

Your information will be kept for the duration of this project. You will have the option to remain on our stakeholder database beyond this and if you consent to this we will retain your name and email address until you withdraw consent.

How will your information be stored?

Your information will be stored on our secure systems and accessed only by authorised Transport for the South East officers.

Sharing your information

Your data will shared with our contracted consultants for analysis purposes.

Your rights

Under data protection legislation, you have the right:

- to be informed why, where and how we use your information
- to ask for access to your information
- to ask for your information to be corrected if it is inaccurate or incomplete
- to ask for your information to be deleted or removed where there is no need for us to continue processing it
- to ask us to restrict the use of your information
- to ask us to copy or transfer your information from one IT system to another in a safe and secure way, without impacting the quality of the information
- to object to how your information is used
- to challenge any decisions made without human intervention (automated decision making)

Please visit www.eastsussex.gov.uk/your-council/about/keydocuments/foi/data-protection for further details.

How to find out more or complain

Should you have any further queries on the uses of your information, please speak directly to our service: tfse@eastsussex.gov.uk

To complain about the use of your information, please contact our Customer Services Team at www.eastsussex.gov.uk/contactus/complaints or our Data protection Protection Officer

atwww.eastsussex.gov.uk/your-council/about/key-documents/foi/data-protection/data-protection-officer.

You can also contact the ICO for further information or to make a complaint:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

Phone: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number or you can report a concern on the ICO website at https://ico.org.uk/make-a-complaint/

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Appendix B

Transport for the South East draft Transport Strategy Public Consultation – for Individuals

Introduction

We are pleased to present the draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

This strategy outlines a vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life.

You will have received a the draft Transport Strategy along with this survey.

Please consider this document before submitting your response.

Feedback received in this consultation will be incorporated as part of the development of the final Transport Strategy which will be published in 2025.

You can also complete this survey online at:

https://tfse.engage-360.co.uk/

or by returning this paper copy to us using the included stamped addressed envelope by **7 March 2025**:

This survey should take around 20 minutes to complete.

Our privacy notice is provided at the end of this survey so you can see how we use your data.

Thank you for talking the time to complete this survey.

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About you

Q How are you responding to this consultation?

- As a resident of the South East ☐
- As a visitor of the South East ☐
- As a business owner in the South East ☐
- Other ☐

If you answered 'other' above please tell us how you are responding

Q How did you hear about this consultation?

- Through my council's social media ☐
- Through my council's website ☐
- Through Transport for the South East's social media ☐
- Through Transport for the South East's website ☐
- I read about or saw it in the press ☐
- I heard about it through word of mouth ☐
- Through an email ☐
- Other ☐

If you answered 'other' above, please tell us how you heard

Q Please tell us the first half of your postcode

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Q Would you like to be kept up to date with this project?

Yes ☐
No ☐

If you answered 'yes' above, please tell us your email address or other contact details

Equalities Monitoring Information

We ask these question to ensure accessibility to everyone in our region, and to make sure we reflect views from across the demographic range of the south east. You can choose not to answer these questions if you wish.

Q What is your age group?

Under 24	☐	45 to 54	☐	75 or over	☐
25 to 34	☐	55 to 64	☐	Prefer not to say	☐
35 to 44	☐	65 to 74	☐		

Q What is your gender?

Male	☐	Other	☐
Female	☐	Prefer not to say	☐
Non-Binary	☐		

If you answered other please tell us how you would self describe your gender

Q Which of the following best describes your ethnic group?

Arab	☐	**Mixed**	
Asian / Asian British		Asian and white	☐
Bangladeshi	☐	Black African and white	☐
Chinese	☐	Black Caribbean and white	☐
Indian	☐	Any other mixed background	☐
Pakistani	☐	**White / White British**	
Any other Asian background	☐	English / Welsh / Scottish / Northern Irish	☐
Black / Black British		Irish	☐
African	☐	Gypsy of Irish traveller	☐
Caribbean	☐	Any other white background	☐
Any other Black background	☐	**Any other ethnic group**	☐
		Prefer not to say	☐

If you have answered 'other' please tell us more about this

Q Are you day-today activities limited because of a health issue or disability which has lasted, or is expected to last, at least 12 months?

Yes, a little	☐	No	☐
Yes, a lot	☐	Prefer not to say	☐

Q if you answered 'Yes, a little' or ' Yes, a lot', please tell us the type of your impairments

(please tick all that apply)

Physical impairment	☐	Mental health condition	☐
Sensory impairment	☐	Developmental condition	☐
Learning disability / difficulty	☐	Autistic Spectrum	☐
Long – standing illness	☐	Other	☐
		Prefer not to say	☐

If you have answered 'other' please tell us more about this

Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 25 of the Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Do you think there are any other challenges we should consider?

DRAFT

Q Are there any other comments you would like to make on the challenges?

Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 35 of the draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don’t know ☐

DRAFT

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 44 of the draft Transport Strategy document.

Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the strategic connectivity mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Journey time and reliability on strategic corridors is comparable to those serving London	☐	☐	☐	☐	☐	☐

Key towns, cities and international gateways are as accessible by public transport as they are by car	☐	☐	☐	☐	☐	☐
Rail freight is as competitive as road freight	☐	☐	☐	☐	☐	☐

DRAFT

Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Short-term and long-term priorities are shown on page 10 of the summary document.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity.

Resilience Mission

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

You can find full details of our resilience mission on page 52 of the draft Transport Strategy document.

Q How strongly do you support the resilience mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the resilience mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways	☐	☐	☐	☐	☐	☐
The transport network has the agility to manage and absorb disruptions quickly	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve resilience?

DRAFT

Short-term and long-term priorities are shown on page 12 of the summary document.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 60 of the draft Transport Strategy document.

Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐

Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the inclusion and integration mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when	☐	☐	☐	☐	☐	☐
Customer satisfaction with the transport network is high across all sections of society	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Infrastructure and service priorities are shown on page 14 of the summary document.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q What improvements would you like to see in your area that would achieve this mission?

DRAFT

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Decarbonisation Mission

The UK Government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

You can find full details of our decarbonisation mission on page 68 of the draft Transport Strategy document.

Q How strongly do you support the decarbonisation mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

DRAFT

Q How important are the key outcomes of the decarbonisation mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
All surface transport trips are net zero emission by 2050	☐	☐	☐	☐	☐	☐
We have not exceeded our carbon budgets by 2025	☐	☐	☐	☐	☐	☐
The South East is seen as a world leader in decarbonising transport	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Short-term and long-term priorities are shown on page 16 of the summary document.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

DRAFT

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government's first mission, to "kick start economic growth".

You can find full details of our strategic growth mission on page 76 of the draft Transport Strategy document.

Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q How important are the key outcomes of the sustainable growth mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Population growth and economic development is	☐	☐	☐	☐	☐	☐

underpinned by sustainable transport and infrastructure						
The South East has well connected communities with easy access services and employment	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Transport Intervention priorities are shown on page 18 of the summary document.

- Strongly support ☐
- Support ☐
- Neither support or do not support ☐
- Oppose ☐
- Strongly oppose ☐
- Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

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Q Do you have any further comments on any of the five missions?

Integrated Sustainability Appraisal

Please note if you do not wish to answer questions on the Integrated Sustainability Appraisal proceed to the next page.

Q To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a through assessment of the draft Transport Strategy?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

DRAFT

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

- Strongly agree ☐
- Agree ☐
- Neither agree or disagree ☐
- Disagree ☐
- Strongly disagree ☐
- Don't know ☐

Q Are there any additional comments you would like to make on the draft Transport Strategy?

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Privacy Notice – Transport for the South East Transport Strategy Refresh

Overview

This Privacy Notice covers the responses to the citizen surveys we are delivering as part of our Transport Strategy Refresh.

Transport for the South East and our host authority East Sussex County Council takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

What information is being used?

In order to ensure we accurately reflect the demographic and geographic range of our region, and to keep interested parties updated with this project we will collect the following information:

Personal Data:

Name

Email address

Postcode

Special Category Data:

Age

Gender

Ethnicity

Physical and mental health

How will your information be used?

Your name and email address will be used so we can monitor and identify duplicate responses, and where agreed so we can contact you at future stages of this project, either to seek your further views or share the outcomes of your involvement as the strategy develops.

Your postcode will be used so we can ensure we are achieving responses from all areas of our region.

Your special category data will be used to ensure we are engaging with a representative sample of our population and to identify specific focus areas for under represented or socially excluded groups.

All data will be assimilated and pseudonymised for reporting purposes.

We aim to maintain high standards, adopt best practice for our record keeping and regularly check and report on how we are doing. Your information is never sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy.

Your information **is not** processed outside of the European Economic Area.

What is your legal basis for processing this information?

Our legal basis for processing your data is consent.

How long will your information be kept for?

Your information will be kept for the duration of this project. You will have the option to remain on our stakeholder database beyond this and if you consent to this we will retain

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your name and email address until you withdraw consent. Your special category data in response to this survey will be held for no more than 18 months.

How will your information be stored?

Your information will be stored on our secure systems and accessed only by authorised Transport for the South East officers.

Sharing your information

Your data will not be shared beyond Transport for the South East and East Sussex County council systems.

Your rights

Under data protection legislation, you have the right:

- to be informed why, where and how we use your information
- to ask for access to your information
- to ask for your information to be corrected if it is inaccurate or incomplete
- to ask for your information to be deleted or removed where there is no need for us to continue processing it
- to ask us to restrict the use of your information
- to ask us to copy or transfer your information from one IT system to another in a safe and secure way, without impacting the quality of the information
- to object to how your information is used
- to challenge any decisions made without human intervention (automated decision making)

Please visit www.eastsussex.gov.uk/your-council/about/keydocuments/foi/data-protection for further details.

How to find out more or complain

Should you have any further queries on the uses of your information, please speak directly to our service: tfse@eastsussex.gov.uk

To complain about the use of your information, please contact our Customer Services Team at www.eastsussex.gov.uk/contactus/complaints or our Data protection Protection Officer atwww.eastsussex.gov.uk/your-council/about/key-documents/foi/data-protection/data-protection-officer.

You can also contact the ICO for further information or to make a complaint:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

Phone: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number or you can report a concern on the ICO website at https://ico.org.uk/make-a-complaint/

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Appendix 3 - Proposed drafting changes to the Draft Transport Strategy

1. Introduction

1.1. The purpose of this appendix is to set out the changes to the Draft Transport Strategy that are being recommend in response to the comments received in response to the public consultation.

1.2. The result of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy, negating the need for any major revisions. However, analysis of the comments received in response to the consultation identified the need to consider making changes to the text. The need to consider making the following types of amendments were identified:

- Changes to the text in response to a number of common themes that were raised multiple times by different respondents;
- Changes to the text reflect external events including the emerging proposals for Devolution, the development of the Government's Integrated National Transport Strategy and the granting of two Development Consent Orders for major transport projects across the South East;
- Changes to the text in response to specific drafting requests seeking specific clarifications, additions or deletions.
- Changes to the maps.

1.3. The way in which each of these different types of amendments have been addressed is set out in each of the sections below. The resulting drafting changes that are being recommended are shown as marked up changes in the revised copy of the Strategy contained in Appendix 4.

2. Proposed drafting changes in response to common themes raised in the consultation responses.

2.1 As set out in the consultation report contained in Appendix 2, an analysis of the responses to the questionnaire survey identified a number of cross cutting themes that were raised by multiple respondents. The most common themes underwent further processing, to enable each common to be grouped with others on the same or similar subject. These groups were then analysed quantitatively to identify the most frequently recurring (or cross-cutting) areas of comment.

2.2 As a result of this analysis the cross cutting themes shown in Table 1 below emerged that were raised either by organisations, by individuals or by both.

Table 1. Cross-cutting themes raised by organisations and individuals

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓▪	✓▪
Rural and coastal communities (and other underserved groups)	✓▪	✓▪

Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓.	✓.
Details on Strategic Rail Connectivity	✓.	✓.
Details on Resilience	✓.	✓.
Details on Mission Targets, Impacts	✓.	✓.
Changing Devolution Landscape	✓.	✓.
Reducing Car Use		✓.
Isle of Wight Ferries		✓.
Strategic Highway Connectivity		✓.
Funding and Financing		✓.

2.3 Table 2 sets out the draft strategy position and the proposed approach to making changes to the strategy for each of the cross cutting themes shown in Table 1.

Table 2: Draft strategy position and recommended approach to amending the strategy for each cross-cutting theme.

Health and Wellbeing, Active Travel	
Current proposition	Proposed changes to the Transport Strategy
Health, safety, and wellbeing feature in one of our three Goals. The Inclusion and Integration Mission cites safety, physical activity, and air quality outcomes. The Sustainable Development Mission cites several active travel, demand management, and air quality interventions. Active travel is cited across multiple Missions.	Consultees note that the Transport Strategy is relatively light on detail about longer distance active travel opportunities – the focus was directed on shorter journeys, which are typically better led at Local Transport Authority level. Now that the TfSE Active Travel Strategy is complete, we include cross references in a revised Strategy. We will also bring this theme out more clearly in the Inclusion and Integration and Sustainable Development Missions.
Rural and coastal communities (and other underserved groups)	
Current proposition	Changes to the Transport Strategy
The Strategy does not segment its Missions or interventions by population density (e.g. there is no section for “Cities”, “Seaside Towns” or “Rural areas”). The Inclusion and Integration Mission references rural exclusion: *“Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – trough improving accessibility of transport services and improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion.”*	We will increase recognition of rural transport exclusion in the Inclusion and Integration Mission. We have reached out to the STB Rural Mobility Centre of Excellence to seek their advice and input on this topic.

Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	
Current proposition	Changes to the Transport Strategy
The Strategy includes an Environmental Goal and supports the Principle of Environmental Net Gain. The ISA provides guidance on how to mitigate environmental impacts and promote opportunities for	We will update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund.

environmental enhancements through delivering the Transport Strategy, though the details of environmental impacts and opportunities are tied to specific interventions. Furthermore, TfSE's role is limited to transport and not wider environmental interventions (e.g. habitat restoration, flood management) – agencies like Natural England and the Environment Agency are best placed to lead on these issues.	
Details on Strategic Rail Connectivity	
Current proposition	Changes to the Transport Strategy
Some respondents have asked for more schemes to be referenced in the Strategy. The Strategy presents a map highlighting Strategic Connectivity priorities. The appendix shows how each of the items highlighted on the map align with interventions cited in the SIP. The appendix also includes Theory of Change Frameworks showing how each intervention delivers TfSE's desired outputs, outcomes, and impacts. It should be noted that TfSE will be developing a rail strategy which will be published in 2025-26 which will provide more detail on ours plans for strategic rail connectivity across the South East.	We will reference more schemes where these align with the SIP and Missions.
Details on Resilience	
Current proposition	Changes to the Transport Strategy
The Strategy presents a similar framework for the Resilience Mission. This Mission is new to this Strategy and we commit to develop this Mission further in future work. Additionally, some respondents suggested additional schemes to cite.	We will reference more schemes where these align with the SIP and Missions. We will highlight the need for more work in this area in the Delivery section. There is already ongoing work for TfSE to define its role in relation to resilience
Details on Mission Targets, Impacts	
Current proposition	Changes to the Transport Strategy
A Monitoring and Evaluation framework is presented within the Delivery Section. Some respondents requested more details, targets, and linkages to impact. Others cautioned against having so many indicators.	We consider the Theory of Change frameworks are currently sufficiently detailed and further information may reduce clarity. However, we will include further detail about trajectories and trends, with linkages to impacts.
Changing Devolution Landscape	
Current proposition	Changes to the Transport Strategy
This did not emerge as a highly cited theme in the consultation responses – but it is important to recognise that the landscape has shifted since the draft Transport Strategy was published in December 2024. The strategy has been developed to ensure that it can be delivered regardless of the changes in Local Authority landscape.	We will update the Strategy to reflect downstream changes in local and regional government in the South East. We will work with new combined authorities and unitaries to deliver the strategy We will not go further than published, agreed positions (e.g. recently announced next wave of devolution that includes Sussex and Hampshire).
Reducing Car Use	
Current proposition	Changes to the Transport Strategy
The Strategy seeks to reduce harmful impacts of car use – rather than reducing car use overall. TfSE are	We will place greater emphasis on demand management interventions – which do feature

keen to offer pragmatic solutions that can help reduce non-essential car use and offer viable alternative forms of transport.	in the Transport Strategy but are not presented explicitly as means of reducing overall car use.
Isle of Wight Ferries	
Current proposition	Changes to the Transport Strategy
Isle of Wight ferry service improvements are cited in both the Strategic Connectivity and Inclusion/Integration missions. There is also an Isle of Wight Case Study which outlines more detail on the Isle and the ferry services which serve it.	No changes have been made in the strategy, but in the upcoming Strategic Investment Plan Refresh further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.

Strategic Highway Connectivity	
Current proposition	Changes to the Transport Strategy
Strategic highways schemes are presented in a similar way to strategic rail schemes in the Transport Strategy. The Strategy is modally agnostic when describing connectivity challenges and priorities.	We will reference more specific schemes in the core text and on maps.
Funding and Financing	
Current proposition	Changes to the Transport Strategy
A simple framework for alternative funding and financing mechanisms is presented within the Delivery section of the Strategy.	We will expand this framework to include further details on potential funding sources, and what dependencies there may be with each. We will provide case studies of schemes that demonstrate some form of third party support and/or value capture.

3. Proposed drafting changes in response to external events .

3.1 Some changes are also recommended to reflect external events that have occurred since the Draft Transport Strategy was approved by the Partnership Board on 9 December. These include:

- The publication of the English Devolution White Paper, and confirmation of several Devolution Priority Areas across the South East including Sussex and Brighton, Hampshire and the Solent, and continued progression with devolution in Surrey. Other authorities also expressed a desire to proceed with devolution in their areas but were not selected as Priority Areas. The establishment of ‘Strategic Authorities’ with transport powers would have significant delivery implications for the strategy.

- The granting of two Development Consent Orders for major transport projects across the South East: the Lower Thames Crossing and the Northern Runway at Gatwick Airport. Both of which are of strategic importance and will have significant impacts on local areas and the strategic transport network.

- The publication of the Planning and Infrastructure Bill, containing the government’s plans for reforming the planning system, along with associated consultations on matters such as biodiversity net gain. The provisions of this Bill are likely to significantly affect the delivery of the Sustainable Communities Mission.

- The publication of the National Infrastructure Strategy which recognises the role of better transport systems in improving productivity, the importance improved road and rail connectivity between cities the importance of good connectivity to ports and airports.

3.2 These matters add a degree of uncertainty to strategy delivery, notably devolution and the Planning and Infrastructure Bill. But they also present opportunities for new bodies and powers to accelerate delivery. Consequently, proposed changes to the transport strategy have been made to reflect these external events.

4. Summary of proposed drafting changes

4.1 The main drafting changes that are being recommend in response to the comments that have been received are set out in Table 3 below. A copy of the text of the Draft Transport Strategy showing all the changes that are being proposed is contained in Appendix 4.

Section: Introduction	
Change made	**Reason for change**
Insert following text: The structure of regional and local government is also changing, with a clear policy for increasing devolution across the South East. These changes present an opportunity to strengthen local leadership and align transport more closely with housing, energy, and growth priorities across the region	To reflect the current reality of changes resulting from local government reorganisation, which is still an evolving picture.
Section: Introduction	
Change made	**Reason for change**
Changed following text from: This Strategy is not intended to set out all of the specific details of specific schemes that will be delivered. What it does do is provide a framework against which schemes and policies will be delivered. We are determined to find practical, achievable solutions that will make a tangible difference, even in a challenging financial environment. To: This Strategy provides a high-level framework for shaping the future of transport in the South East. It sets out the long-term vision, priorities and principles that will guide investment and policy decisions over the coming decades. While it does not list specific schemes for delivery, these are developed through our Strategic Investment Plan (SIP)	To clarify the role of this document with respect to other TfSE policies and strategies

and a suite of supporting strategies, such as the Rail Strategy and thematic studies on freight, decarbonisation, and rural mobility. Together, these documents form a cohesive programme of evidence-based planning. This Strategy informs those more detailed plans, and in turn is kept relevant through updates to them. As we move forward, we will refresh the SIP to align with the new Missions and priorities set out here. In doing so, we will remain focused on identifying practical, achievable solutions that deliver real-world benefits, even within a constrained financial environment.	
Section: Vision & Goals	
Change made to Goals	**Reason for change**
• **Economic Goal**: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient ~~and better compete in the global marketplace~~. • **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone. • **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.	Improve clarity of the goals
Section: Strategic Connectivity Mission	
Change made to Mission Statement	**Reason for change**
Amended Mission Statement to: We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods. And under outcomes added: This Mission also seeks to improve inclusive access to employment and services – especially in rural and coastal communities – by ensuring strategic corridors enable flexible, affordable, and frequent services that match the needs of today's travel patterns.	Primarily to improve clarity of the mission and its focus
Resilience Mission	

Change made to Mission Statement	Reason for change
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 anticipating risks, taking preventative measures, enhancing recovery and adapting in the face of uncertain future risks	To reflect comments seeking to understand what was meant by resilience
Resilience Mission	
Change made to outcomes	**Reason for change**
The key outcome of this Mission is to reduce the effects of disruption on the strategic transport network, whether from extreme weather, infrastructure failure, or planned maintenance. In particular, we aim to avoid the loss or prolonged closure of critical transport assets – such as roads, railways, and bridges – due to risks like flooding, coastal erosion, subsidence, or extreme temperatures. The closure or failure of such assets can have far-reaching consequences: isolating communities, damaging local economies, diverting freight onto unsuitable routes, and increasing congestion and emissions elsewhere. Some infrastructure in the South East is already operating at or near capacity, and its vulnerability risks being exacerbated by climate change,and the deteriorating condition of transport infrastructure.	To reflect comments seeking to understand what was meant by resilience.
Resilience Mission	
Change made to short term priorities	**Reason for change**
Key initiatives include: 1. Assessing the economic, social, and environmental impact of major network disruptions, such as the closure of roads, railways, or key structures, and use this evidence to build the case for targeted investment in resilience. 2. Securing long-term and consistent funding for a pipeline of infrastructure renewals and upgrades, reducing the risk of asset failure and avoiding costly emergency repairs. This will also reduce the cost of emergency repairs and vehicle damage and include adjacent systems to transport such as drainage power and digital infrastructure. 3. Developing a strategic understanding of future risks, including climate change, changing land use, and technological dependencies, to ensure today's	Changes to improve clarity, and to reflect comments raised on resilience

decisions are robust under a range of future scenarios. Taking a strategic approach to resilience will ensure that the transport network can anticipate and adapt to the risks to its resilience in the future.	
Resilience Mission	
Change made to long term priorities	**Reason for change**
Key initiatives include: 2. Expanding and strengthening secondary and alternative corridors, such as the Uckfield – Lewes Railway Reinstatement, Canterbury Rail Chord, and A22 and A24 Corridor Packages, to provide potential diversionary options when primary routes are closed or constrained. 6. Coordinating with other infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes working with them to plan for future requirements and risks. For example, ensuring the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles.	Changes to improve clarity, and to reflect comments raised on resilience
Inclusion and Integration Mission	
Change made to Mission Statement	**Reason for change**
We will create an inclusive and integrated transport network in the South East that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system.	Changes to improve clarity
Inclusion and Integration Mission	
Change made to Context	**Reason for change**
TfSE is also engaging with the Rural Mobility Centre of Excellence, led by Transport East, to better understand the unique needs of rural communities across the South East. Guidance from the Centre – including resources available at www.transporteast.gov.uk/rural-transport – is helping inform our approach to tackling transport-related social exclusion in less connected areas.	Request for additional detail and references to rural communities.

Inclusion and Integration Mission	
Change made to Outcomes	**Reason for change**
The key outcome of this mission is a transport system that is fair, inclusive, and responsive to the needs of all residents – particularly those currently at greatest risk of exclusion. This includes people on low incomes, older residents, disabled users, young people, and rural communities. Specific Outcomes include… • A transport network that is accessible, step-free, and safe for people with mobility and sensory needs. • Improvements in public health and wellbeing by enabling more journeys by active travel, promoting liveable neighbourhoods and delivering improvements to air quality.	Some specific outcomes requested by respondents.
Inclusion and Integration Mission	
Change made to Priorities	**Reason for change**
• Designing inclusive infrastructure with and for socially excluded groups using inclusive design principles, improved lighting, signage, and wayfinding • Expanding concessionary fares and capping schemes to improve affordability for people on low incomes, young people, and those not currently well served by existing offers. • Delivering Bus Service Improvement Plans and supporting locally appropriate models such as franchising or municipal operators, especially where commercial services are unviable. • Enhancing inclusive access to islands and peninsulas, such as the Solent and Medway, through integrated ferry and bus services and better access to information. This will support social and economic inclusion for coastal and peninsula communities.	Some specific outcomes requested by respondents.
Decarbonisation Mission	
Change made to Mission Statement and Outcome	**Reason for change**
We will support the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life. We will know we have succeeded when:	Outcome change was requested by respondents.

• The South East makes meaningful progress toward decarbonising transport, in line with national policy and public expectations.	
Decarbonisation Mission	
Change made to outcomes and priorities	**Reason for change**
Decarbonising transport also presents opportunities to attract investment and support green jobs in the South East. These benefits will be realised as part of a balanced and affordable transition that works for residents and businesses alike. Priorities • Supporting the transition to cleaner vehicles by working with manufacturers and fleet operators to increase uptake of zero-emission options where feasible. • Identifying and addressing potential affordability barriers to low-emission transport, particularly for lower-income households and small businesses.	Outcome change was requested by respondents – in general adopting a more pragmatic tone.
Sustainable Growth Mission	
Changes Made to Outcomes and Interventions	**Reason for change**
Outcomes This mission also recognises the importance of designing places that promote public health through walkability and active travel, while ensuring access is maintained for those who need to drive. Interventions • Integrating land use and transport planning to locate new developments where high-quality sustainable transport is viable – including active travel links that support public health and reduce the need to travel by car where possible. • Embedding high-quality, well connected active travel infrastructure into the design of new communities to support healthier lifestyles and reduce car use, especially for short trips. This includes delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) as well as TfSE's Regional Active Travel Strategy and Plan (RATSAP) across the region. Enablers The government's reforms to the planning system, such as the Planning and Infrastructure Bill, is another key opportunity to support responsible transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with the objective of these reforms,	Outcome change was requested by respondents – with emphasis on active travel and planning reforms.

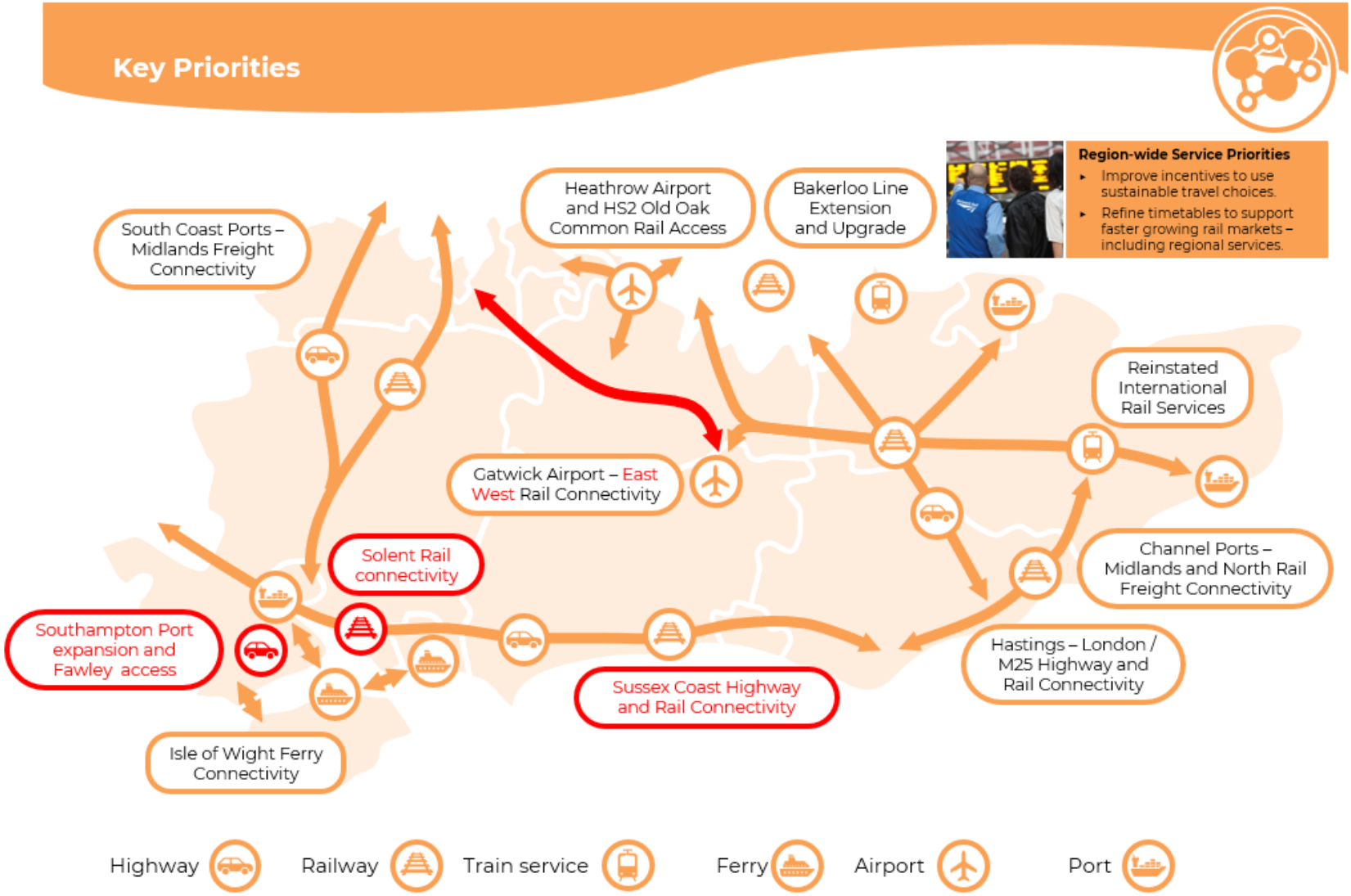
balancing economic and housing growth with supporting biodiversity and environmental net gain	
Global Policy Interventions	
Change Made	**Reason for change**
Additional bullets • Promote active travel as a means of improving public health and wellbeing. • Support greater local and regional powers to deliver integrated transport, housing, and energy outcomes, building on new devolution deals across the South East.	Outcome change was requested by respondents – with emphasis on active travel and planning reforms
Delivery Section	
Change made to challenges and opportunities	**Reason for change**
Delivery must also reflect the need to make schemes affordable and accessible to all, ensuring that the benefits of investment are shared fairly across communities. TfSE will work with partners to understand the practical implications for local delivery capability and capacity and seek to support where capability gaps exist through its Centre of Excellence. Devolution in the South East is now gathering pace, with areas such as Hampshire and the Solent and Sussex and Brighton identified as priorities for the next wave of devolved powers. Over time, all areas across the South East may evolve into Mayoral Strategic Authorities with significant responsibilities for transport, planning, and economic development. This shift represents a major opportunity to align regional and local priorities more effectively and deliver integrated outcomes. TfSE stands ready to support its constituent authorities throughout this transition – helping to build capacity, strengthen partnerships, and ensure transport remains central to future devolution arrangements. .	To reflect emerging situation with regards to devolution.
Delivery Section	
Change made to roles and responsibilities	**Reason for change**
Strategic Authorities: If the devolution landscape continues to develop, we expect Strategic Authorities, including Mayoral Combined County Authorities, will play an increasing role in transport and spatial planning and delivery. Under TfSE's role, an addition:	To reflect emerging situation with regards to devolution.

• Deliver the forthcoming South East Rail Strategy, which will support continued investment in the rail network	
Other changes	
Change made to text on road user charging	**Reason for change**
Road User Charging: Change text form: Supporting the government in the development and delivery of any national road user charging proposals, providing a financial incentive for more sustainable choices while reducing congestion. To: Exploring future national approaches to road user charging, ensuring any new models are fair, proportionate, and support sustainable travel choices.	Changes made in response to feedback requesting softening tone on road user charging

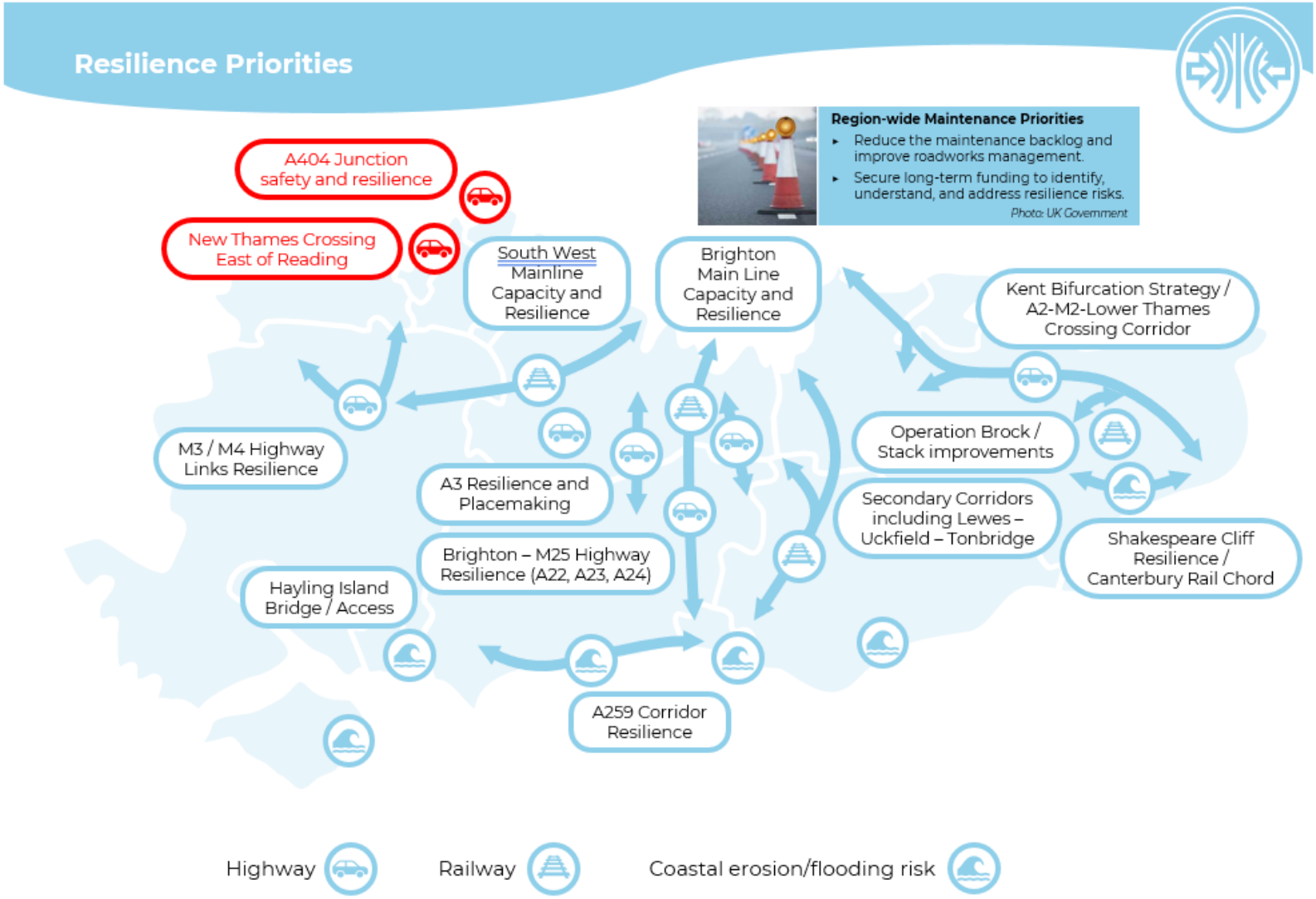
5. Proposed changes to the maps

5.1 Changes are being proposed to three of the maps in the strategy. These are the maps showing the priorities for the Strategic Connectivity Mission, the Resilience Mission and the Inclusion and Integration Mission. Copies of these maps showing the changes that are being proposed are shown below.

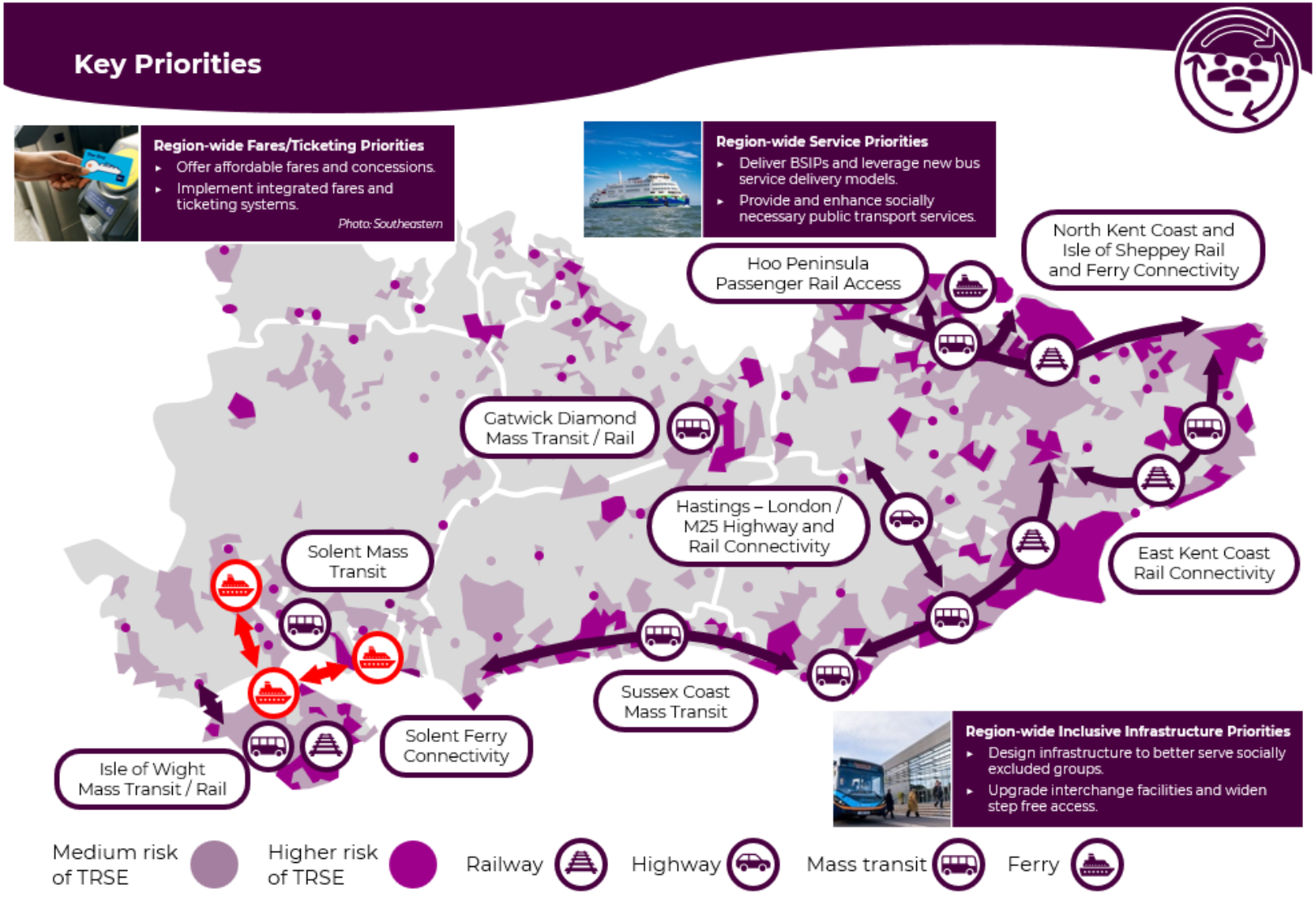
Proposed changes (in red) to the map showing a number of the key priorities for the Strategic Connectivity Mission



Proposed changes (in red) to the map showing a number of the key priorities for the Resilience Mission



Proposed changes (in red) to the map showing a number of the key priorities for the Inclusion and Integration Mission



Transport Strategy for the South East

Draft Final Transport Strategy

June 2025

25 June 2026

Foreword

Cllr Keith Glazier, Chair, TfSE and Leader, East Sussex County Council

We know that transport is integral to how we live, work, develop and enjoy the place we live in. It has never been more important to create a South East where transport enables and empowers local people. That's why I am proud to present this new ~~draft~~ Transport Strategy for the South East for consultation.

This Strategy sets out our partnership's shared vision for the South East which sets out how a better integrated and more sustainable transport network across our region can deliver a higher quality of life for everyone who lives, works, has a business, or visits the South East.

The world has changed since we adopted the first Transport Strategy in 2020. The COVID-19 pandemic legacy has shaped how we work and travel in ways we could have never foreseen. Businesses have had to adjust to new trading arrangements with international markets – especially through our major international ports and airports.

Government policy has changed significantly. A variety of national transport strategies and documents have been published on everything from railway to buses and active travel. There have also been announcements in other related policy areas such as planning, climate change, and economic development

The publication of UK Infrastructure: A 10 Year Strategy establishes a new framework for the delivery of nationally significant infrastructure projects, and commits to speeding up delivery. Our strategy compliments this approach by providing identifying the priority outcomes we are seeking to achieve.

We welcome the development of the Integrated National Transport Strategy, which seeks to bring coherence across transport modes and regions. Our own Strategy will support and complement this national framework by ensuring the South East's priorities are clearly articulated and grounded in strong evidence.

Transport for the South East (TfSE) itself has grown as an organisation during this time. We have developed a Strategic Investment Plan, setting out our priorities for transport infrastructure investment, as well as strategies on Future Mobility, Electric Vehicle Charging Infrastructure and Active Travel. We have developed our in-house analytical capability and launched our Centre of Excellence to build the capability of our local transport authorities.

Throughout all of this, one thing has remained constant – the need for continued, sustainable investment in the South East's transport infrastructure and services in order to improve people's lives, support businesses and tackle climate change through our 2050 Vision.

We have co-created this strategy with our partners based around the delivery of five Missions which will best address the key challenges the region faces and have the biggest impact.

These Missions are:

- Improving strategic connectivity between our major urban areas and with international gateways, especially by public transport, which is crucial for economic growth.
- Improving the resilience of the transport network, so that it offers reliable journeys and can respond to current and future risks to its operation.
- Tackling the inclusion and integration challenges facing our communities, such as transport-related social exclusion and providing a joined-up transport network to enhance connectivity and improve people's lives.

- Decarbonising our surface transport network, which is essential if we are to meet our climate change goals.
- Achieving sustainable growth through planned housing and employment growth which has sustainable transport at its heart.

We are under no illusions as to the scale of the change that is needed to achieve these Missions. We need to think big and deliver at pace. This requires new thinking, the identification of new funding sources and the sharing of best practice to unlock the delivery challenges ahead.

The English Devolution White Paper poses both challenges and opportunities to the delivery of this strategy. Especially considering that two areas in the South East: Sussex and Brighton and Hampshire and the Solent, are part of the Devolution Priority Programme. This Strategy provides a basis on which TfSE can work together with partners, including new Strategic Authorities and Councils to deliver on shared priorities.

We will work with national and local government and our key partners ~~– including emerging new Strategic Authorities –~~ to deliver our Missions as we strive towards achieving the economic, social and environmental goals embodied in our 2050 Vision.

This Strategy has been shaped through extensive consultation, including engagement with socially excluded groups, over 1,500 public survey responses, and detailed input from our Transport Forum, expert working groups, and local leaders. We are grateful to everyone who contributed their time and insights. Your feedback has been invaluable in helping us refine our approach and ensure this Strategy meets the region's needs.~~This strategy is published in draft, and we need your input and comments to make sure it meets your needs. We have carried out extensive engagement during its development. This has included working with socially excluded groups, a public survey which received more than 1500 responses, and extensive workshops with our Transport Forum, Expert Working Groups and other key stakeholders. The outputs from this work have fed directly into the strategy and influenced its content. We would like to thank everyone who has spared their time and expertise to help us in this effort.~~

If we get this right, the prize is huge – emitting less carbon, creating more sustainable and healthy communities, growing businesses, and increased prosperity across the region~~. We are consulting with you now to ensure our approach is on track. We look forward to hearing what you have to say~~.

Executive Summary

Introduction

This ~~Draft~~ Transport Strategy for South East England, developed by Transport for the South East (TfSE), presents an ambitious Vision for the region as a global leader in sustainable prosperity and quality of life.

With its vital economy, rich heritage, and proximity to London and mainland Europe, the South East plays a key role in connecting Britain to the world. This Strategy seeks to enhance the region's strategic connectivity, resilience, integration, decarbonisation, and sustainable growth.

TfSE, as the Sub-national Transport Body for the South East, unites 16 local transport authorities and partners to deliver a cohesive, evidence-based approach to transport.

Established in 2017, TfSE's Mission is to grow the South East's economy through a safe, sustainable, and integrated transport system that enhances residents' quality of life and protects the environment. TfSE's governance and regional expertise allow it to

advocate effectively for the South East, aligning transport initiatives with local and national priorities.

Since the first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, informing this Strategy's updated priorities.

Key regional challenges underscore the case for action. Rising congestion, carbon emissions, transport-related social exclusion, and housing affordability issues demand a targeted, ~~M~~mission-driven approach. This refreshed Strategy outlines coherent "Missions" that provide a Route Map to achieve the region's Vision, delivering significant value to the South East's economy and quality of life.

This Strategy focuses on areas needing urgent action, where TfSE is uniquely positioned to drive change. Recognising financial constraints, TfSE's approach emphasises practical, achievable solutions, aiming to maximise the impact of available resources. Developed through rigorous evidence gathering and stakeholder engagement, this Strategy presents a framework for action to meet the region's most pressing transport challenges.

In addition to the Strategy, an Integrated Sustainability Appraisal and Habitats Regulations Assessment Screening Statement have been prepared to assess the Strategy's impact on Sustainability Goals, including biodiversity, health, and access equity. ~~This Draft Strategy will be open for public consultation to incorporate feedback and publish a final version in 2025.~~

Vision and Goals

Our Vision is for the South East to offer the highest quality of life for all 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.

Our Vision is supported by three Goals that reflect the three pillars of sustainable development:

- **Economic Goal**: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient.~~Improve productivity and attract investment to grow our economy and better compete in the global marketplace.~~
- **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Our Strategy is built on six Principles that guide us toward our Vision and Goals. These Principles have been applied across many aspects of this Strategy and help us stay focused on delivering the best possible outcomes for the South East. These Principles are outlined below:

- **Vision and Validate**: Instead of planning based on current travel trends, this approach envisions a desired future and

creates the transport system to achieve it, focusing on long-term sustainability and resilience.

- **Triple Access Planning**: This Principle expands accessibility by considering not only physical transport but also digital and social factors, ensuring a more inclusive and connected transport system.
- **Movement and Place**: Roads and streets are designed not only for efficient transport but also to enhance the surrounding areas, balancing the needs of movement with creating vibrant, liveable spaces.
- **User Hierarchy**: By prioritising pedestrians, cyclists, and public transport over cars, this Principle promotes safer, more sustainable urban environments by designing infrastructure to reflect these priorities.
- **Avoid – Shift – Improve**: A Strategy to reduce transport carbon emissions by avoiding unnecessary travel, shifting to lower-carbon transport modes, and improving the efficiency of remaining high-carbon modes.
- **Environmental Net Gain**: New transport developments should leave the environment better off than before by enhancing biodiversity, using sustainable design, and integrating green solutions into infrastructure projects.

Missions

TfSE has prioritised five Missions to drive progress toward its Vision. Each Mission serves as a clear call to action, emphasising tangible outcomes, setting direction, and aligning with national and local priorities. The Missions are:

- Strategic Connectivity.
- Resilience.
- Inclusion and Integration.
- Decarbonisation.
- Sustainable Growth.

The Missions have been carefully chosen to address key areas where the South East risks lagging behind without decisive action, focusing on issues where TfSE can play a strategic, impactful role. Each Mission follows a structured Route Map that clarifies the path forward. These Route Maps contain:

- **Mission Statement**: Outlining the core aim and urgency for each Mission.
- **Desired Outputs and Outcomes**: Defining tangible targets to measure success.
- **Context**: Outlining why each Mission is important to the South East and has been selected for this Strategy.
- **Short and Long Term Priorities**: Highlighting key interventions to achieve the desired results, including schemes from the SIP.
- **Supporting Context**: Providing detailed challenges, theories of change, and cross-references to SIP indicators for monitoring and evaluation.

This approach ensures that each Mission is robust and adaptable to different scenarios, enabling TfSE and its partners to respond effectively to emerging needs while driving meaningful progress across the region's most pressing transport challenges.

Strategic Connectivity Mission

Mission Statement

This Mission aims to ~~improve strategic connectivity within the South East by enhancing regional transport corridors, ensuring that communities have access to high-quality transport links and essential services.~~ boost connectivity in the South East by

enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods.

Success will mean that key towns, cities, and international gateways are as accessible by public transport as they are by car, with rail freight becoming as competitive as long-distance road freight.

Outcomes

The core Goal is to increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors connecting the South East's major economic centres and international gateways~~The core Goal is to increase the share of passenger and freight journeys using sustainable travel options along strategic corridors, connecting major economic centres and international gateways~~.

Achieving this modal shift will reduce congestion, improve air quality, enhance safety, and support economic growth, particularly in rural and coastal areas. Strengthened demand for public transport will place bus and rail services on a more sustainable financial footing, while making rail and bus travel as convenient and competitive as car journeys.

Short Term Priorities

The immediate focus is on improving the existing network to better serve both passengers and freight by:

- Enhancing incentives for long-distance public transport by optimising fares, ticketing, and on-board amenities.
- Refining timetables to support fast-growing markets like leisure travel and rescheduling maintenance to reduce disruption.
- Reinstating international rail services from Ebbsfleet and/or Ashford to relieve capacity at St Pancras.
- Providing adequate rail capacity and connectivity to support growth at ~~Expanding rail capacity to support growth at and increase sustainable mode share to~~ Gatwick and Southampton airports.
- ~~Planning for long term improvements by safeguarding critical areas and aligning planning policies.~~Safeguarding critical areas and aligning planning policies to enable future improvements.

Long Term Priorities

In the longer term, efforts will focus on major upgrades and expansions to address bottlenecks and improve connectivity by:

- ~~Upgrading~~ Upgrading the South Coast's highway and rail corridors between Brighton and Southampton ~~the highways and railways on the Brighton - Southampton coastal corridor~~ to strengthen economic ties between the region's two largest built-up areas.
- Reducing journey times between London and "left-behind" coastal communities
- Enhancing ferry access to islands, including the Isle of Wight.
- Strengthening freight corridors from Southampton and Channel Ports to the Midlands and North.
- Developing new rail connections to international gateways, including links to Heathrow and Gatwick.
- ~~Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.~~Reviewing regional rail connectivity to leverage opportunities presented by the opening of Old Oak Common and HS2.

Resilience Mission

Mission Statement

This Mission focuses on safeguarding and enhancing the resilience of the South East's transport network to ensure reliable and smooth journeys for all users.

Success will mean a transport system that ~~offers dependable journeys between key locations, with the capacity to quickly manage, absorb, and recover from disruptions.~~has the capacity and agility to manage, absorb, and recover from major disruptions quickly – including disruption arising from associated power and digital networks.

Outcomes

The primary Goal is to reduce the effects of disruption across the strategic transport network – from extreme weather, planned works, or infrastructure failure – including on roads, railways, and critical assets such as bridges. Reliable and predictable journeys are essential for user confidence and economic productivity. A resilient network reduces the risk of failure, lowers long-term costs, and ensures essential services and goods keep flowing, even during periods of disruption~~The primary Goal is to reduce the impact of disruptions on the strategic transport network, enhancing punctuality and reliability for both passengers and freight. Reliable journeys build user confidence, support economic productivity, and create a more efficient system by reducing the need for costly emergency repairs and compensation. In addition, minimising the disruption from planned maintenance helps maintain network dependability, which in turn attracts businesses and visitors to the South East~~.

A resilient network that is well-maintained reduces long-term costs for both users and the government. By focusing on resilience, resources can be reallocated to further network improvements, fostering economic growth and creating a cost-effective system for all stakeholders.

Short Term Priorities

Immediate efforts will strengthen the current network's resilience against both planned and unplanned disruptions by:

- Evaluating the economic impact of road disruptions and seeking sustainable funding to enhance maintenance.
- Establishing a long-term funding pipeline for infrastructure renewals.
- Strategically planning for future risks – including climate, land use, and technology – to ~~, ee~~nsur~~inge~~ the network can anticipate and adapt to potential threats.
- Advocating for consistent funding for critical maintenance and preventative projects.
- Coordinating with utility providers on roadworks planning to complete essential maintenance with minimal disruption.

Long Term Priorities

In the longer term, efforts will focus on major upgrades and expansions to address bottlenecks and improve connectivity by:

- Reducing bottlenecks in key areas like Croydon and Woking to improve service reliability on major rail corridors.
- Developing secondary corridors, such as the Uckfield – Lewes line, to offer alternative routes and ensure continuous connectivity.
- Implementing the Kent Bifurcation Strategy and improving Enhancing Kent's to maintain traffic flow during cross-~~c~~Channel disruptions. to alleviate pressure on the Thames crossings and improve resilience between Channel ports and the M25.

- Addressing pinch points on highways to improve flow for all users, including buses, and making key infrastructure more resilient to future risks.

Inclusion and Integration Mission

Mission Statement

This Mission aims to create an inclusive, affordable, and integrated transport network across the South East, providing safe, secure, and seamless door-to-door connectivity for everyone.

Success will mean that all residents can travel affordably, comfortably, and confidently, with high satisfaction across diverse user groups.

Outcomes

The Mission's core Goal is a transport system that is accessible, equitable, and responsive to the needs of all residents – particularly those most at risk of exclusion~~that is accessible, equitable, and supportive of well-being for all residents, regardless of age, ability, or socio-economic status~~. Key outcomes include:

- Reduced Transport Related Social Exclusion, especially in rural and coastal areas.
- Higher satisfaction across all user groups, with a focus on accessibility and comfort.
- A network that is inclusive and safe for people with mobility and sensory needs.
- Improved safety and personal security, including progress toward "Vision Zero".
- Better public health, enabled by increased active travel and cleaner air.
- Reduced severance and improved public realm, supporting liveable neighbourhoods.

A lower proportion of household income spent on housing and transport.~~Reduced Transport-Related Social Exclusion.~~

- ~~Higher Customer Satisfaction across all user groups.~~
- ~~Enhanced accessibility and step-free access at stations and hubs.~~
- ~~Improved safety, targeting "Vision~~Target Zero" for fatalities ~~and serious injuries.~~
- ~~Increased Physical Activity, supported by expanded active travel options.~~
- ~~Improved air quality.~~
- ~~Reduced severance and improved public realm, fostering more cohesive communities with safer, more accessible shared spaces.~~
- ~~Lower household spending on transport, making housing and travel more affordable and the region more equitable.~~

Infrastructure Priorities

Delivering these outcomes will require targeted infrastructure upgrades, with priorities including by:

- Designing ~~inclusive~~ infrastructure using inclusive design principles that cater~~s~~ to socially excluded groups, enhancing accessibility for those with disabilities and limited mobility through improved lighting, wayfinding, and public spaces.
- Improving connectivity in areas at risk of social exclusion, focusing on North and East Kent and coastal East Sussex to ensure that residents have reliable access to key services.

- Upgrading Interchanges and Step-Free Access at transport hubs, facilitating smooth connections and enhancing comfort with better signage, seating, and ~~sheltered waiting areas~~safe, comfortable waiting environments.

Fares, Ticketing, and Service Priorities

Interventions to improve affordability and accessibility include by:

- Delivering affordable fares and concessions for low-income residents, students, the elderly, and other vulnerable groups.
- Improving fares and ticketing by simplifying journeys and lowering costs with a unified ticketing structure across modal and institutional boundaries.
- Delivering Socially Necessary Transport Services (potentially demand responsive) to connect isolated communities with essential services.
- Delivering Bus Service Improvement Plans (BSIPs) and exploring models like franchising to meet community needs.
- Enhancing connectivity to Islands and Peninsulas, particularly the Solent and Medway areas.

Decarbonisation Mission

Mission Statement

This Mission supports the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve quality of life — in a way that is affordable, fair, and accessible to all~~commits to leading the South East towards a net zero transport future by 2050. This will be achieved by accelerating zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and mitigate climate change~~.

Outcomes

The Goal of this Mission is to help the~~is to~~ South East make meaningful progress toward decarbonising transport, in line with national policy and public expectations. This includes ensuring the vast majority of surface transport trips made across the South East are net zero emission by 2050, while not exceeding our carbon budgets for surface transport by the same date.

Another key goal to ensure the transition to cleaner transport is affordable, fair, and accessible — ensuring no communities are left behind.~~achieve net zero emissions for all surface transport in the South East by 2050, meeting carbon budgets and establishing the region as a leader in sustainable transport.~~

Key outcomes include:

- A complete shift to zero-emission vehicles, supported by national and local targets.
- Increased use of sustainable modes like walking, cycling, bus, and rail, especially for short and medium-length trips.
- Decarbonisation of freight, including mode shift to rail and adoption of clean fuels and logistics.
- Reduced reliance on fossil fuels, with transport emissions falling in line with the region's carbon budget.
- A fair and affordable transition that benefits all communities and supports green jobs and investment~~Transition to Zero-Emission Vehicles, aiming for 100% of private vehicles to be zero-emission by 2050, with ambitious milestones for buses, rail, and freight.~~
- ~~Increased sustainable travel choices, promoting active travel for short trips and enhancing bus and rail options for longer~~

~~journeys, supporting a modal shift that reduces reliance on fossil fuels.~~

- ~~Freight decarbonisation through increased rail freight use, optimised logistics, and cleaner fuels, easing pressure on roads and supporting sustainable economic growth.~~
- ~~Leadership in decarbonisation, positioning the South East as a global leader in sustainable transport, attracting investment and generating jobs~~.

Short Term Priorities

We will accelerate the transition to low-carbon transport by:

- ~~Rolling out EV charging infrastructure across the region, ensuring easy access for private and freight vehicles.~~
- Rolling out EV charging infrastructure to support rapid EV adoption.
- Supporting uptake and recycling of cleaner vehicles and batteries.
- Making public transport more affordable and appealing, especially buses.
- Helping operators transition to zero-emission fleets.
- Expanding walking, wheeling, and cycling routes.
- Promoting liveable neighbourhoods that reduce car dependency.
- Addressing affordability barriers to low-emission transport.~~Collaborating with manufacturers to increase the availability of electric and hydrogen vehicles.~~
-
- ~~Supporting the recycling of EVs and batteries to minimise the environmental impact of vehicle transitions.~~
- ~~Enhancing public transport and active travel infrastructure to make sustainable transport more affordable and attractive.~~
- ~~Transitioning bus, freight, and ferry Fleets to Zero-Emission Vehicles by supporting local operators.~~
- ~~Promoting sustainable, integrated land use and transport planning to reduce the need for car travel.~~

Long Term Priorities

We will solidify the transition to a zero-emission system by:

- ~~Decarbonising rail through electrification, battery-powered, and alternative fuels trains, enabling zero-emission rail services.~~
- Decarbonising rail through electrification and clean fuel technologies.
- Developing new rail and mass transit schemes to support modal shift.
- Ensuring power networks are clean, resilient, and ready for transport electrification.
- Reducing embodied carbon in transport infrastructure.
- Exploring fair, future-ready approaches to road user charging.
- Supporting alternative fuels for sectors harder to electrify, such as aviation and freight~~Reducing embodied carbon in Infrastructure by promoting sustainable materials and construction practices.~~
- ~~Supporting government in the event they commit to roll out national road user charging, providing a financial incentive for more sustainable choices while reducing congestion.~~

- ~~Ensuring power networks are decarbonised and have the capacity and resilience needed to support rail electrification, electric vehicles, and development~~.
- ~~Advancing alternative fuel research to support sectors that are challenging to electrify, such as aviation and long-haul freight.~~

Sustainable Growth Mission

Mission Statement

This Mission aims to champion transport interventions that unlock investment, enable sustainable growth, and create healthy, vibrant, well-connected communities in the South East.

Outcomes

The Mission's core objective is to support sustainable population and economic growth by ensuring that transport infrastructure aligns with major developments, particularly in public transport and active travel.

The desired outcomes include:

- Provision of high-quality public transport and active travel networks to support major developments.
- Improved access to key services and employment within a 30-minute journey by sustainable modes.
- Increased number of new homes located close to frequent, reliable public transport, reducing car dependence.
- Integration of urban design features that promote physical activity, public health, and inclusive access.
- Creation of vibrant, well-connected communities with maintained access for those who need to drive.~~Enhanced access to public transport and active travel, with a focus on locating new developments within 1,500 metres of high-frequency public transport, promoting sustainable travel options.~~
-
- ~~Improved accessibility to key services within a 30-minute travel time, making essential services such as healthcare, education, and shopping more accessible to all residents.~~
- ~~Strategically aligned growth, ensuring that housing and employment growth occurs in areas with high-quality transport options, fostering vibrant communities with sustainable transport choices.~~
- ~~Increased proportion of new dwellings close to transit, reducing car dependence and creating convenient access to public and active transport routes for new residents.~~

Integrated Land Use Priorities

Achieving sustainable growth requires integrated land use and transport planning, alongside effective funding mechanisms by:

- ~~Focusing development in areas with robust transport Infrastructure, including new towns and urban extensions.~~
- Focusing development in areas with planned or existing transport links, including new towns, urban extensions, regenerated brownfield sites, and mixed-use communities.
- Aligning housing and transport planning by coordinating efforts across authorities.
-

Transport Intervention Priorities

The Mission also prioritises essential transport projects to support sustainable growth by:

- ~~Expanding public transport concessionary schemes to make sustainable travel more affordable.~~
- ~~Developing Mass Transit Systems in high-density areas to improve access to jobs and services.~~
- ~~Enhancing suburban rail services along the Sussex Coast and in the Solent area to offer a competitive alternative to road travel.~~
- ~~Delivering Local Cycling and Walking Infrastructure Plans and embedding active travel in all new developments~~Expand concessionary fare schemes to make public transport more affordable.
- Develop mass transit and Bus Rapid Transit systems in major centres.
- Upgrade suburban rail services, particularly in the Solent and Sussex Coast.
- Embed walking and cycling infrastructure into new developments and local plans.

Enablers

Achieving these Goals requires sustainable funding sources and regulatory support, including:

- Using funding tools like value capture and road user charging to forward-fund transport projects.
- Implementing fair demand management tools, such as workplace parking levies or clean air zones.
- Strengthening local planning capacity to ensure timely, effective decisions.
- Aligning with emerging planning reforms to support environmental net gain alongside growth.~~Leveraging value capture and other funding mechanisms to forward-fund transport projects that support growth.~~
- ~~Introducing demand management measures to manage traffic, improve air quality, and generate revenue for services.~~
- ~~Strengthening local planning capacity to ensure local authorities can deliver timely, sustainable planning policies.~~

Delivery

TfSE is committed to turning its ambitious Vision for the South East into action, building on the foundation provided by its Strategic Investment Plan and Delivery Action Plan.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

TfSE recognises the successful delivery of this Strategy relies on collaboration across various stakeholders. TfSE will therefore drive policy prioritisation, stakeholder engagement, scheme development, and advocacy, while supporting local partners to build capacity in preparation for evolving governance structures, including the formation of Strategic Authorities~~TfSE will therefore drive policy prioritisation, stakeholder engagement, scheme development, and advocacy~~. Local Transport Authorities will also play a crucial role, especially in delivering highway and public transport projects, while national infrastructure managers (Network Rail and National Highways) will lead major interventions on the railway and strategic road network. Private sector entities, including bus and rail operators, are also essential partners in delivering services and innovations.

Delivering meaningful change requires overcoming significant challenges, including financial constraints, fragmented resources,

and increasing demand for public services. TfSE and its partners must embrace innovative solutions such as "beneficiary pays" models, greater devolution, and rail reform to secure sustainable funding. Where demand management tools are proposed, TfSE will work with partners to ensure these are fair and proportionate. Collaboration across all levels of government, transport operators, and the private sector is essential to achieve the region's Goals.

~~TfSE~~ TfSE will support its partners with tools such as scheme development funding, the Centre of Excellence, and its enhanced Analytical Framework, which underpins all major decisions from decarbonisation to freight planning~~will supports its partners with tools such as scheme development funding, an advanced analytical framework, and the Centre of Excellence, which enhances regional planning capacity and capability~~. Regular updates to the Delivery Action Plan and the biennial State of the Region Report will ensure its strategies remain adaptable and focused on delivering tangible benefits.

Through this approach, TfSE is working to create a resilient, inclusive, and sustainable transport network – u~~, u~~nlocking economic growth, enhancing accessibility, and tackling climate change for the benefit of the South East and its communities.

Part 1 | Introduction

Introduction

This is the ~~Draft~~ Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body. This first Chapter of the Strategy outlines the context in which this Strategy has been developed.

The South East of England is Britain's gateway to the world. Its dynamic economy, scenic landscapes, rich cultural heritage, and proximity to London and mainland Europe make it one of the most prosperous and desirable regions for living, working, and visiting in Britain.

This Strategy outlines a Vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life. It builds on the previous Strategy that was published in 2020 and is underpinned by over seven years' extensive technical work.

Its mission~~s~~-driven approach sets a Route Map for achieving this Vision through improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth.

Our role

TfSE brings together 16 local transport authorities, as well as representatives from district and borough councils, protected landscapes, business representatives, ~~Highways England~~National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise. ~~TfSE brings together 16 local transport authorities, as well as representatives from district and borough councils, national agencies, and protected landscapes, harnessing a wide range of local and regional expertise.~~

Established in 2017, TfSE's Mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system.

This system aims to boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment. TfSE aspires to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East.

As a strategic body, TfSE plays a crucial role in adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Its comprehensive governance structure – combining political leadership, technical expertise, and stakeholder engagement – ensures that TfSE is well-placed to deliver for the region. This

structure enables it to speak with one voice on behalf of the region, making a compelling case for investment in the region.

Changing context of the South East

Since its adoption in 2020, TfSE's first Transport Strategy has provided an ambitious Vision for the region's future. However, since its publication, the context within which the Strategy operates has changed. These changes broadly fall into three groups.

The first group relates to changes in national and local policies.

There have been major shifts in national and local policies that affect transport. New policies such as the Transport Decarbonisation Plan, the Bus Back Better Strategy, and the Williams-Shapps Plan for Rail ~~Williams Plan for Rail~~ have introduced new priorities and objectives that need to be integrated into the Strategy. More recently, the new government has outlined six Missions for the country, underpinned by five Strategic Priorities for the Secretary of State for Transport, which place significant emphasis on rail reform, sustainable economic growth, and transforming local transport. Significant reforms to the planning system and devolution are also expected.

The urgency of decarbonising the transport sector has intensified, with both national and local governments placing increased emphasis on reducing carbon emissions. While UK Greenhouse Gas emissions have halved since 1990, transport emissions have only declined 15%. This Strategy therefore seeks to support the South East's ~~the~~ transition to net zero.

The ongoing legacy of new trading arrangements between the UK and EU, particularly its effects on freight movements through the region's ports and airports, has introduced new challenges that were not fully anticipated in the 2020 Strategy. For example, in 2023 trade through the Port of Dover was around 20% lower compared to 2019 (UK wide, the comparable figure showed a 10% reduction). This ~~Draft~~ Strategy addresses these economic shifts and ensures the region can adapt to new trade patterns.

At the local level, many authorities have adopted new Local Transport Plans and Local Plans, some of which introduce new Goals and infrastructure needs that should be reflected in this Strategy. The Strategy supports stronger alignment with these local policies, enhancing collaboration across the South East.

The second group relates to changes in travel behaviour, resulting from the pandemic

The COVID-19 pandemic has had profound and lasting impacts on travel behaviour and transport demand. Remote working, changes in commuting patterns, and shifts in the use of public transport versus private vehicles all demand a reassessment of the Strategy's assumptions and priorities. Despite some recovery, some train operators in the South East are carrying 30% fewer passengers today than they did before the pandemic. These post-pandemic realities must be fully considered to ensure the Strategy is future-proof.

The financial health of the bus and rail industries has deteriorated since 2020. In 2022/23, the UK rail industry collected 30% less revenue than in 2018/19, despite rising costs and inflation. Less money through fares, made worse by the pandemic and rising costs of running services, have led to cuts in services, leaving many communities with fewer public transport options.

Financial and capacity constraints in government funding have been made worse as inflation has put further pressure on public finances. With construction inflation reportedly exceeding 10% in 2022, it has become much harder for governments at all levels to invest in their priorities.

The structure of regional and local government is also changing, with a clear policy for increasing devolution across the South East. These changes present an opportunity to strengthen local

leadership and align transport more closely with housing, energy, and growth priorities across the region.

The final group lies in the progress made since the publication of the first Strategy

TfSE has significantly strengthened its evidence base. TfSE has conducted extensive research, analysis, and engagement with key stakeholders across the region to develop area studies, thematic studies and a Strategic Investment Plan. This Strategy draws on insights from this technical programme of work that were not developed at the time of the original Strategy's publication, enabling us to take a more informed and targeted approach to addressing the region's transport challenges. The Strategy is also informed by the work of specialist working groups and studies, including an insightful commission into socially excluded groups, which highlighted important priorities that have been captured in the ~~t~~Transport Strategy.

The region has made progress in some areas, but in others, it has gone backwards. While we acknowledge that there has been significant progress in certain areas – for example, efforts to improve air quality by promoting clean air zones and rolling out cleaner vehicles have yielded positive results – new or intensified challenges have emerged. For example, the region's reliance on private cars has remained high. This continued reliance on cars makes it more challenging to reduce carbon emissions and congestion.

Case for action

The case for a refreshed T~~t~~ransport Strategy is clear.

While some aspects of our transport system have seen improvement since 2020, such as air quality in specific areas, many critical challenges have worsened, and new uncertainties have arisen. A proactive and flexible Strategy must tackle these challenges head-on.

To secure future funding and government support for transport services and infrastructure, we need to present a clear narrative for intervention.

This case must connect the region's current challenges, such as congestion and high carbon emissions, with the solutions we propose and the outcomes we aim to achieve. By addressing these problems, we can unlock the region's substantial potential in housing, employment, and economic growth.

In this Strategy, we present coherent "Missions" that provide route-maps for delivering the Vision.

They also show how TfSE's Vision and Goals are aligned with national objectives and ensure the South East delivers for the whole country – as a critical economic engine for the UK, a key player in international trade, and an area of substantial housing and job growth.

Ultimately, our case for change is grounded authoritative evidence – which is presented in our "Need for Intervention report" – along with in the belief that solving today's transport challenges will unlock tomorrow's opportunities.

By investing to deliver a modern and sustainable transport network, we can reduce emissions, ease congestion, and create a region that is economically resilient, environmentally sustainable, and a magnet for investment and innovation.

An overview of what TfSE considers to be the region's key transport challenges are presented below.

- **Productivity**: UK productivity has flatlined – Productivity per hour worked grew just 5% between 2010-20 – half the rate seen in Germany and the USA
- **International trade**: Trade volumes through Dover are down around 20% since the UK left the EU, and Eurostar no longer serves Ebbsfleet and Ashford.

- **Climate resilience**: There were more than 4 times as many delays to rail services in the South due to extreme heat in 2018 than in the 2000s.
- **Decarbonisation**: Transport accounts for 40% of carbon emissions in the South East (2022) – by far the largest contributor across all industries.
- **Housing affordability**: The house price to earnings ratio is over 10:1 in the South East – higher than any other region outside London~~, and higher than California~~.
- **Equitable prosperity**: The Gross Value Added per capita of less well-connected areas is less than half that of other areas and over 80% of Hastings' residents are at risk of Transport Related Social Exclusion.
- **East-West connectivity**: The average speed of passenger rail services on most East-West corridors is under 40mph – compared to 60mph on most London corridors.
- **Highway congestion**: The M25 carries over 220,000 vehicles a day – making it the busiest and one of the most congested roads in Europe.
- **Funding and delivery**: Construction inflation exceeded 10% in 2022, and local authorities have severe financial constraints making it hard to deliver capital projects.
- **Technology**: We do not have the luxury of time to rely on less mature technologies to solve these problems – some behaviour change is needed.

Focus of this Strategy

This Strategy focuses on areas where urgent action is most needed and where TfSE can make a difference. While the 2020 Strategy laid the groundwork, this updated Strategy focuses on specific priorities that have emerged from the region's changing context and where TfSE is well placed to help the region achieve its Vision and Goals.

We have structured this Strategy around a set of Missions, which are carefully designed to target the areas where we believe the most urgent action is required. Whether it's improving public transport, addressing the environmental impact of road traffic, or supporting the decarbonisation of our transport network, these Missions focus on delivering real, measurable change where it matters most.

Theise ~~Strategy~~Missions also recognises the importance of fairness and affordability, ensuring that the benefits of transport investment are shared equitably~~also recognises the importance of fairness and affordability, ensuring that the benefits of transport investment are shared widely and do not place undue burdens on communities or individuals.~~

Furthermore, this Strategy places a stronger emphasis on delivery. While we recognise that the financial and operational capacity of the public sector is constrained, and additional government funding is uncertain, we are committed to driving bold action to achieve our Vision. ~~This Strategy is not intended to set out all of the specific details of specific schemes that will be delivered. What it does do is provide a framework against which schemes and policies will be delivered. We are determined to find practical, achievable solutions that will make a tangible difference, even in a challenging financial environment.~~

This Strategy provides a high-level framework for shaping the future of transport in the South East. It sets out the long-term vision, priorities and principles that will guide investment and policy decisions over the coming decades. While it does not list specific schemes for delivery, these are developed through our Strategic Investment Plan (SIP) and a suite of supporting strategies, such as the Rail Strategy and thematic studies on freight, decarbonisation, and rural mobility. Together, these documents form a cohesive

programme of evidence-based planning. This Strategy informs those more detailed plans, and in turn is kept relevant through updates to them. As we move forward, we will refresh the SIP to align with the new Missions and priorities set out here. In doing so, we will remain focused on identifying practical, achievable solutions that deliver real-world benefits, even within a constrained financial environment.

How this Strategy was prepared

This Transport Strategy was developed through a structured process of evidence gathering, scenario planning, and stakeholder engagement, including input from socially excluded groups. The evidence base informed a clear Vision, Goals, and defined Missions, resulting in a ~~draft~~ Strategy that addresses the region's key challenges.

The Evidence Base Reports will be published alongside this Strategy and can be accessed at www.transportforthesoutheast.org.uk.

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal and Habitats Regulation Assessment Screening Statement were prepared alongside the 2020 Transport Strategy and has also been undertaken for this Transport Strategy.

The appraisal examines the potential impacts this Strategy could have on a range of sustainability objectives, including economic, social, and environmental aspects. These include, but are not limited to biodiversity, habitats, carbon, the historic environment, health, and equality of access to opportunities.

This document is published alongside the Transport Strategy and is also subject to public consultation.

Integrated Sustainability Appraisal was also undertaken for each of the five Area Studies and covers the schemes that contributed to a Strategic Investment Plan (SIP). A summary of the appraisal was published alongside the SIP and is accessible here.

All the interventions outlined in this Strategy will undergo thorough the appropriate level of assessment (including environmental, equalities, and habitats regulations assessment) as and when schemes come forward. The same applies to Local Transport Plans in the South East as and when these are prepared.

Relationship to other strategies and plans

This Strategy has been designed to complement and build on national, regional, and local policies and strategies.

A diagram showing the relationship between TfSE and policies and strategies that will affect how each Mission is delivered.

- **National**: Integrated National Transport Strategy (~~TBD~~expected later in 2025) Future of Freight: a long term plan (2022); Transport Decarbonisation Plan (2021); Great British Railways: Williams Plan for Rail (2021); Road Investment Strategy 3 (2021); Bus Back Better (2021); Gear Change (2020).
- **Regional**: Transport Strategy (this document); SIP (2023 and to be refreshed by 2027); Delivery Action Plan (2023); Strategy and SIP Evidence Base (2023).
- **Local**: Local Transport Plans; Local Cycling and Walking Plans; Local Bus Service Improvement Plans; Local Plans, Regional Energy Strategic Plans.

At the same time, this Strategy seeks to influence the direction of these national, regional and local strategies as many of them will be critical in ensuring the Vision set out in this Strategy will be achieved.

~~**Next Steps**~~

~~This is a Draft version of our Transport Strategy, which will be subject to a 12 week public consultation, beginning in December 2024.~~

~~We will incorporate feedback and comments from this consultation with a view to publishing a Final Version later in 2025.~~

Part 2 | Vision

Introduction

This Chapter outlines our ambitious Vision for 2050 and the Goals that underpin it, setting the foundation for a thriving South East that balances economic growth, social wellbeing, and environmental stewardship.

Our Vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life. This Vision is supported by three Goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment. Together, these Goals ensure that growth in the South East is inclusive, resilient, and sustainable.

To guide us in delivering this Vision and achieving these Goals, we have adopted six core Cross-Cutting Principles that reflect our commitment to forward-looking, evidence-based, and inclusive planning. These Principles are rooted in best practice and have been tailored to the needs of the South East to ensure every initiative we pursue contributes meaningfully to a prosperous and sustainable future.

2050 Vision and Goals

Our Vision is for the South East to offer the highest quality of life for all 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.

Our Vision supported by three Goals that reflect the three pillars of sustainable development.

- **Economic Goal**: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient~~and better compete in the global marketplace~~.
- **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Cross-cutting Principles

Our Strategy is built on six core Principles that guide us toward our Vision and Goals. These Principles have been applied across many aspects of this Strategy and help us stay focused on delivering the best possible outcomes for the South East.

1. By adopting a **Vision and Validate** mindset, we have taken a forward-looking approach to our Strategy, setting a clear Vision for the future and validating all initiatives against our Goals. This ensures that our actions drive meaningful progress toward our ambitions.
2. Through **Triple Access Planning**, we have expanded our understanding of accessibility by considering not only

physical transport but also digital and social factors, making the transport network more inclusive and connected.

3. By applying the **User Hierarchy** set out in the Manual for Streets, in most environments we have prioritised the most vulnerable road users – i.e. pedestrians and cyclists – as well as more sustainable modes of transport – i.e. public transport – over private cars, and, in doing so, we promote safer, more sustainable outcomes.
4. The **Avoid-Shift-Improve** framework has guided our decarbonisation Strategy by encouraging us to focus on reducing emissions by avoiding unnecessary trips, shifting to lower-carbon transport options, and enhancing the efficiency of remaining modes of transport.
5. In our first Strategy we introduced the **Movement and Place framework**, which states that roads and streets should serve more than just transport needs. Our approach balances efficient movement with creating vibrant, liveable spaces that enhance the quality of life.
6. Last but not least, and guided by our Integrated Sustainability Appraisal, we have embedded **Environmental Net Gain** into our thinking. We aim for every new transport project to leave the environment better off, enhancing biodiversity, using sustainable design, and integrating green solutions throughout.

Description of the Principles cited above:

- **Vision and Validate**: Instead of planning based on current travel trends, this approach envisions a desired future and creates the transport system to achieve it, focusing on long-term sustainability and resilience.
- **Triple Access Planning**: This Principle expands accessibility by considering not only physical transport but also digital and social factors, ensuring a more inclusive and connected transport system.
- **Movement and Place**: Roads and streets are designed not only for efficient transport but also to enhance the surrounding areas, balancing the needs of movement with creating vibrant, liveable spaces.
- **User Hierarchy**: By prioritising pedestrians, cyclists, and public transport over cars, this Principle promotes safer, more sustainable urban environments by designing infrastructure to reflect these priorities.
- **Avoid – Shift – Improve**: A Strategy to reduce transport carbon emissions by avoiding unnecessary travel, shifting to lower-carbon transport modes, and improving the efficiency of remaining high-carbon modes.
- **Environmental Net Gain**: New transport developments should leave the environment better off than before by enhancing biodiversity, using sustainable design, and integrating green solutions into infrastructure projects.

Part 3 | Missions

Introduction

This chapter outlines the five key Missions that TfSE will prioritise to achieve its Vision.

Each Mission presents a clear call to action, focusing on delivering tangible outcomes while providing direction and a sense of urgency.

They were chosen because they represent the key challenges identified in the Need for Intervention Report where we believe concerted action is needed to get the region “back on track” and realise its full potential. They also focus on topics where we believe a regional authority such as TfSE is well placed to make a material contribution in delivering them at a strategic level.

They are carefully aligned with both national and local priorities, ensuring a cohesive approach that resonates across all levels of government. Additionally, they are designed to inspire and encourage collaboration among partners, fostering a shared commitment to delivering meaningful progress.

Further details about the context of each Mission and the proposed interventions included in each Mission are outlined in **Appendix A**.

The Missions are:

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

Further details about the context of each Mission and the proposed interventions included in each Mission are outlined in Appendix A.

Route Maps

The five Missions have been developed and presented using a Route Map approach. The key components of these are presented in the Strategy as follows:

- **Mission Statement**: which sets out a clear call to action, focusing on delivering tangible outcomes while providing direction and a sense of urgency.
- **Desired outputs and outcomes**: which define a set of tangible outputs required to achieve key outcomes.
- **Shorter-term and longer-term priorities**: which identify the key interventions (schemes and policies) required to deliver desired outputs and outcomes, referencing schemes in the SIP. These are also presented on a map.

Supporting this, **Appendix A** presents further detail:

- **Context**: Which provides further detail and evidence articulating the challenge and need for intervention.
- **Theory of change**: Which on a page summarise how the context and challenges have informed the intervention priorities, outputs, outcomes and impacts.
- **Interventions**: A cross-reference for how the schemes and policies in the SIP align to achieving our five Missions
- **Indicators**: A cross-reference for how indicators identified in the SIP and State of Region Report have informed the delivery, monitoring and evaluation of achieving the five Missions.

Route Map components:

- Context and challenges.
- Theory of change.
- Desired Outputs and Outcomes that define the success of the Mission.
- Priorities that outline how the Mission will be delivered.
- SIP Interventions.
- Monitoring and Evaluation.

Appendix B presents TfSE's assessment of the impact of each Mission's Route Map against a set of Scenarios.

Strategic Connectivity

Mission Statement

We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have

access to high-quality, convenient and resilient transport links and key services, for people and goods.

~~We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, competitive transport links and key services, including resilient freight routes.~~

We will know we have succeeded when:

- The connectivity of all 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 gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

Content

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

TfSE has undertaken extensive research – including an Economic Connectivity Review and Strategic Corridor Evidence Base~~ and will supplement this through the forthcoming South East Rail Strategy, which will help prioritise further improvements and support strategic corridor delivery~~. This research has shown that many parts of the South East boast excellent rail connectivity to London, particularly towns and cities served by High Speed 1 and mainline railways. However, while radial connectivity to London is generally good, most orbital and East-West corridors – such as the A27/A259 corridor in Sussex and Kent – are poorly served. Often, it is faster to travel from one part of the South Coast to another via London or the M25 than directly along the South Coast's highway or railway corridors.

These connectivity gaps prevent communities along the South Coast from benefiting from agglomeration – the pooling and sharing of resources and talent that drives prosperity. This issue is particularly acute within the region's largest urban centres. For example, it takes longer to travel from Southampton to Portsmouth by train than from Southampton to Bournemouth.

Furthermore, communities that are comparatively less well-connected are less attractive to investors, visitors, and potential residents. This is particularly the case for coastal, island, and peninsula communities, which need to work harder to achieve the same socioeconomic outcomes as better connected places.

The region's international gateways also have connectivity gaps. Heathrow Airport has high public transport mode share for London journeys but very low beyond the capital. Some key ports~~, including Dover,~~ are vulnerable to delays due to the current configuration of the highway network at multiple locations on the coast~~in Kent~~.

Similarly, some freight corridors (e.g. Southampton – Midlands/North, Kent Coast – Midlands/North) have capacity, gauge, and gradient constraints that will need to be addressed to support growth and modal shift from highways to rail. Similar constraints exist on sections of the Strategic Road Network that serve nationally important freight corridors.

Addressing these connectivity challenges will require significant capital investment, and it is recognised this will take time to deliver and may need to come from a wide range of sources – including direct beneficiaries.

Outcomes

The key outcome of this Mission is to increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors between the South East's major economic centres and international gateways. This will enable the

South East's population and economy to grow while minimising the adverse impacts of transport on society and the environment.

Achieving this modal shift will help reduce congestion, improve air quality, reduce severance, improve safety, and contribute to the overall satisfaction of transport users. In turn, it should strengthen public transport demand and revenues, placing the bus and rail industries on a more sustainable financial footing.

This Mission also seeks to improve inclusive access to employment and services – especially in rural and coastal communities – by ensuring strategic corridors enable flexible, affordable, and frequent services that match the needs of today's travel patterns.

To achieve these outcomes, sustainable travel options – particularly railways at a pan-regional level – need to deliver journeys that are comparable in speed, convenience, affordability and comfort to car journeys. Additionally, the economics of rail freight need to become more attractive to industry compared to highway freight.

Short Term Priorities

TfSE's SIP outlines the schemes that we have prioritised for the South East. In this Strategy we highlight those schemes that have the potential to make the greatest contribution to achieving the Strategic Connectivity Mission. Our immediate focus will be on improving the existing network to better serve passengers and freight and supporting public transport's recovery from the pandemic.

Key initiatives include:

1. Enhancing incentives for long-distance public transport use by better optimising fares, offering more flexible ticketing options, and enhancing the on-board experience (e.g. luggage space, catering, personal safety, information).
2. Refining timetables to better serve faster-growing markets, such as leisure travel. This could involve re-evaluating the timing of planned road and rail works to take advantage of quieter periods during the working week.
3. Delivering or initiating well-developed schemes that enhance road and rail connectivity. Notable examples include improving junctions on strategic highways corridors~~,~~ ~~as well as the Bakerloo Line extension~~ and known rail bottlenecks, such as at Croydon, ~~in London,~~ which should release capacity for longer-distance rail services servicing the TfSE area.
4. Reinstating international rail services from Ebbsfleet and/or Ashford, recognising the challenges posed by changes in the UK-EU relationship but also noting capacity constraints at St Pancras, which could make Ebbsfleet a more attractive option for current and future operators.
5. Providing adequate rail capacity and connectivity to support growth at Gatwick and Southampton airports, both of which generally have the necessary infrastructure to accommodate service enhancements.
6. Planning for longer-term initiatives by safeguarding critical areas and aligning planning policies across all levels of government.

Long Term Priorities

In the medium to longer term, the focus shifts to more substantial upgrades and network expansions to address major bottlenecks and connectivity issues. Again, details of each intervention are documented in the SIP.

Key initiatives include:

1. Upgrading the region's key coastal corridor to match the standards of other strategic corridors, particularly between Brighton and Southampton. This includes faster regional rail services and longer-term improvements to the A27 and

A259 corridors in Sussex (e.g. at Chichester, Worthing, Lancing and Lewes), bringing them closer to the standard of the A34 and speed of the current Cross Country rail route. These upgrades should be implemented in stages, possibly involving tunnelled solutions, while also enhancing the natural and built environment along the route.

2. Improving journey times between London/M25 and coastal communities like Hastings and North Kent, which face significantly longer travel times to London compared to nearby areas like Brighton and Ashford. This puts them at a structural disadvantage in terms of accessibility and opportunities.
3. Improving access to islands and peninsulas, notably through boosting Isle of Wight ferry services.
4. Strengthening strategic freight corridors, such as the Southampton–Midlands/North and Channel Ports–Midlands/North routes, as well as the highways serving these areas. Expanding the use of HS1 and the Channel Tunnel for rail freight may be an option, depending on how technology, logistics, and cross-~~c~~Channel trade evolve.
5. Developing new rail connections to international gateways, including direct rail access to Heathrow Airport from the South and West, and rail ~~a new chord~~infrastructure investment near Redhill to enable direct Gatwick-Kent services.
6. Reviewing regional rail connectivity when Old Oak Common and HS2 open, potentially making it faster and more convenient to connect the Midlands and North to the South East via Old Oak Common or Heathrow Airport. This may offer opportunities to rethink the regional passenger rail map.

Case Study: Opportunities to enhance cross-regional connectivity through Heathrow and London

Strategic connectivity goes beyond the boundaries of the TfSE area, playing a crucial role in linking the South East to the rest of the UK and the world. Often, it's the connections at these boundary points that offer the greatest potential.

This is particularly evident at Heathrow and Old Oak Common. By the mid-2030s, Old Oak Common is set to become one of the most connected hubs in the country, with high-speed, high-frequency rail links reaching the North via HS2, the West via the Great Western Mainline (and potentially the Chiltern Main Line), London via the Elizabeth Line (with potential London Overground extensions), and direct links to the UK's busiest airport—Heathrow.

The proposed Heathrow Southern Rail scheme, which would connect the South West Main Line to Heathrow, presents a range of exciting possibilities for enhancing strategic rail connectivity.

These include:

- Direct Heathrow rail connections to Woking, Basingstoke, Guildford, and potentially towards Southampton, Portsmouth, Gatwick, and Brighton.
- Long-distance rail connections from Paddington and Old Oak Common to the Solent area and the West.
- A reimagined regional rail network, allowing many in the South East to use Old Oak Common as a high-speed gateway to the Midlands and the North.
- Opportunities for modal shift, potentially reducing reliance on the M25 for journeys between Surrey, West London, the Inner Thames Valley, and potentially the Chilterns and North West London.

Realising these opportunities would require alignment across multiple agencies, but the benefits would significantly strengthen the case for investing in improved infrastructure between London and the South East, as well as the longer-term development of Heathrow Airport.

Resilience

Mission Statement

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 anticipating ~~This anticipating~~ risks, taking preventative measures, enhancing recovery and adapting in the face of uncertain future risks.

~~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. This means protecting the region's transport infrastructure from disruption and degradation, ensuring it remains operational, adaptable, and safe in the face of a wide range of risks. We will reduce the likelihood and impact of both short-term disruptions and long-term loss of critical infrastructure – such as bridges, roads, and railways – due to severe weather, coastal erosion, or structural failure.~~

We will know we have succeeded when:

- The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.
- The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly – including disruption arising from associated power and digital networks.
- ~~, and when th~~The risk of major failures occurring on the transport network is reduced.

Context

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

The closure of key infrastructure – such as a road, railway, or bridge – can have far-reaching consequences, disrupting access to jobs, education, and services, while severely impacting freight and trade. For example, the failure of a coastal route or bridge due to extreme weather or erosion could isolate communities, increase congestion on alternative routes, and escalate economic losses. Such disruptions also erode public confidence in the system and may shift users away from sustainable travel options.

The South East's transport network faces mounting risks from climate change, severe weather, congestion, and high levels of use. Critical corridors, like the London-Brighton route, rely heavily on single highways and railways, making them particularly vulnerable to disruption. Ports like Dover and the Channel Tunnel compound this pressure, as congestion and trade frictions often spill onto regional road networks, affecting local communities and key routes.

A significant portion of the network, built in the 19th and 20th centuries, requires urgent maintenance and renewal. However, funding constraints have led to growing backlogs, leaving the network increasingly exposed. For instance, weather-related delays on the railways have doubled in the past decade, according to Network Rail. Addressing these vulnerabilities demands integrating resilience into infrastructure planning, ensuring it can adapt to future risks like rising sea levels, extreme weather, technological advancements, and socio-economic changes.

Building resilience will also require a collaborative approach. Strong partnerships with local authorities, national agencies, digital network providers, and utility providers are essential to managing immediate operational challenges and developing long-term strategies for water, power, and digital infrastructure. TfSE can play a key role in

advocating for resilient infrastructure investment and supporting partners in planning for diverse future risks.

Outcomes

The key outcome of this Mission is to reduce the effects of disruption on the strategic transport network from a variety of current and future risks, including extreme weather, deteriorating infrastructure, and planned maintenance.~~, whether from extreme weather, infrastructure failure, or planned maintenance~~.

In particular, we aim to avoid the loss or prolonged closure of critical transport assets – such as roads, railways, and bridges – due to risks like flooding, coastal erosion, subsidence, or extreme temperatures. The closure or failure of such assets can have far-reaching consequences: isolating communities, damaging local economies, diverting freight onto unsuitable routes, and increasing congestion and emissions elsewhere. Some infrastructure in the South East is already operating at or near capacity, and its vulnerability risks being exacerbated by climate change, and a deteriorating condition of transport infrastructure~~ageing assets, and increased demand~~.

Reliable and predictable journeys are critical to user confidence and business productivity, and reducing delays will enhance the overall performance of both passengers and freight customers. Ensuring more predictable and reliable journey times will also support economic productivity, as businesses and individuals rely on consistent travel and delivery schedules.

Another key outcome is to reduce disruption for all users of the transport network during planned engineering works and maintenance. While such activities are essential for safety and performance, they can cause avoidable disruption if not effectively planned and communicated. Providing suitable alternative routes and travel options – both during planned works and unexpected incidents – will play a vital role in achieving this outcome.

Ultimately, a well-maintained and resilient network is not just a transport benefit – it also protects public services, economic performance, and community cohesion. Preventative works can reduce the risks associated with infrastructure failure, including disrupted journeys, costly emergency repairs, and damage to property and vehicles.~~It reduces the cost of compensation claims, emergency repairs, and damage to vehicles and property, freeing up public resources for other priorities.~~

Short Term Priorities

The immediate priority is to strengthen the resilience of the existing transport network, ensuring it can better withstand both planned and unplanned disruptions. This includes addressing current maintenance backlogs, improving traffic management, and making the network more reliable.

Key initiatives include:

1. Assessing the economic, social, and environmental impact of major network disruptions, such as the closure of roads, railways, or key structures, and use this evidence to build the case for targeted investment in resilience.
2. Securing long-term and consistent funding for a pipeline of infrastructure renewals and upgrades, reducing the risk of asset failure and avoiding costly emergency repairs. This will also reduce the cost of emergency repairs and vehicle damage and include adjacent systems to transport such as drainage~~ing an,d~~ power, and digital infrastructure.
3. Developing a strategic understanding of future risks, including climate change, changing land use, and technological dependencies, to ensure today's decisions are robust under a range of future scenarios. Taking a strategic approach to resilience will ensure that the transport network can anticipate and adapt to the risks to its resilience in the future.

4. Making the case for, and securing, more and consistent funding for maintenance and enhancements, such as infrastructure adaptation, coastal erosion, and delivering nature-based solutions. Securing funding for urgent repairs and preventative maintenance~~,~~ will ensure the network remains safe and operational, reduce the risk of infrastructure failures, and minimise disruptions from unplanned events.
5. Encouraging more joined-up actions with utilities operators and satellite navigation providers on roadworks planning and general traffic management. We can learn from best practice approaches from across the region, such as lane rental schemes, and work with navigation companies to ensure vehicles are directed on appropriate routes, both during roadworks and normal operations. This will ensure essential maintenance works are completed efficiently and with minimal disruption to users. It will also ensure the right vehicles are directed to the right roads, minimising impact on roadside communities, ensuring rural roads are not adversely impacted.

Long Term Priorities

In the medium and long term, the focus shifts to making more substantial upgrades that will increase the overall resilience of the network and build strategic resilience capacity. This involves expanding capacity at critical points and implementing strategic projects that reduce the impact of disruption.

Key initiatives include:

1. Addressing major bottlenecks on the region's busiest corridors, including in the Croydon and Woking areas, to improve the reliability of services on the region's busiest railways.
2. Expanding and strengthening secondary and alternative corridors, such as the Uckfield – Lewes ~~r~~Railway Reinstatement~~line~~, Canterbury ~~r~~Rail ~~c~~Chord, and A22 and ~~/~~A24 ~~highway c~~Corridor~~s~~ Packages, to provide ~~realistic~~potential diversionary options when primary routes are closed or constrained.
3. Improving Operation Brock and Operation Stack in Kent by implementing alternative solutions to maintain traffic flow during cross-~~c~~Channel disruptions, reducing congestion and delays on key routes for both passengers and freight.
4. Delivering the Kent Bifurcation Strategy to relieve pressure on existing Thames crossings and strengthen strategic connectivity and resilience between the Channel ports and M25.
5. Tackling pinch points on highways for the benefit of all road users, including bus services. This can be achieved through upgrading junctions and providing additional lanes for bus services and other sustainable travel options. It will ensure critical points more resilient to future risks, such as climate change, while exploring placemaking opportunities
6. Coordinating with other infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes working with them to plan for future requirements and risks. For example, ensuring the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles.~~Coordinating with wider infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes ensuring the region's power networks have sufficient capacity and resilience to support the rail network, roll-out of electric vehicles, and sustainable development.~~

Case Study: Delivering Kent's Bifurcation Strategy

Kent's strategic position between London and continental Europe has always made it vital to the resilience of the UK. This position has seen Kent secure investment in major schemes, recognising the benefits to local growth and communities, and the national economy.

As the shortest crossing point across the English Channel, Dover is home to the world's busiest Roll-On Roll-Off port, placing it at the forefront of recent challenges such as Brexit and the COVID-19 pandemic. Even in more stable times, the county's transport networks face regular strain from adverse weather events, industrial action, and major events – all of which have the potential to disrupt ferry crossings and lead to traffic management issues. Nearby, the UK's only fixed link to continental Europe, the Channel Tunnel, with its terminal at Cheriton (Folkestone) can also be affected by these issues.

To strengthen resilience, authorities in Kent and Medway have established the Kent Bifurcation Strategy. This long-term Vision aims to reduce the burden on the M20 between Dover, the Channel Tunnel, and the M25, by utilising an upgraded M2/A2 corridor linked to a new Thames crossing. This is supported by improved connections between the M2/A2 and M20 corridors, and improvements in protocols to manage high traffic volumes during disruptions, such as Dover Traffic Assessment Project, Operation Brock, and Operation Stack. In the long term, the aim is to reduce the need for these protocols and/or develop an off-highway solution.

Key enhancements are needed to fully realise Kent's potential as a resilient transport hub. These include:

- *Upgrades to the M2/A2 corridor, with targeted junction improvements to enhance safety and ease congestion, including improved connecting links to the M20 corridor to enable traffic to switch between the two strategic routes.*
- *Dynamic traffic management capabilities to better distribute traffic between the M2/A2 and M20.*
- *A The recently-approved Lower Thames Crossing to provide a step changeplanned (and now approved) ~~new Strategic Road Network crossing of the River Thames to provide a step change~~ in capacity and a resilient alternative to the over-capacity Dartford Crossing.*
- *Increased lorry holding capacity to handle incidents and adapt to evolving EU customs controls, including the European Travel Information and Authorisation System (ETIAS) and Entry-Exit Scheme.*
- *Enhanced rail freight options on the HS1 and domestic rail network to utilise the substantial safeguarded capacity of the Channel Tunnel, diverting freight from the road network.*

TfSE's SIP includes these initiatives (and more) to build a resilient Kent, ensuring seamless UK-European connectivity into the future.

Inclusion and Integration

Mission Statement

We will create an inclusive and integrated transport network in the South East that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system.

We will know we have succeeded when:

- Everyone can affordably travel where they need to go when they need to go.

- Customer satisfaction with all aspects of the transport network is high across all sections of society.

Context

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

Although some progress has been made, parts of the South East's transport system remain physically and socially inaccessible and lack integration between services. This results in varied customer experiences, particularly around fares, information, and ticketing systems – issues that impact all users but are felt more acutely by some groups. Young people, for example, have highlighted difficulties in accessing direct bus services between smaller towns and rural areas, making it challenging for them to access opportunities. These issues are particularly problematic where services cross local and sub-national government boundaries.

Disabled people face additional challenges. Those with mobility needs encounter physical barriers in stations and on vehicles, while people with visibility or cognitive impairments often struggle with inadequate navigation and information systems. There is also a recognised need for better staff training to support diverse needs, and for safety measures that address personal safety concerns, particularly in the evening.

Affordability is another key issue, as the cost of transport can disproportionately affect those on lower incomes or with additional travel needs, such as frequent medical appointments.

While concessionary travel schemes provide some support, many are inconsistently applied across the region. Given the constraints on public finances and the commercial pressures facing operators, this Strategy advocates for planners and operators to explore ways to increase public transport patronage along existing corridors, creating favourable conditions for more affordable fares.

Communities with poor connectivity and accessibility are particularly at risk of what is known as "Transport Related Social Exclusion" – a concept studied in detail by Transport for the North, whose work has highlighted several areas in South East England that are at greater risk of TSRE than most of the North of England.

Additionally, the rapid advancement of transport technologies, such as vehicle electrification and digitisation, could exacerbate inequalities if their benefits are not distributed equitably. It is therefore essential that decision-makers consider equity and inclusion impacts when implementing interventions to achieve other Missions, ensuring that the transition to a modern transport network benefits all parts of society.

TfSE is also engaging with the Rural Mobility Centre of Excellence, led by Transport East, to better understand the unique needs of rural communities across the South East. Guidance from the Centre – including resources available at www.transporteast.gov.uk/rural-transport – is helping inform our approach to tackling transport-related social exclusion in less connected areas.

Outcomes

The key outcome of this mission is a transport system that is fair, inclusive, and responsive to the needs of all residents – particularly those currently at greatest risk of ~~transport~~ exclusion. This includes people on low incomes, older residents, disabled users, young people, and rural communities.

Specific outcomes include:

- Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – through improving the accessibility of transport services and the improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion.

- Increased customer satisfaction across all user groups, ensuring that everyone can access and use the transport network confidently and comfortably.
- A transport network that is accessible and safe for people with specific mobility and sensory needs.
- ~~A transport network that is accessible, step-free, and safe for people with mobility and sensory needs, and for those travelling with children.~~
- Improved safety across the transport network, aiming for a "Vision Zero" ~~"Target Zero"~~ for killed and seriously injured incidents, as well as improvements in personal safety. This will be achieved through better infrastructure design, enhanced safety measures, and targeted initiatives that prioritise the safety of all users, especially vulnerable road users.
- Improvements in public health and wellbeing by enabling more journeys by active travel, promoting liveable neighbourhoods, and delivering improvements to air quality.
- Reduced severance and improvements to the public realm, creating more cohesive communities where residents can move safely and comfortably through shared spaces. This includes addressing barriers like busy roads and railway lines that can divide communities and hinder access to services.
- Reduced real-term percentage of household income spent on housing and transport costs, ensuring that residents have affordable access to housing and mobility options, making the region more equitable.

Infrastructure Priorities

The outcomes will be achieved through a combination of physical infrastructure upgrades, enhanced safety measures, and the reduction of barriers that limit access to transport and services.

Physical infrastructure interventions include:

1. ~~Designing inclusive infrastructure with and for socially excluded groups using inclusive design principles, improved lighting, signage, and wayfinding~~ ~~Designing inclusive infrastructure with and for socially excluded groups – including disabled users, neurodivergent people, and those with limited mobility – using inclusive design principles, improved lighting, signage, and wayfinding.~~
2. ~~2.~~1. Enhancing connectivity to areas at risk of Transport Related Social inclusion, including North and East Kent, the East Sussex coastline, and coastal communities in the Solent. Many of these interventions are cited in the Strategic Connectivity Mission.
3. ~~3.~~2. Upgrading interchange facilities and implementing step-free access at stations and public transport hubs to provide seamless connections between different modes of transport and support the "first-mile-last-mile" elements of journeys. Enhancements such as better signage, increased seating, and protected waiting areas will make switching between services more comfortable and convenient for all users.

Fares, Ticketing, and Service Priorities

Fares and ticketing interventions include:

1. Providing socially necessary public transport services, such as demand-responsive transport, rural bus services, ferries to islands ~~and peninsulas,~~ and other options that connect isolated communities to the broader network. These services will ensure that all residents, regardless of where

they live, have access to essential services and opportunities.

2. Expanding concessionary fares and capping schemes to improve affordability for people on low incomes, young people, and those not currently well served by existing offers. This will help reduce transport-related financial burdens and increase the use of public transport.
3. Implementing integrated fares and ticketing systems that allow passengers to travel across local government boundaries by multiple modes of transport using a single ticket or fare structure. This will simplify journeys, reduce costs for passengers, and make the transport system easier to use.

Service interventions include:

4. Delivering Bus Service Improvement Plans and supporting locally appropriate models such as franchising or municipal operators, especially where commercial services are unviable.
5. Enhancing inclusive access to islands and peninsulas, such as the Solent and Medway, through integrated ferry and bus services and better access to information. This will support social and economic inclusion for coastal and peninsula communities.

Case Study: Inclusion and integration on the Isle of Wight

The Isle of Wight faces unique transport challenges due to its geographical isolation, with ferry services acting as a critical lifeline to the mainland. In recent years, partnerships between the Isle of Wight Council, ferry operators, and community organisations have led to initiatives aimed at making these connections more accessible, integrated, and affordable.

Local residents benefit from discounted ferry fares, making regular travel for work, education, and healthcare more affordable. Ferry operators have also invested in accessible facilities, including step-free access and trained staff, ensuring that travellers with mobility challenges can travel with greater ease.

Efforts to improve transport integration have included aligning bus schedules with ferry timetables and introducing integrated ticketing, allowing passengers to purchase a single ticket covering both ferry and local bus travel. These measures support seamless journeys across the island and encourage the use of public transport. There has also been investment in improving interchange facilities, including the Ryde Transport Hub, which was funded by the South East Hampshire Rapid Transit project.

Further initiatives go beyond traditional transport interventions and focus on supporting residents' broader needs. Medical travel subsidies help islanders access essential healthcare on the mainland, and flexible freight services ensure local businesses can move goods efficiently.

These efforts have increased access to employment, education, and healthcare, while also boosting local tourism. Thanks to these efforts, bus use is markedly higher on the island compared to many more densely populated areas in the South East. The Isle of Wight's approach therefore serves as a model of inclusive transport, illustrating how tailored and integrated solutions can enhance quality of life for isolated communities.

Decarbonisation

Mission Statement

We will support the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life.

~~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.~~

We will know we have succeeded when:

- The South East makes meaningful progress toward decarbonising transport, in line with national policy and public expectations.
- All surface transport trips made across the South East are net zero emission by 2050 (at the latest).
- We have not exceeded our carbon budgets for surface transport by 2050.
- The transition to cleaner transport is affordable, fair, and accessible – ensuring no communities are left behind.
- ~~The South East is seen as a world leader in decarbonising transport.~~

Context

The government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

The ambition is not merely about reaching a final destination but involves adhering to a carbon "budget" and a carefully managed trajectory. These steps are vital to ensure that our total emissions are limited throughout the journey to net zero, in line with the global commitments to keep climate change within manageable limits. To reflect this ambition TfSE's policy statement on decarbonisation was updated and published in 2023 and has developed a Climate Action Plan and electric vehicle forecast studies for the region.

As a leader in global decarbonisation, the UK has made significant progress in reducing emissions, particularly in the energy sector. The rapid decarbonisation of the UK's energy networks has been a critical success story, with a shift towards renewable sources like wind and solar power. However, despite this momentum, the UK's transport system is still significantly behind many of its peers. For example, only 38% of Britain's railways are electrified, in stark contrast to countries like Sweden, where over 75% of the rail network runs on electricity. Furthermore, the UK currently trails many European countries in the provision of electric vehicle charges – including Scandinavian countries, the Low Countries, and France. This disparity highlights the scale of the challenge ahead for decarbonising our transport systems.

Moreover, there are additional pressures where growth risks undermining decarbonisation efforts, particularly in aviation. For example, both Heathrow and Gatwick airports have ambitious plans to increase passenger numbers to a combined 200 million passengers per annum, which represents a 60% increase from current levels. Without significant changes, such growth could reverse the progress made in reducing emissions across other sectors.

It is therefore clear that the South East's transport system is not decarbonising quickly enough, while the threat of climate change is becoming increasingly urgent. We also must stay within the envelope set for total carbon emissions up to this point to ensure we stick to the carbon budgets agreed at multiple international conferences.

We recognise that we probably cannot rely solely on the market and technology to meet our targets, but clearly new technology will play a big role. We also recognise the need for ancillary industries – especially energy and, to a lesser extent, construction – to decarbonise in tandem with transport to achieve our Goal.

Outcomes

The key outcome of this Mission is to achieve net zero carbon emissions by transitioning to zero-emission vehicles and energy, increasing the use of sustainable travel modes, and reducing the

overall reliance on fossil fuel journeys – in a way that is affordable and fair for all residents and businesses.

By 2050, we aim for 100% of new private vehicles to be zero-emission, with intermediate targets of 35% by 2030 and 80% by 2040. Similarly, all buses will need to be zero-emission by 2035, and rail services decarbonised by 2050. Some local authorities in the South East want to move faster than the milestones set at a national level.

Part of this shift will include promoting active travel for short journeys and increasing the mode share of both bus and rail for longer journeys. This is especially important in the shorter term as it will help limit our emissions while most cars are still powered by fossil fuels.

Freight transport must also play its part in achieving decarbonisation. Through increased rail freight use, optimised logistics, and adapting clean technology and fuels, we will contribute to overall emission reductions in this critical sector. This will also help to ease pressure on the region's roads while supporting sustainable economic growth.

Decarbonising transport also presents opportunities to attract investment and support green jobs in the South East. These benefits will be realised as part of a balanced and affordable transition that works for residents and businesses alike.

~~Finally, the decarbonisation journey offers an opportunity to establish the South East as a leader in this field, attracting overseas investment and creating new jobs in the region.~~

Short Term Priorities

The immediate priority is to accelerate the transition towards a low-carbon transport network. Through improving provision for public transport and low carbon technologies, and encouraging a shift to low carbon forms of transport by:

1. Supporting the roll out of EV charging infrastructure on strategic networks and in local areas to support the rapid adoption of electric vehicles. This will ensure that private vehicles and freight operations have easy access to charging, reducing range anxiety.
2. ~~Collaborating with manufacturers to increase the roll-out of low emission vehicles, accelerating the availability of electric and hydrogen vehicles~~Supporting the transition to cleaner vehicles by working with manufacturers and fleet operators to increase uptake of zero-emission options where feasible.
3. Supporting the renewal and recycling of low emission vehicles and batteries by developing processes for recycling electric vehicle batteries and repurposing components to minimise the impact of low emission vehicle adoption.
4. Improving bus services by working with local authorities and bus operators to make bus services more affordable, reliable, and customer-focused to encourage a shift from car use to public transport.
5. Supporting local bus, freight, and ferry operators to transition to zero-emission vehicle fleets by providing financial and technical assistance to help replace diesel-powered buses with electric or hydrogen alternatives.
6. Developing local and regional active travel infrastructure by expanding ~~cycling and walking~~walking, wheeling and cycling routes, making it safer and easier for people to choose active travel modes for short trips. This includes supporting schemes identified in the Regional Active Travel Strategy and Local Cycling and Walking Infrastructure Plans.
7. Supporting sustainable neighbourhood planning with ~~15-minute~~ liveable neighbourhood Principles to ensure that residents can meet most of their daily needs within a short walk or cycle from home. This will reduce the need for

longer car journeys and making communities more self-sufficient.

~~7.~~8. Identifying and addressing potential affordability barriers to low-emission transport, particularly for lower-income households and small businesses.

Long Term Priorities

In the longer term, the focus shifts towards transformative infrastructure projects and policy reforms that will accelerate momentum towards a zero-emission transport system.

Key actions include:

1. Decarbonising the railways through battery trains and rail electrification, ensuring that all rail services are powered by zero-emission energy sources.
2. Developing new rail schemes to support mode shift for passengers and freight, ensuring that rail becomes the preferred choice for long-distance travel and freight movement.
3. Implementing mass transit schemes, including Bus Rapid Transit, potentially Light Rail, and high-frequency urban rail services to improve public transport accessibility and reduce the need for private vehicle use in densely populated areas.
4. Supporting the greening of the grid to ensure low emission vehicles are powered by clean energy sources, aligning the transition to zero-emission vehicles with the decarbonisation of the electricity grid. This will ensure that the shift to electric vehicles leads to real reductions in emissions.
5. Supporting partners in reducing the embodied carbon of new infrastructure by encouraging the use of sustainable materials and construction methods. This will lower the lifecycle carbon footprint of infrastructure projects, ensuring decarbonisation extends to the construction and maintenance of transport development.
6. ~~Supporting the government in the development and delivery of any national road user charging proposals, providing a financial incentive for more sustainable choices while reducing congestion.~~Exploring future national approaches to road user charging, ensuring any new models are fair, proportionate, and support sustainable travel choices.
7. Ensure the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles, expansion of the rail network, and development – noting that power is one of the key constraints preventing significant expansion of passenger rail services.
8. Advancing research and delivery of alternative fuels by supporting innovation in hydrogen, biofuels, and other alternative energy sources for transport. This will be critical for decarbonising sectors that are harder to electrify, such as aviation and freight.

Case Study: A three-pronged approach to decarbonisation

Our decarbonisation Strategy is built around the Avoid-Shift-Improve framework, guiding us to reduce emissions through a balanced, pragmatic approach.

- **Avoid**: This element aims to reduce the need for unsustainable travel. While it's not about restricting long-distance journeys altogether, we recognise the environmental benefits of limiting certain trips until they can be fully decarbonised. With the growth of virtual tools, avoiding unnecessary journeys has never been more feasible.
- **Shift**: This focuses on moving travel demand to more sustainable modes. Our research shows that a small

fraction of journeys—just 7%—make up half of a person's annual transport emissions. Shifting these trips to electrified or low-carbon alternatives could have a big impact. For example, when HS1 opened, Eurostar captured 80% of the London-Paris travel market, replacing one of Europe's busiest air routes. Local Plans provide further examples of this approach by ensuring developments have public transport and active travel connectivity.

- **Improve**: While not all modes of transport can be fully decarbonised today, advances in technology continue to make a difference. Sectors like aviation, maritime, and freight face greater decarbonisation challenges, yet modern aircraft are now four times more energy-efficient than early jet models. Research and development, along with future technologies such as carbon capture and offsetting, are essential for achieving true decarbonisation across all transport modes. Improvements can also be cascaded through existing fossil fuel powered fleets by prioritising higher efficiency engines.

Across the South East, we are already seeing this framework in action. Projects like the electrification of buses and rail in the Thames Valley, the Sussex hydrogen initiative on the south coast, and the decarbonisation of Isle of Wight ferries illustrate how the region is embracing all aspects of Avoid-Shift-Improve. Together, these efforts set a strong foundation for the South East to become a leader in sustainable transport.

Sustainable Growth

Mission Statement

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

We will know we have succeeded when:

- Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,
- The South East has created well-connected, liveable communities with easy access to key services and employment opportunities.

Context

The Sustainable Growth Mission aims to deliver prosperity without harming the welfare of future generations. It supports the government's first Mission, to "kick start economic growth".

One of the key challenges this Mission seeks to address is the affordability of housing in the South East. Significant investment in housing stock will be needed to address this. Additionally, many of the South East's leading industries have ambitions to grow, but are constrained by the availability of well-connected sites.

The new government has committed to reinstating housing targets, aiming to build 1.5 million homes in England over the next five years, with a significant contribution expected from the South East. In the current planning system, only through close collaborative working are major developments realised.

Transport can unlock growth in jobs and housing by providing access to development sites while minimising environmental and social impacts on existing residents and businesses. Well-planned developments can enhance the region's transport systems by increasing public transport patronage and revenues.

Sustainable growth can unlock third-party investment in transport options, such as new railway stations and active travel facilities.

Transport can also enhance places. By moving heavy traffic away from urban centres, and by making the urban realm more attractive to pedestrians and cyclists, transport can create liveable

neighbourhoods and boost the quality of the environment to attract investment back to commercial centres while improving health and welfare outcomes.

Outcomes

The key outcome of this Mission is that any major development is supported by improvements to transport infrastructure and services, especially for sustainable transport. It is also important that transport is seen as an enabler to sustainable growth, and not a blocker. To achieve this, we aim to significantly increase the proportion of residents and jobs close to high-quality public transport and active travel networks, promoting sustainable travel choices.

Specifically, this Mission seeks to promote better integrated land use and transport planning, by:

- Ensuring all major developments (e.g. 3,000 dwellings, ~~or~~ an expansion of more than 20%, considerable growth coming from multiple, closely located smaller sites, or a major generator/attractor of demand e.g. a new hospital~~,~~ or stadiuma) have high quality public transport services (2-4 services per hour) and high-quality active travel infrastructure.
- Increasing the percentage of the population and jobs within a 1,500-metre radius of a public transport access point offering a metro-level service frequency of at least four services per hour.
- Ensuring a higher percentage of the population can reach all key services by sustainable transport modes within a 30-minute travel time, whether by public transport, walking, or cycling~~, or driving~~. This includes access to healthcare, education, shopping, and leisure facilities.
- Promoting the development of well-connected new and growing places by aligning housing and employment growth with high-quality public transport and active travel corridors, as well as good highway access. This will support the creation of vibrant, sustainable communities where residents and businesses can thrive.
- Promoting liveable neighbourhood and healthy streets planning principles to increase the attractiveness of active travel in urban areas.
- Increasing the percentage of new dwellings within 10 minutes of metro-level public transport services and high-quality active travel routes to ensure new developments are located in places that offer residents a wide range of sustainable travel options.

This mission also recognises the importance of designing places that promote public health through walkability and active travel, while ensuring access is maintained for those who need to drive.

Integrated Land Use Priorities

TfSE has long advocated for better integrated transport and land use planning. Achieving sustainable growth and creating well-connected communities requires a holistic set of interventions that focus on integrating land use and transport planning, delivering high-quality transit services, and enablers including sustainable funding mechanisms and demand management measures.

Key integrated land-use planning interventions include:

1. Delivering new and well-connected communities by focusing development in areas with existing or planned transport infrastructure.

   This includes major new towns and extensions at locations such as Ebbsfleet, Basingstoke, and Mid Sussex, as well as the development of appropriately located mixed-use communities that are relatively dense and aligned with public transport corridors.

Priority should also be given to the regeneration of greyfield and brownfield sites (where these have reasonable transport access) to make efficient use of land and minimise the environmental impact of new development.

2. Integrating land use and transport planning to locate new developments where high-quality sustainable transport is viable – including active travel links that support public health and reduce the need to travel by car where possible.

   Collaborating across planning authorities and standing ready (in the longer term) for possible governance changes, such as the formation of combined authorities, that will enable more effective coordination of housing, transport, and economic planning.

Transport Intervention Priorities

Key transport interventions include:

1. Expanding public transport concessionary fares schemes to make sustainable travel options more accessible and affordable.

   Initiatives like the £32 bus fare cap will encourage greater use of public transport, particularly for shorter journeys, helping reduce congestion.

2. Developing mass transit systems in major population centres, such as Solent, Sussex Coast, North Kent, Gatwick Diamond, Blackwater Valley, and Thames Valley – alongside delivering Bus Service Improvement Plans across the region.

   TfSE has undertaken benchmarking studies that show many places in the South East have the scale and density to support sustainable, high-quality, mass transit systems. In the shorter term, these will likely take the form of Bus Rapid Transit systems providing a frequency of 4-6 services per hour – although in the longer term higher capacity options such as trams could be viable. These systems will improve access to jobs and services, reduce congestion, and support sustainable travel in high-density areas.

3. Delivering a high-quality, high-frequency suburban passenger rail service in the Solent area and along the Sussex Coast.

   This will provide a reliable alternative to road travel and improve connectivity between suburban areas and major employment centres, supporting economic growth while reducing congestion and emissions. Upgrading the suburban rail network will enhance accessibility, increase passenger capacity, and offer a competitive and sustainable option for regional travel.

4. Embedding high-quality, well connected active travel infrastructure into the design of new communities to support healthier lifestyles and reduce car use, especially for short trips. This includes delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) as well as TfSE's Regional Active Travel Strategy and Plan (RATSAP) across the region.

Enablers

Key enablers include:

- Establishing local and national funding mechanisms to forward-fund transport projects that unlock planned growth.

  This includes enhanced value capture mechanisms, where the uplift in property values from new infrastructure investments is used to fund transport improvements, as well as national schemes such as road user charging to provide sustainable revenue streams for long-term investment.

- Implementing local demand management and environmental measures, such as workplace parking levies, congestion charges, clean air zones, and local tolls on new major highways.

  These measures will help manage traffic demand, improve air quality, and generate revenue that can be reinvested in public transport and active travel infrastructure. They should be designed to support sustainable travel choices without disadvantaging those who rely on driving for essential journeys.

- Boosting regional and local planning capacity and capability to ensure local authorities have the means to deliver sustainable development.

  Alongside delivering better planning outcomes, this will also ensure local authorities deliver timely planning policies and decisions for the benefits of promoters, residents, and stakeholders.

- Ensuring development delivers for people and the environment

  The government's reforms to the planning system, such as the Planning and Infrastructure Bill, is another key opportunity to support responsible transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with the objective of these reforms, balancing economic and housing growth with supporting biodiversity and environmental net gain. ~~The government's proposed Nature Restoration Fund, set out in the Planning and Infrastructure Bill, is another key opportunity to support environmentally sensitive transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with this fund's objectives, supporting biodiversity, nature recovery, and environmental net gain alongside economic and housing growth.~~

Case Study: Best practice in sustainable development

Many places in the South East have demonstrated how well-planned development, supported by strategic transport investments, can drive sustainable outcomes. While not all projects achieve their full potential, several notable examples showcase best practices in urban and transport planning. For example, the Movement and Place Framework exemplifies best practice in integrating public health, transport, and public realm improvements. By recognising transport's role in placemaking, this framework promotes safer, people-centred environments. Similarly, by prioritising vulnerable road users and sustainable transport modes, especially in dense urban areas, the User Hierarchy supports sustainable travel choices and safer streets.

Examples of sustainable development projects that align with these Principles include:

- **Crawley and Horsham**: Leveraging growth to expand the successful Fastway Bus Rapid Transit system and establish a new Thameslink-served rail station.
- **Ashford**: Concentrating development around one of the region's best-connected hubs, while safeguarding the surrounding landscapes and natural resources.
- **Southampton and Portsmouth**: Densifying brownfield sites near transport hubs ~~has~~ is set to enable~~d~~ doubled rail service frequencies for local services between Southampton and Portsmouth, while improved Bus Rapid Transit services ~~have~~ will support~~ed~~ regeneration around Gosport and Portsmouth, enhancing connectivity across the Solent.
- **Reading Green Park**: Combining medium density business and residential growth with a new rail station and

high-quality active travel corridors to reduce reliance on the car.

- **Andover**: Providing new residents with free bus tickets to enable them to explore the local public transport system and avoid relying too much on the car.

Although the planning landscape is evolving with a focus on housing affordability, these projects demonstrate that the South East has effective tools to drive sustainable growth. Such developments not only support sustainable travel but also create opportunities to unlock funding, ensuring that both housing and transport needs are met in a balanced, sustainable way.

Global Policy Interventions

The following pan-regional interventions have been identified in this Strategy, which cut across multiple Missions. Delivering these interventions will require action at all levels of government and industry – from national to local.

- Region-wide Service Priorities:
  - Improve incentives to use sustainable travel choices.
  - Refine timetables to support faster growing rail markets – including regional services.
- Region-wide Maintenance Priorities:
  - Reduce the maintenance backlog and improve roadworks management.
  - Secure long-term funding to identify, understand, and address resilience risks.
- Region-wide Inclusive Infrastructure Priorities:
  - Design infrastructure to better serve socially excluded groups.
  - Upgrade interchange facilities and widen step free access.
- Region-wide Fares/Ticketing Priorities:
  - Offer affordable fares and concessions.
  - Implement integrated fares and ticketing systems.
- Region-wide Service Priorities:
  - Deliver BSIPs and leverage new bus service delivery models.
  - Provide and enhance socially necessary public transport services.
- Region-wide Low Emission Vehicles (LEVs):
  - Roll out charging infrastructure.
  - Increase roll-out of LEVs.
  - Support renewal and recycling of LEVs and batteries.
- Region-wide Modal Shift and Demand Management:
  - Improve attractiveness ~~of~~ and raise awareness of sustainable travel options through behaviour change campaigns.
  - Promote virtual access to reduce travel demand.
  - ~~Support~~ Explore the development of an equitable and practical national road user charging framework.
- Region-wide Ferry Decarbonisation
  - Support the transition of ferry operations from fossil fuels to low carbon fuels, including inland waterways.
- Region-wide Power Priorities

    - Ensure the region's power networks have the capacity and resilience to support the rail network, roll-out of electric vehicles, and development.
- Region-wide Beyond Transport
    - Support decarbonised energy.
    - Support initiatives to tackle embodied carbon.
- Region-wide Active Travel Priorities
    - Embed high-quality walking and cycling infrastructure into the design of growing communities.
    - Deliver Local and Regional Cycling and Walking Plans.
    - Promote active travel as a means of improving public health and wellbeing.
- Region-wide Planning Priorities
    - Promote integrated land-use and sustainable transport planning policies.
    - Build planning capacity and leverage local funding measures.
    - Support greater local and regional powers to deliver integrated transport, housing, and energy outcomes, building on new devolution deals across the South East.

Part 4 | Delivery

Introduction

This chapter outlines how TfSE and its partners will transform the strategic Vision into tangible results, ensuring the South East achieves its Vision and Goals.

This work builds on TfSE's significant achievements to date, including the SIP and Delivery Action Plan. These foundational documents have provided a clear framework for identifying and prioritising interventions and policies to achieve the Vision and Goals. The SIP sets out the necessary investments across the transport network, while the Delivery Action Plan provides a practical Route Map for bringing these interventions forward, ensuring alignment with local and national priorities.

In a context of financial constraints, fragmented resources, and increasing demand for public services, TfSE recognises the critical importance of collaboration. By working closely with central government, local authorities, transport operators, and industry groups, TfSE aims to unlock the full potential of the SIP and its associated interventions.

This chapter highlights TfSE's structured delivery framework, which includes strategic planning tools, funding mechanisms, and capacity-building initiatives. It also emphasises the importance of monitoring progress and adapting strategies to align with changing circumstances. TfSE's focus on evidence-based decision-making and strong partnerships ensures the region is well-equipped to overcome challenges and seize opportunities.

Ultimately, this chapter serves as a framework for turning Strategy into action, detailing the roles and responsibilities of all stakeholders, as well as the tools and processes that will drive success. By leveraging these resources, TfSE is committed to building a transport network that delivers long-term economic, social, and environmental benefits for the South East.

Challenges and Opportunities

TfSE recognises that the resources and tools for delivering meaningful change are more constrained now than in 2020. While central government will remain a key player, success will also

depend on active support and collaboration from regional and local authorities, as well as the private sector.

Severe financial pressures and rising demand for local public services have placed significant strain on authorities across the South East. Over the past decade, reductions in central government funding, declining revenues, along with increased costs and risks have further restricted the capacity to develop and implement large transport projects. Additionally, fragmented distribution of resources across different networks has led to siloed planning, making coordinated efforts more challenging. To address this, TfSE advocates for longer-term funding settlements to enable more effective planning.

To deliver the South East's Transport Strategy and SIP, TfSE and its constituent authorities must explore innovative funding solutions. This includes exploring options such as greater devolution, rail industry reform, and "beneficiary pays" models that create sustainable revenue streams. While promising, these approaches will require significant political effort and may encounter opposition, underscoring the need for a united and strategic approach.

Delivery must also reflect the need to make schemes affordable and accessible to all, ensuring that the benefits of investment are shared fairly across communities. TfSE will work with partners to understand the practical implications for local delivery capability and capacity and seek to support where ~~capability~~ gaps exist through its Centre of Excellence.

Devolution in the South East is now gathering pace, with areas such as Hampshire and the Solent and Sussex and Brighton identified as priorities for the next wave of devolved powers. Over time, all areas across the South East may evolve into Mayoral Strategic Authorities with significant responsibilities for transport, planning, and economic development. This shift represents a major opportunity to align regional and local priorities more effectively and deliver integrated outcomes. TfSE stands ready to support its constituent authorities throughout this transition – helping to build capacity, strengthen partnerships, and ensure transport remains central to future devolution arrangements. ~~The slower pace of devolution in the South East compared to other regions poses a risk of missed opportunities. The forthcoming Devolution Bill, which is expected to expand the role of combined authorities, presents a potential turning point. TfSE stands ready to support its constituent authorities in navigating these changes and capitalising on new opportunities as they emerge~~.

In the meantime, TfSE can play a crucial role in enhancing transport planning capacity across the region. This includes supporting the development of a Centre of Excellence, providing partners with access to its analytical framework, and offering resources to support early-stage scheme development. By fostering collaboration and building local capabilities, TfSE aims to empower the South East to deliver its ambitions.

TfSE's Approach to Delivery

Delivering this Strategy requires a coordinated, strategic approach to planning, prioritisation, and progress monitoring. To achieve this, TfSE has established a clear framework for translating the Strategy into actionable interventions and policies.

SIP and Policy Position Statements

The 2020 Transport Strategy provided the foundation for the SIP, which identifies the interventions and policies needed to achieve the Vision and Goals. Supporting this, TfSE has prepared Policy Position Statements that outline the global actions required to implement the SIP effectively. The SIP will be refreshed in 2025 to reflect the latest Transport Strategy.

Delivery Action Plan

This is a detailed Route Map for achieving the SIP, especially for schemes prioritised for progress within the next three years. It

clarifies leadership responsibilities, resource requirements, and TfSE's role in supporting delivery. Updated annually through partner collaboration, this plan remains dynamic and aligned with regional priorities.

Analytical Framework

TfSE's Analytical Framework underpins the evidence base for all strategic decisions, from decarbonisation and electric vehicles to freight and economic assessment. It is not just a support tool for delivery partners, but a core component of TfSE's approach to strategy development, prioritisation, and monitoring. The Framework will continue to evolve, ensuring decisions remain guided by robust, up-to-date data and analysis.

Prioritisation Framework

Recognising the complexity of delivering schemes through various funding streams, the Prioritisation Framework provides a structured methodology to rank SIP schemes against criteria such as strategic fit, deliverability, and impact. This ensures resources are directed where they will have the greatest benefit.

Support for Delivery Partners

TfSE works closely with partners to provide funding, resources, and technical tools for scheme development. Key initiatives include:

- Scheme Development Funding: Supporting the early stages of scheme development.
- ~~Analytical Framework: Offering data-driven insights for evidence-based decisions.~~
- Centre of Excellence: Building capacity and technical expertise across the region.

Monitoring, Reporting, and Refreshing

Progress is systematically tracked through annual updates to the Delivery Action Plan and reported in TfSE's Annual Report. The State of the Region Report, published biennially, provides a comprehensive overview of how the South East is performing on key economic, social, and environmental metrics. These insights ensure alignment with strategic aspirations and inform future updates to the Transport Strategy, SIP, and Delivery Action Plan.

Roles and Responsibilities

The delivery of this strategy will require the collective effort of TfSE and its partners. TfSE's delivery approach is based on a clear understanding of the roles and responsibilities of each. The list below outlines how different delivery activities contribute to the broader strategic outputs necessary for achieving the Transport Strategy's Missions.

- **Central Government including Department for Transport (DfT):** Central Government, particularly the DfT, plays a critical role in enabling the delivery of TfSE's Strategy by providing funding, shaping supportive policy, and enacting regulatory changes. These elements are essential for implementing interventions and achieving the Strategic Goals outlined in the SIP. The DfT's support ensures alignment between national transport objectives and the priorities for the South East, enabling the delivery of transformative projects.
- **Strategic Authorities**: If the devolution landscape continues to develop, we expect Strategic Authorities, including Mayoral Combined County Authorities, will play an increasing role in transport and spatial planning and delivery.
- **Local Transport Authorities (LTAs):** LTAs are key to implementing TfSE's Strategy on the ground, as they manage local highways, public transport services, and

active travel networks. They play a vital role in developing and delivering transport projects, such as highways improvements, bus interchanges, and active travel schemes. By aligning spatial and transport planning, LTAs ensure that local development is coordinated with regional transport priorities. TfSE supports LTAs by offering technical assistance, funding for early-stage scheme development, and access to its Centre of Excellence.

- **Local Planning Authorities (LPAs)**: LPAs are instrumental in aligning spatial planning with TfSE's Strategy. They develop Local Plans that integrate housing, employment, and transport priorities, ensuring that growth is supported by sustainable transport infrastructure. By embedding TfSE's Vision into local policies, they help create well-connected communities that promote sustainable travel choices.

- **National Highways:** National Highways leads the delivery of improvements to the Strategic Road Network (SRN), which is critical to supporting regional connectivity and resilience. TfSE collaborates with National Highways to help shape the development of the Roads Investment Strategy, aligning investment with the strategic priorities of the South East. This partnership ensures that projects like junction upgrades and new road links address regional challenges such as congestion and freight movement.

- **Network Rail and Great British Railways**: Network Rail currently manages rail infrastructure in the region, while GBR is set to take on strategic functions in the medium term. TfSE will collaborate closely with central government to align national rail priorities with regional needs, focusing on enhancing rail connectivity and reliability. TfSE works with these bodies to ensure that the rail network supports the South East's economic and environmental goals, including decarbonisation and improved access to international gateways.

- **Active Travel England and Sustrans**: Active Travel England and Sustrans are essential partners in promoting sustainable travel through active travel infrastructure and Public Rights of Way. They have worked with TfSE on the Development of our Regional Active Travel Strategy and Action Plan that will help achieve the Strategy's Decarbonisation and Inclusion and Integration Missions. By integrating active travel into transport planning, they support the creation of healthier, more connected communities.

- **Transport operators and port and airport owners**: Op Operators of public transport, ports, and airports contribute directly to the delivery of TfSE's Strategy by providing essential services and infrastructure. These stakeholders are vital in enhancing strategic connectivity, transitioning to zero-emission fleets, and improving access to international gateways. TfSE liaises with operators through our Transport Forum and seeks to address the operational challenges they face through our ongoing thematic work programme.

- **Industry bodies and interest groups**: Industry representatives and advocacy groups play a critical role in delivering TfSE's Strategy by providing insights, expertise, and support for key initiatives. Their involvement helps to ensure that transport interventions align with broader economic, social, and environmental objectives. By engaging with these groups, TfSE fosters collaboration and builds the case for investment in transformative projects that benefit the South East.

TfSE's Role

The lists below outline the key actions TfSE must take out until 2030 to achieve our Missions, and tackle known, cross-cutting

delivery challenges. These actions will evolve and become more focused as we progress delivery of the Strategy.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

The delivery of this Strategy will take the combined effort of TfSE and its partners.

The tables to the right and on the following page ~~slide~~ outline the key actions TfSE must take ~~out~~ until 2030 to achieve our Missions, and tackle known, cross-cutting delivery challenges. These actions will evolve and become more focused as we progress delivery of the Strategy.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

To support the **Strategic Connectivity** Mission, TfSE will:

- Continue to support the development of the business cases for schemes in our SIP.
- Deliver on the recommendations of our studies into intermodal transfer of freight from road to rail and warehousing supply in the TfSE area.
- Work with government and local partners to develop a coherent pipeline of infrastructure investment, so that infrastructure planning across transport and utilities is delivered in a joined-up manner
- Work with National Highways and Great British Railways to help set priorities for road and rail network.
- Work with local authorities and Active Travel England to secure funding for investment that improves first / last mile connectivity to transport hubs and services by walking and cycling.
- Proactively work with government and our international gateways to identify, support, and deliver improvements to connectivity.
- Deliver the forthcoming South East Rail Strategy, which will support continued investment in the rail network

To support the **Resilience Mission**, TfSE will:

- Work with our partners to identify the specific role that TfSE can best play in enhancing the resilience of the transport network.
- Develop an evidence base on key resilience risks affecting the strategic transport network across the South East, and quantify the impacts of these risks
- Make the case to government for enhanced and consistent funding to improve the operational resilience and maintenance of strategic and local transport networks.
- With Network Rail, National Highways, Government, and local authorities, identify opportunities for targeted investment in improving the operational resilience of the Strategic Road Network, and Major Road Network and key rail links.
- Work with Network Rail, National Highways, government, local authorities, and our environmental stakeholders to understand the potential for nature-based solutions (e.g.

sustainable ~~urban~~ drainage systems) to improve the resilience of networks to extreme weather.

To support the **Inclusion and Integration** Mission, TfSE will:

- Work with our partners to ensure that the impacts on Transport Related Social Exclusion be embedded in scheme development at an early stage, including as part of statutory impact assessments.
- Work through the Wider South East Rail Partnership and our Bus Forum to deliver best practice in catering for the needs of ~~to~~ socially excluded groups in operations.
- Further develop our evidence base on social exclusion, specifically on the impacts of different intervention types on reducing social exclusion, including impacts on specific groups.
- Include methodologies that prioritise engagement with socially excluded groups in transport policy making and scheme development on the Centre of Excellence.
- Share best practice on the application of consistent approaches to integrated ticketing and fares as part of our Centre of Excellence.

To support the **Decarbonisation Mission** TfSE will:

- Work with other STBs to enhance the Carbon Assessment Playbook and further embed it in the local transport scheme assessment process.
- Continue work with the freight sector to identify and deliver initiatives to accelerate freight decarbonisation.
- Support the roll out of the Electric Vehicle Charging Infrastructure Visualiser Tool to help local authorities identify suitable locations for publicly available charging points.
- Continue work to support the roll out of dedicated charging infrastructure to accelerate the electrification of commercial vehicle fleets.
- Commence a dedicated workstream on combined transport and energy investment opportunities across the South East, exploring infrastructure improvements and service models required to deliver radical decarbonisation of both sectors.
- Work with Network Rail on options to support the decarbonisation of the railway where diesel trains still operate.

To support the **Sustainable Growth Mission**, TfSE will:

- Work with local planning authorities, local transport authorities, and Homes England to identify and roll out opportunities for forward funding sustainable transport investment as a means of enabling sustainable growth.
- Through the Centre of Excellence, work with highway authorities to adopt more widely the 'Healthy Streets' approach across the South East.
- Horizon scanning for new transport technologies, providing advice on their potential impacts on transport and wider society, and recommend policy interventions needed.
- Provide case studies and access to data and analytical tools on successful integration of land use and transport planning, focussing on enabling sustainable travel, as part of the Centre of Excellence.

To help address **challenges in delivery**, TfSE will:

- Develop a funding playbook for strategic transport infrastructure investment, to identify alternative funding sources for such investment based upon a beneficiary-pays Principle.
- Work with government to advocate for increased, consistent funding to deliver the ambitions set out in this Strategy and our SIP.
- Continue to develop the TfSE Analytical Framework and Centre of Excellence in response to delivery challenges identified by our partners.

Funding and Financing

Multiple sources of funding and financing are needed to deliver this Strategy.

The list below outlines the key funding and financing options that will be called on to deliver this Strategy. This builds on detailed work undertaken by TfSE in developing its SIP

Public finance is likely to remain the key source of funding for highway and railway infrastructure in the future. Looking further ahead, to manage demand and invest in sustainable transport alternatives, new funding models will need to be pursued in future to secure finance to implement schemes.

This could include beneficiary pays model, such as road user charging schemes, as a means of both managing demand in a 'pay as you go' model or as part of a 'mobility as a service' package, as well as providing much needed funding for investing in sustainable transport alternatives.

Where demand management tools are proposed, TfSE will work with partners to ensure they are fair and proportionate. ~~— supporting behaviour change without disadvantaging those who rely on car travel for essential trips.~~

TfSE will continue to identify and secure additional sources of funding to help deliver this Strategy.

- **Funding**: Money provided by users, investors, and/or government, which does not need to be reimbursed. Sourced from: private sector, local government, regional government, and the UK government. Dependent on/linked to: developer contributions; levies (e.g. business); and charges (e.g. cordons).
- **Financing**: Money provided by banks or other financiers with an expectation of a return on their investment. Sourced from: banks, lenders, investors, and the Public Loans Work Board. Dependent on/linked to: Revenue (fares, tolls) and underwriting.

Programme for Delivery

The 2023 SIP outlines how the interventions within it could be delivered. This will be refreshed to reflect this Strategy.

An updated high-level programme illustrating the potential timelines for the interventions included in this Strategy is provided in Appendix C. This will be further developed as part of the SIP refresh.

Monitoring and Evaluation

TfSE has established processes to oversee the development, delivery and benefits realisation arising from its Strategy and SIP.

This includes monitoring a set of indicators, which are outlined in TfSE's SIP and State of the Region Report. The list below outlines how these indicators map to the five Missions outlined in this Strategy.

Strategic Connectivity

- From the SIP

- Improved journey times and reliability on the Strategic Road Network, Major Road Network and local roads.
- Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available.
- No transport schemes or interventions result in net degradation of the natural capital of the South East.

- From the State of Region Report
  - Rail and rail network reliability.
  - Average speeds for road and rail between key East-West locations.
  - One-hour public transport catchments to international gateways.

Resilience

- From the SIP:
  - Reduced delays on the highways network due to poor weather.
  - Reduced number of days of severe disruption on the railway network due to poor weather.
  - Metrics relating to reduced delay on road network suffering from road traffic collisions.
  - Reduced delays on the highways network due to poor weather.
  - Reduced number of days of severe disruption on the railway network due to poor weather.
  - Metrics relating to reduced delay on road network suffering from road traffic collisions.
- From the State of Region Report:
  - Road and rail network reliability.
  - Percentage change in delays on the Southern Rail network caused by weather events.
  - Average delay on key freight links.
  - Road collisions per billion vehicle miles.

Inclusion and Integration

- From the SIP:
  - Increase in the number of bus services offering 'Smart Ticketing' payment systems.
  - Number of passengers using 'Smart Ticketing'.
  - Number of passengers using shared transport.
  - Reduction in NOx, SOx and particulate pollution levels in urban areas.
  - A reduction in the indicators driving the indices of multiple deprivation in the South East, particularly in the most deprived areas in the South East region.
  - Increase in the number of cross-modal interchanges and / or ticketing options in the South East.
  - Reduction in the number of people killed and seriously injured by road and rail transport.
- From the State of Region Report:
  - Accessibility scores in the TfSE geography.

- Transport Related Social Exclusion scores.
- Percentage of household income spent on transport.
- Inflation of public transport fares.

Decarbonisation:

- From the SIP
  - Reduction in carbon emissions by transport.
  - A net reduction in the number of miles undertaken per person each weekday.
  - A reduction in the mode share of the private car (measured by passenger kilometres).
  - Reduction in non-renewable energy consumed by transport.
- From the State of Region Report:
  - Transport carbon emissions total/per capita.
  - Percentage split of vehicles by fuel type.
  - Electric or hybrid cars licensed.
  - Number of EV charging points in the South East.
  - Charging devices per 100,000 of population.

Sustainable Growth:

- From the SIP
  - The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail.
  - Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.
  - Increase mode share of trips undertaken by ~~foot and cycle~~active travel.
  - Increase number of bikeshare schemes in operation in the area.
  - Increase in the length of segregated cycleways in the South East.
  - Increase in the length of the National Cycle Network in the South East.
- From the State of Region Report:
  - Adult activity levels and public health outcomes tied to active travel.
  - Percentage of households with three or more cars.
  - Rail and bus trips per person per year.
  - Average distance of travel.
  - Percentage of household income spent on transport.
- Cross cutting indicators from the State of Region Report:
  - Mode share of trips per person per Year in the South East.
  - South East and UK GVA growth from 2020.
  - Biodiversity net gain.

Appendix 5

Integrated Sustainability Appraisal

Transport Strategy for the South East

June 2025

26 June 2026

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Non Technical Summary

Transport for the South-East (TfSE) is undertaking a refresh of its Transport Strategy first adopted in 2020. This report sets out the Integrated Sustainability Appraisal (ISA) undertaken for the Transport Strategy. The ISA aims to identify and mitigate environmental and social impacts at a strategic level. It is subject to public consultation alongside the Transport Strategy.

In terms of sustainability policy in England, the last five years since the Strategy was developed, has seen a growing emphasis on both environmental net gain and the need to decarbonise. Transport is the largest single contributor to greenhouse gas emissions in the UK. Development and operation of transport infrastructure and traffic have impacts on biodiversity and environmental quality (including air, water and soils).

The South East of England is Britain's gateway to the world. Its dynamic economy, scenic landscapes, rich cultural heritage, and proximity to London and mainland Europe make it one of the most prosperous and desirable regions for living, working, and visiting in Britain. While parts of the TfSE Region are densely populated, large areas are highly designated for the biodiversity, heritage and landscape value and important for the sustainable growth of the Region.

The Strategy has five 'missions' which set a route map for improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth. They aim to deliver beneficial outcomes by reducing congestion and air pollution; providing affordable and accessible public transport; reducing the impacts of climate change; enabling better physical and mental health through active travel; and providing users with better access to jobs, education, leisure and other opportunities.

In order to deliver these missions, a number of interventions have been identified. The majority of these were previously assessed as part of work undertaken for the Region's Strategic Investment Plan. Interventions that require new transport infrastructure can have significant negative effects on natural capital, biodiversity, historic environment, landscape, water, soils, air quality, noise and greenhouse gases. However, they can also deliver positive effects, including on the same sustainability aspects. Positive effects include air quality, greenhouse gases, safety, health, equalities and the economy.

New interventions and measures proposed in the updated Strategy do not substantially change previous assessments undertaken. For many of the interventions, a precautionary approach is taken to the assessment. This takes into account the presence of sensitive environmental features and potential for construction and operational effects of different types of transport. Potential negative impacts predicted at this stage can be avoided or reduced through further project-level design and assessment. For larger projects with predicted significant effects in the Strategy, this will involve environmental impact assessment as part of consenting.

Health and equalities considerations, as well as information from a Habitats Regulations 'screening' of likely effects on protected sites for nature conservation have informed the overall assessment.

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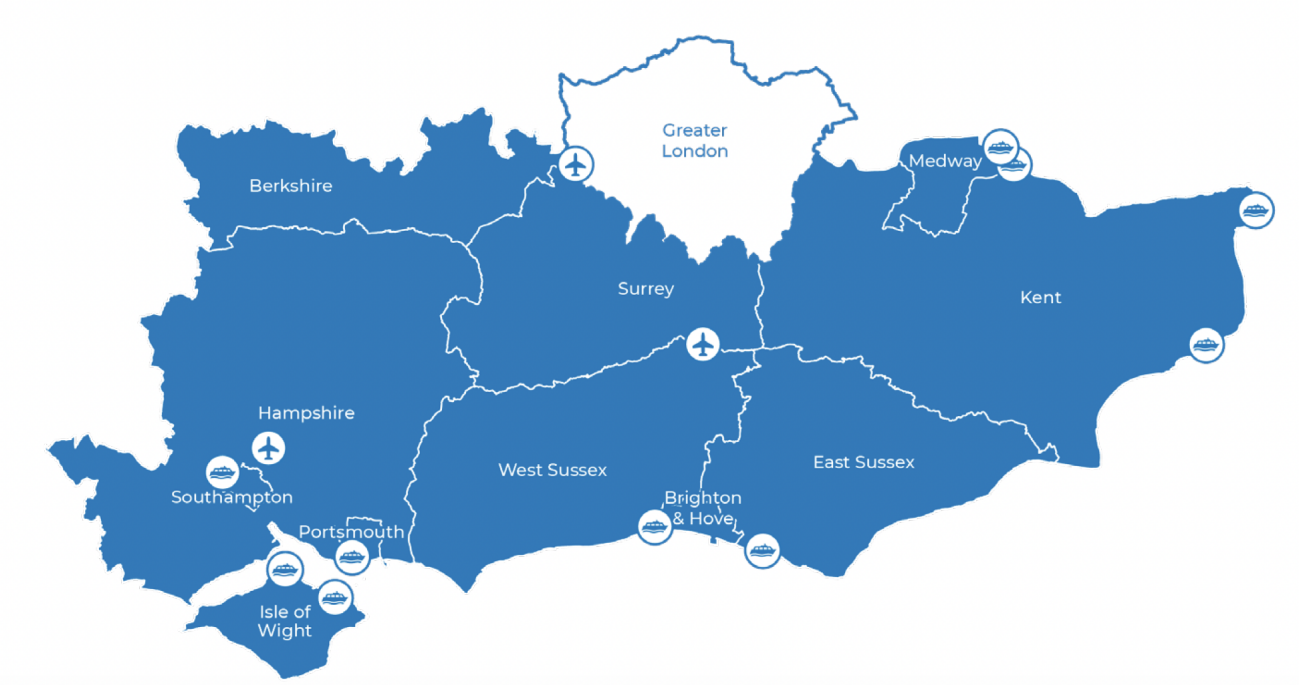
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1. Introduction

Transport for the South East (TfSE) is undertaking a refresh of its thirty-year Transport Strategy published in 2020[1]. The ambitious Vision for the Transport Strategy was to deliver a high-quality, reliable, safe and accessible transport network that offers seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and give residents and visitors the highest quality of life. After five years, the Transport Strategy is being refreshed to ensure strategic priorities are still being met in the changing policy, demographic, socio-economic and environmental context of the area.

The TfSE area is shown in **Error! Reference source not found.** and encompasses the entirety of Kent, Medway, Hampshire, the Isle of Wight, Surrey, East Sussex, West Sussex, Brighton & Hove, and the six Berkshire authorities (West Berkshire, Bracknell Forest, Reading, Slough, Royal Borough of Windsor & Maidenhead, and Wokingham).

Figure 1.1 TfSE Area



A map of the Transport for the South East area

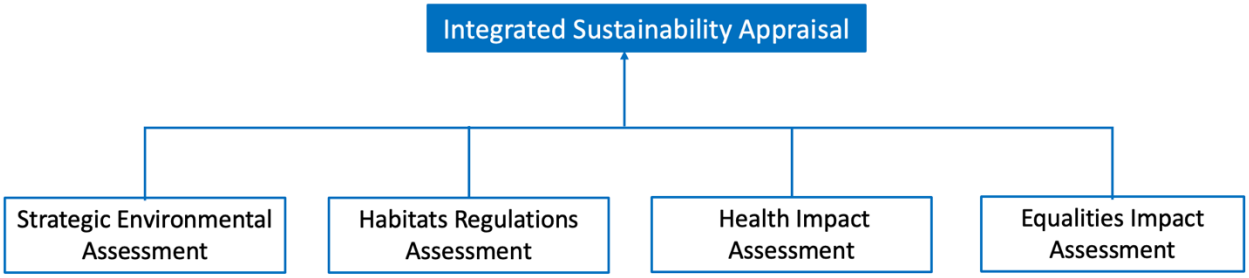
Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) is being undertaken as part of the strategy refresh. The ISA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated as part of strategy development. This Scoping Report sets out the first stage of the ISA process.

[1] https://transportforthesoutheast.org.uk/our-work/transport-strategy/

The components of the ISA process are set out in Figure 1.1 below and each process is then briefly described.

Figure 1.2: Processes within Integrated Sustainability Appraisal



A diagram showing component processes of Integrated Sustainability Appraisal

Strategic Environmental Assessment (SEA)

SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the "Environmental Assessment of Plans and Programmes Regulations" (SI 2004/1633, known as the SEA Regulations). The SEA Regulations place an obligation on authorities to undertake SEA for certain plans and programmes which are likely to have significant effects on the environment.

Habitats Regulations Assessment (HRA)

HRA is undertaken under the Conservation of Habitats and Species Regulations 2017[2] (SI 2017/1012, known as the Habitats Regulations) for plans or projects which are not directly connected to the management of the site and would be likely to have a significant effect on a European Site designated for nature conservation, either alone or in combination with other plans. These comprise Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites.

Health Impact Assessment (HIA)

Health Impact Assessment is a process to identify the likely health effects of plans, policies or projects and to implement measures to avoid negative impacts and / or promote opportunities to maximise the benefits. An HIA is not a statutory requirement, however, Planning Practice Guidance[3] states that planning can create environments that support and encourage healthy lifestyles and that a HIA is a useful tool when there are expected to be significant impacts.

Equalities Impact Assessment (EqIA)

EqIA is undertaken under the Equality Act 2010 to ensure that plans, policies or projects do not discriminate or disadvantage people. It applies to people with the following 'personal protected characteristics': age, disability, gender, gender reassignment,

[2] Updated by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019
[3] Ministry of Housing, Communities and Local Government, 2019, Guidance – Healthy and Safe Communities. https://www.gov.uk/guidance/health-and-wellbeing

marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation.

Purpose of Report

This report represents the draft ISA undertaken according to the SEA Regulations and best practice[4]. It documents the SEA process, as well as drawing on the results of the HIA, EqIA and HRA. It is subject to public consultation alongside the Transport Strategy.

[4] Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at: https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

2. TfSE Strategy Refresh

Background

Transport for the South-East (TfSE) published its thirty-year Transport Strategy in 2020[5], with a vision and three goals based around Economy, Society and the Environment. An Integrated Sustainability Appraisal[6], including SEA, HRA, EqIA and HIA was undertaken alongside the Strategy.

To identify the interventions that would be needed to deliver the Transport Strategy, five area studies were undertaken[7]:

- Outer Orbital Study
- Inner Orbital Study
- South Central Radial Study
- South East Radial Study
- South West Radial Study.

Each of the Area Studies investigated the issues, challenges and opportunities that were identified in the Transport Strategy in more detail. An ISA was undertaken for interventions in each Area Study[8].

The Area Studies identified a shortlist of interventions which have formed the basis for the Strategic Investment Plan.

Strategic Investment Plan

The Strategic Investment Plan (SIP) was submitted to Government in March 2023[9] and provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from now to 2050.

Place-based interventions comprise 24 multi-modal packages, including rail, mass transit (buses or ferries), active travel (e.g. walking, wheeling, cycling, horse-riding) and highways. These were previously assessed under the Area Studies ISAs.

The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services. The SIP is also supportive of first and last mile improvements, to widen the area that benefits from mass transit interventions. To avoid increasing congestion, improve road safety, increase access to affordable transport

[5] https://transportforthesoutheast.org.uk/our-work/transport-strategy/

[6] TfSE, Steer and WSP, April 2020: Integrated Sustainability Appraisal, Post Consultation Draft: https://transportforthesoutheast.org.uk/useful-documents/transport-strategy/

[7] https://transportforthesoutheast.org.uk/our-work/area-studies/

[8] The ISA for each area study is available on individual area study pages accessed via: https://transportforthesoutheast.org.uk/our-work/area-studies/

[9] TfSE, March 2023, A Strategic Investment Plan for the South East: https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/

options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in the region.

These packages are a step-change away from traditional "predict and provide" capacity enhancements of previous decades. They support not only strategic movement of vehicles but our places and communities. They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highway packages do result in small increases. A Delivery Action Plan sets out those interventions to be delivered in the next three years[10].

In addition to specific interventions, the SIP introduced six global policy interventions (also see Figure 2.1 below):

- Decarbonisation
- Public transport fares
- New mobility
- Road user charging
- Virtual access
- Integration

Figure 2.1 Global Policy Interventions



[10] TfSE, June 2023, Delivery Action Plan: https://transportforthesoutheast.org.uk/app/uploads/2023/10/20231004_TfSE_AreaStudies_DeliveryActionPlan_Report_1.7-Blue-titles-added-to-maps-003.pdf

Some of the interventions from the SIP, in addition to the global policy interventions have been further prioritised in the updated strategy.

Strategy Update

Since TfSE's first Transport Strategy, the context within which the strategy operates has changed. These changes broadly fall into three groups:

1) Changes to national and local policies
2) Changes to travel behaviour, resulting from the pandemic
3) Progress since the publication of the first strategy including Area Studies and SIP described above.

The vision statement has been developed in partnership with key stakeholders and sets out the overall direction of the Transport Strategy and forms the basis of the three goals and five missions that underpin it:



The Strategy comprises five key missions that TfSE will prioritise to achieve its Vision:

- Strategic Connectivity
- Resilience
- Inclusion and integration
- Decarbonisation
- Sustainable Growth

Each mission is linked to outcomes, in addition to a number of priorities and interventions. Further information can be found in Chapter 5 and Appendix A and B of this Report.

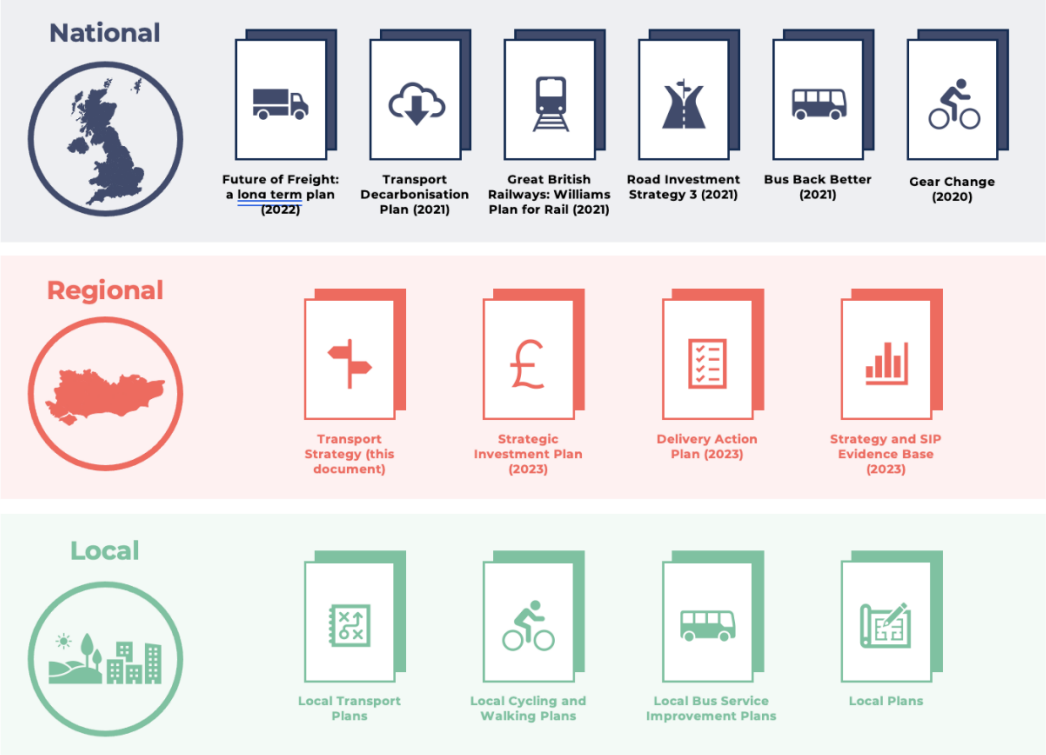
Relationship to other plans

Figure 2.1 below shows how this document sits at a regional level in relation to national and local plans. There are a number of key transport strategies and plans at the national level which have helped to drive the refresh of the Strategy. Chapter 4 also sets out key sustainability legislation and policy taken into account in the Strategy refresh.

The TfSE constituent local authorities will use the Strategy and associated plans in local planning. This includes the 16 Local Transport Authorities and associated Local Transport Plans.

The specific transport interventions set out in the Transport Strategy are also being delivered by other organisations, including National Highways and Network Rail. The policy framework for the delivery of these major schemes is the National Networks National Policy Statement (NPS)[11] and as such these major schemes have been assessed within the related Appraisal of Sustainability[12].

Figure 2.2 TfSE Strategy and relationship with other plans



[11] Department for Transport, March 2024 https://assets.publishing.service.gov.uk/media/65e9c5ac62ff48001a87b373/national-networks-national-policy-statement-web.pdf

[12] Ramboll/ WSP, February 2024, https://assets.publishing.service.gov.uk/media/66279715d29479e036a7e5e1/nnnps-aos.pdf

3. Methodology

The ISA methodology, tends to be driven by the SEA process and other sustainability assessments are incorporated into this. The stages set out in this section cover:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on scope;
- Stage B: Developing and refining strategic alternatives and assessing their effects;
- Stage C: Preparing the Environmental Report
- Stage D: Consulting on the draft plan or programme alongside the Environmental Report; and
- Stage E: Monitoring the significant effects of implementing the plan or programme on the environment.

Stage A Scoping

Consultation on the scope of the ISA was undertaken via a Scoping Report issued in August 2024 to the statutory bodies (Environment Agency, Historic England and Natural England). The Report set the scope and context of the ISA through:

- An overview of the development of the Strategy and reasons for update;
- The relevant updates to legislation and policy, baseline information and future trends, whilst identifying key issues and opportunities for the appraisal of the Strategy; and
- The framework to be used for the sustainability appraisal.

The Scoping Report responds to the requirements of Schedule 2 of the SEA Regulations (Box 1 below) and a brief summary is provided in Chapter 4.

Box 1. SEA Requirements covered in the Scoping Report.

a) *An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.*
b) *The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.*
c) *The environment characteristics of areas likely to be significantly effected.*
d) *Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).*
e) *The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation*

There were no responses to the consultation, the Scoping Report has been published for information alongside the Draft Transport Strategy.

Stage B: Assessment

The SEA Regulations require that the likely significant effects on the environment arising from the plan and its alternatives are described and evaluated (regulation 12(2)).

The Strategy has been refreshed from an updated Evidence base and a number of 'challenge statements' set out in the ISA Scoping Report representing issues and opportunities to be addressed. Chapter 2 of this report sets out how the Strategy has evolved. For the purposes of this assessment, the main alternatives are:

1) the 2020 Strategy, subsequent Area Studies and SIP; and
2) the refreshed Strategy and any new interventions introduced.

The SEA Regulations cover the effects on the environment on issues such as: *biodiversity, population, human health, fauna and flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage and landscape* (Schedule 2, paragraph 6).

While not specifically required by the SEA Regulations, sustainability objectives are a recognised way of considering the environmental, social and economic effects of a plan or programme and comparing the effects of alternatives. The objectives are developed using the sustainability issues identified in Chapter 3. The objectives were used to assess the TfSE Strategy and identify likely sustainability effects. Further information on the methodology used for assessment is provided in Chapter 5.

Stages C & D: Reporting and Consultation

This report sets out the results of the ISA, incorporating SEA, HIA, EqIA and HRA. It constitutes the "Environmental Report" under the SEA Regulations. The ISA accompanies the draft Strategy for public consultation and will also be sent to the consultation bodies.

A Statement will be prepared following the consultation period to summarise how responses to consultation and the results of the ISA has influenced the development of the Strategy, in addition to other information required under Regulation 16.

Stage E: Monitoring

Chapter 6 of this report sets out monitoring required under SEA Regulation 17. Key metrics are incorporated into TfSE's State of the Region Report[13], which is intended to be updated every two years using available data to monitor how the region is changing in relation to economic, social and environmental objectives.

Limitations and Assumptions

The ISA covers the TfSE Region and level of assessment undertaken is proportionate to the scale of the Strategy. At this level, it is not possible to assess interventions alongside

[13] Transport for the South East State of the Region 2023 Report: https://transportforthesoutheast.org.uk/state-of-region-report/

design information and a precautionary approach which uses sensitivity of the corridor combined with type of intervention is used as set out at Chapter 5.

The interventions assessed are delivered through Local Authority Transport Plans, or national bodies such as National Highways and Network Rail. Further assessment will need to be undertaken, particularly at a project level as part of delivery.

The assessment assumes that construction of any infrastructure follows existing best practice and applicable environmental legislation and guidance (for example legislation for protected species and construction best practise). Therefore, it is assumed that construction of small scale infrastructure including improving footpaths and cycleways, online bus, rail and highway (minor online works) infrastructure would generally not give rise to significant environmental effects, unless adjacent to a sensitive receptor such as a designated site. Larger infrastructure such as new railways, roads and dualling and offline mass transit may have some significant effects, and these are identified in the assessment.

4. Overview of the Environment

This chapter provides an environmental overview of the TfSE Region and a summary of the issues and opportunities associated with change over the plan period. The Scoping Report, also issued for consultation, provides further information, including a full review of the environmental characteristics, evolution of the environment, existing problems and relevant legislation, polices and plans, including any environmental protection objectives (Appendix A of the Scoping Report).

Policy Context

In terms of sustainability policy in England, the last five years since the Transport Strategy was first developed, has seen a growing emphasis on both environmental net gain and the need to decarbonise.

Goals set out within the national 25 Year Environment Plan[14] are focused on enhancing natural capital and ecosystem services, including enhancing the natural environment, clean air and water, mitigation and adaptation to climate change. This is also reflected in the requirement for environmental targets and biodiversity net gain in the Environment Act 2021. The interaction between green spaces and health is also noted.

Nature Positive 2030[15] was produced in 2021 by the UK's five statutory nature conservation bodies and sets out how pledges to protect 30% of land and seas for nature by 2030 can be achieved. Local Nature Recovery Strategies[16] need to be prepared by authorities to identify priorities for nature recovery and propose associated actions in identified locations by March 2025. Despite these commitments, there are continuing trends of biodiversity decline.

Section 245 of the Levelling-Up and Regeneration Act 2023 states that public bodies, while performing their functions in relation to or so as to affect a National Park or National Landscape, have a duty to 'further the purposes' of these landscapes.

The Department for Transport released its plan to decarbonise transport in 2021[17]. Decarbonising all forms of transport comprised increasing cycling and walking, zero emissions buses and coaches, zero emissions cars, vans, motorcycles and scooters, decarbonising railways, maritime and aviation sectors. It also included multi-modal decarbonisation covering change in fuels, freight and logistics, the role of technology and places.

[14] HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment https://www.gov.uk/government/publications/25-year-environment-plan
[15] Joint Nature Conservation Committee, Natural England, Natural Resources Wales, NatureScot and the Northern Ireland Environment Agency, 2021, Nature Positive 2030: https://jncc.gov.uk/our-role/the-uk/nature-positive-2030/
[16] Defra, 2023, Local Nature Recovery Strategies Policy Paper: https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies
[17] Department for Transport, 2021, Decarbonising Transport, A Better Greener Britain: https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf

Overview of the TfSE Region

The region is densely populated along the northern border surrounding London and its south coast, including conurbations such as Southampton and Brighton. There are also a network of towns along major rail corridors to London, including Ashford, Basingstoke, Burgess Hill/Haywards Heath, and Newbury/Thatcham.

Outside these areas, population density is relatively low and the region is highly designated for its biodiversity, heritage and landscape interests. There are in the region of 300 internationally designated and 1,250 nationally designated sites for nature conservation. Canterbury Cathedral is a World Heritage Site and there are two World Biosphere Reserves (Brighton & Lewes Downs, Isle of Wight), defined by UNESCO as 'learning places for sustainable development', in particular interactions between social and ecological systems. There are approximately 2,200 nationally important Scheduled Monuments , in addition to over 50,000 Listed Buildings, designated for their heritage value. Two National Parks (New Forest and the South Downs) cover approximately 20% of the total TfSE area, in addition there are eight National Landscapes in the region.

There are numerous other environmental designations, in addition to other valuable assets, such as clean air, water resources and high quality agricultural soils. Environmental protection and enhancement is an important part of sustainable growth.

Sustainability context

From a review of relevant policy and baseline information in the TfSE Region, including trends over time, sustainability issues and opportunities were identified for the Strategy. Sustainability objectives were then formulated to guide the assessment.

Table 4.1 below sets out the sustainability issues, opportunities and objectives used for the assessment of the Strategy.

Table 4.1 Sustainability Appraisal Framework

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Natural Capital and Ecosystem Services	• Transport policy and its implementation can impact or enhance environmental targets, including net gain. • There is an opportunity to integrate a natural capital and ecosystem services approach into development of transport policy and its implementation.	ISA 1: To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.
Biodiversity	• There is potential for impacts to designated sites for nature conservation as well as the potential to contribute to wider nature decline, through impacts on habitats and species. • Any impact on biodiversity will need to meet requirements for net gain, this may be challenging for delivery of some projects. • There is also potential to support nature recovery, for example through changing travel behaviour, or supporting improvements in priority areas.	ISA 2: To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain.
Historic Environment	• Direct and indirect impacts on the significance of internationally, nationally and locally designated and non-designated heritage assets, including their settings. • Opportunities to enhance the historic environment, including engagement through improved access.	ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.
Landscape and Townscape	• There is huge development pressure on designated landscapes in the TfSE area, including their setting, and transport could directly and indirectly affect these. • There is also potential for erosion of landscape and townscape quality. • Transport infrastructure, particularly active travel, can provide greater opportunities to connect people with the natural environment.	ISA 4: To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Water Environment	• Increased urban run-off from infrastructure and traffic flows affects quantity and quality of surface water run-off. Design of transport infrastructure can help improve water resources.	ISA 6: To protect and enhance surface and groundwater quality.
Air Quality	• Emissions to air affects human health, in addition to biodiversity. • Emissions from transport, including highways, ports and airports are sources of key air pollutants, including nitrogen and particulate matter in the TfSE area. Transport policy therefore has a role to play in meeting air quality targets.	ISA 7: To protect and enhance air quality by reducing transport related emissions.
Climate Change and GHG Emissions	• Transport is the largest contributor to the UK's greenhouse gas emissions and has a key role to play in mitigating climate change. • Climate change (extreme heat, flooding and storms) can impact transport infrastructure and there are opportunities to improve resilience.	ISA 8: To reduce greenhouse gas emissions and maximise resilience to climate change.
Noise and Vibration	• There is a concentration of transport hubs and networks in the TfSE area, which can lead to environmental noise exposure affecting both people and wildlife. • There are opportunities for reducing road noise, through both technology and reducing road traffic.	ISA 9: To reduce exposure to transport related noise and vibration.
Soils and Resources	• There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land from transport policies and projects. • Transport policy has potential to maximise use of existing transport infrastructure, there is also potential use of resources and generation of waste in transport-related construction.	ISA 5: To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Population and Equalities	• The TfSE area has a growing population and associated increase in use of transport infrastructure. • Access to affordable and efficient transport and accessibility of different types of transport is important for different groups of people including the elderly, young people, less able bodies, those on lower incomes, in urban centres or geographically isolated.	ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.
Health	• While regionally, the TfSE area as a whole performs well in terms of health indicators, there are localised issues, including areas of high deprivation, exposure to transport-related air pollution and noise. • Transport has a role in improving both physical and mental health. Active travel in particular can promote physical exercise, reduce obesity levels and provide opportunities for access to greenspace.	ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.
Community Safety	• High levels of serious injuries and fatalities on the TfSE road network compared to the rest of the UK. • There are opportunities to increase active travel through improved safety in design. • Crime levels on public transport are a concern and may be a barrier, for example females travelling after dark.	ISA 12: To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.
Economy	• Transport is an important factor in productivity in the TfSE area. • There are opportunities to provide better links to education and employment, including urban areas and coastal towns.	ISA 13: To promote a strong economy through the transport network with better access to opportunities.

5. Assessment

The assessment identifies likely effects arising from missions, priorities and associated interventions to be delivered under the Strategy. This approach ensures that all significant effects are captured, whereas reliance on missions and priorities alone may under-represent impacts in delivery.

This approach also means that the assessment is relatively high level as it uses previous ISA work for interventions in the SIP. The methodology draws on transport typologies and sensitivity of corridor described below, and project design information is limited. The assessment also identifies where new interventions are proposed to meet priorities.

The assessment of interventions within the SIP is based on:

1) A sensitivity assessment - Using the approximate locations provided, each of the interventions was mapped using GIS against the indicators such as environmentally protected sites as well as socio-economic information.
2) A typology assessment – based on 15 different types of transport such as new highways, on-line highway improvements, active travel, enhanced bus services etc.

Adjustments were made to align with the ISA Objectives and information from other assessment processes. Considerations for equalities and health assessments are set out in Appendix A. The results of the HRA are reported in a separate document and have been incorporated into this assessment. The HRA screening process has reached a similar conclusion to the previous HRA undertaken for the Transport Strategy. Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations. Further design information on the interventions and consultation with Natural England would be required.

This means that the assessment of individual interventions may not reflect further detail that may be available at other tiers in the hierarchy (see Figure 2.1), such as Local Transport Plans or project level assessments. However, it does mean that the assessment is based on a worst-case scenario as it hasn't yet applied design evolution anticipated to reduce impacts.

The full assessment is presented in Appendix B. New interventions are identified as alternatives to those previously presented in the SIP. They are considered alternatives under the SEA Regulations as they introduce new aspects as part of the Strategy refresh. Appendix B sets out whether priorities will be implemented in the short-term (ST) or long-term (LT). Interventions such as timetabling and service provision are generally short to medium term and reversible. Effects associated with implementation of infrastructure are considered long-term and permanent.

A summary of the significant positive and significant negative effects for each of the Missions is presented below. This is followed by a summary of effects for each of the sustainability objectives.

Strategic Connectivity

Mission Statement: *We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.*

Significant negative effects are likely for the short-term priority to deliver or initiate well-developed schemes that enhance road and rail connectivity, and longer-term priorities for upgrading the region's key coastal corridors and improving journey times between London and key coastal communities. These arise for environmental objectives (natural capital, biodiversity, historic environment, landscape, water, soils, air quality, noise, greenhouse gases) for some of the major road and some of the major rail schemes in the SIP. This includes the A27 Arundel Bypass, the A27 Lewes to Polegate, and some of the A27 junction improvements, in addition to new rail links to Medway and Heathrow. It should be noted that a precautionary approach has been taken and some effects may be addressed through detailed design. Effects are less like lot be significant for some of the on-line infrastructure modification schemes or those in a less sensitive location. There are also opportunities to improve highway and rail corridors for biodiversity and nature recovery.

Significant positive effects are also predicted for air quality, safety and the economy for the short-term priority to deliver or initiate well-developed schemes that enhance road and rail connectivity, particularly where these reduce congestion and remove level crossings. Safety improvements to the A21 are also significant for the long term priority to improve journey times between London/M25 and coastal communities. Disadvantaged groups (equalities) and the economy will benefit from fare incentives to use public transport for long distance transport and isolated groups from improving access to islands and peninsulas (health, equalities). Positive effects on these objectives are also anticipated where highways schemes reduce congestion and intervention move freight from highways to rail, improving air quality, and have safety and economic benefits.

The short-term priority to reinstate international rail services and **new intervention** on the existing Ebbsfleet and/or Ashford line would not require new infrastructure so no effects on the majority of environmental objectives are predicted, although there may be increased rail noise and reduced noise from highway traffic. This would also have positive effects on air quality and greenhouse gas emissions. **Significant positive** effects were anticipated on the economy through increased connectivity for business and tourism.

Resilience

Mission: *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.*

While they improve resilience, including during climate change related events, priorities such as developing alternative corridors, tackling pinch points, delivering the Kent Bifurcation Strategy and other resilience measures can lead to **significant negative effects**. This is where significant new highway or rail works are proposed (e.g. Lower Thames Crossing, A29 Realignment, A22 Uckfield Bypass Dualling and Corridor

Improvements, Kent Lorry Parks, reopening of the Spa Valley Line), such as leading to potential habitat loss/ severance, impacts on species, loss or damage to heritage assets, including their setting, visual intrusion into high quality landscapes, loss of soils and natural resources, and pollution to water or increase in flood risk. For highways schemes in particular, while easing congestion improves air quality, schemes can also induce traffic with significant negative effects on air quality, noise and greenhouse gas emissions.

Significant positive effects are also predicted for some of these priorities, particularly in relation to objectives for the economy, safety, health and equalities (South West and Brighton mainline, Lower Thames crossing). Significant positive effects were also predicted for climate resilience (ISA8) for short-term priorities related to highways maintenance and utility works, infrastructure renewal, planning for future risks, in addition to long-term priority related to resilience of Region's power networks. These priorities also had positive effects on objectives for community safety and the economy, no effects on other objectives were predicted.

Environmental effects from the **new** intervention to renew the bridge to Hayling Island are unknown as will depend on the nature of the renewal, for example structural repairs to the existing bridge or an entirely new bridge. The bridge is in a sensitive location crossing the Chichester and Langstone Harbours Ramsar, SAC and SPA and is also adjacent to the Chichester Harbour National Landscape. Other sustainability objectives are likely to remain unchanged as a result of a bridge renewal. Lane rental schemes are likely to have positive effects in relation to minimising road works, reducing congestion and improving air quality, safety and economy.

Inclusion and Integration

Mission: *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.*

While the mission aims to improve connectivity for all users, **significant negative effects** on natural capital, biodiversity and the historic environment are predicted for some of the ferry services and highway interventions. This is largely due to sensitivity of location (e.g. Solent and Thames Estuary) and potential for disturbance to wildlife, decrease water quality, and small scale works in the marine environment. For larger-scale infrastructure (A21 dualling or bypasses in East Sussex), while improving safety, there are likely be effects on biodiversity and natural capital from habitat loss and severance, which can be challenging to provide environmental net gain, and loss or impact on setting of designated and non-designated assets.

Significant positive effects are predicted for equalities, safety, health, air quality and the economy. Geographically isolated groups in areas such as North and East Kent, islands, coastlines and peninsulas will benefit from better connectivity. Similarly providing affordable transport and integrated ticketing enables more people to use public transport. Mass transit interventions such as those for the Sussex Coast, Eastbourne/ Wealden, Hastings/ Bexhill and South East Hampshire are likely to reduce traffic emissions, improve access to employment and facilities, and provide significant mental health benefits.

The **new priority for better design of infrastructure and services**, such as providing accessible step-free stations and hubs, for socially excluded groups had significant positive effects on equalities, and also positive effects on health for these groups and the economy as may better enable the workforce. There was no effect on other sustainability objectives.

Decarbonisation

Mission: *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.*

Significant negative effects were confined to major rail infrastructure in potentially sensitive corridors for natural capital, biodiversity, and/ or historic environment including HS1 link to Medway, New Strood Rail Interchange and Waterside Branch Line. At this stage the effects are precautionary and may be reduced by project level design.

There were numerous **significant positive effects** associated with delivery of rail schemes, mass rapid transport and active travel schemes. These were a result of modal shift and benefits for air quality, equalities, health, safety and the economy.

Priorities which promoted low emissions technology had **significant positive** effects on air quality and greenhouse gas emissions, including rolling out EV charging infrastructure, low emissions vehicles, and use of alternative fuels. Priorities which support road user charging were also predicted to have significant positive effects.

New interventions involving decarbonisation of the Thames Valley Branch Line and electrification of the line between Newbury and Taunton may involve some small scale habitat loss, with potential minor impacts on heritage and landscape depending on level of intrusion from new infrastructure.

Sustainable Growth

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

Like the decarbonisation mission, **significant negative effects** were confined to major rail infrastructure in potentially sensitive corridors for natural capital, biodiversity, and/ or historic environment including HS1 link to Medway, New Strood Rail Interchange and Waterside Branch Line. At this stage the effects are precautionary and may be reduced by project level design.

There were numerous **significant positive effects** associated with delivery of rail schemes, mass rapid transport and active travel schemes. These were a result of modal shift and benefits for air quality, equalities, health, safety and the economy.

Priorities to deliver integrate land-use and transport planning, focusing development in areas with existing or planned infrastructure is likely to have **significant positive** effects on health and well-being from active travel, including benefits of walking or cycling to onward travel by public transport. Expanding public transport and concessionary fares

and subsidy schemes will encourage more people to use public transport with significant positive effects on equalities and the economy.

There were no new interventions under this mission.

Results of the ISA

Table 5.1 below sets out the results of the ISA for each of the Sustainability objectives.

Table 5.1 Results of the ISA

ISA Topic	Summary of Assessment
Natural capital, ecosystem services	**ISA 1: To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.** The assessment of the Strategy refresh has resulted in mixed effects on natural capital. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP can affect natural capital and ecosystem services. Infrastructure such as a new HS1 rail link to Medway, Southern access to Heathrow, A27 Improvements at Arundel, Lewes to Polegate, Lower Thames Crossing and Kent Lorry Park are more likely to affect a range of services such as food production, flood alleviation and water quality. **Negative effects** are also predicted for smaller-scale habitat loss and disturbance. **Positive effects** through natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost of severed through a lack of maintenance or through other development.
Alternatives	There is some uncertainty around the effects of bridge renewal to Hayling Island and effects on habitats and water resources. There may be minor effects from electrification of the Newbury to Taunton on the South West Main Line relating to overhead lines and any associated infrastructure.
Biodiversity	**ISA 2: To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain.** The assessment of the Strategy refresh has resulted in mixed effects on biodiversity. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP has the potential to affect biodiversity. Examples include new HS1 rail link to Medway, Southern access to Heathrow, A27 Improvements at Arundel, Lewes – Polegate and Kent Lorry Park. They could result in significant disturbance during construction (noise, vibration and dust) as well as the loss of land, which could both lead to damaged and segregated habitats. Coastal environments are particularly sensitivity, so potential effects such as disturbance of wildlife and impacts on water quality from ferry services (e.g. new Sheerness to Hoo, Medway to Swale) is also predicted on a precautionary basis. **Negative effects** are predicted for smaller-scale habitat loss and disturbance.

ISA Topic	Summary of Assessment
	Active travel schemes across the region associated with priorities for integration and sustainable growth have potential to result in **positive effects**. Although new routes could involve small scale loss of habitat (potentially larger with strategic mobility hubs), they could also be designed to enhance biodiversity, e.g. through creation of linking corridors, though new habitat would take time to establish. As with all linear infrastructure, habitat fragmentation could occur, but the scale of walking and cycle paths means any fragmentation would be minor due to the width of paths. Improvements to existing routes, as well as highway and rail corridors, create an opportunity to enhance habitats and ecological networks.
Alternatives	New interventions proposed in this strategy do not substantially change the previous assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to Chichester and Langstone Harbours Ramsar, SAC and SPA but this will need to be undertaken in accordance with the Habitat Regulations and potential for disturbance from electrification between Newbury and Taunton from overhead lines.
Historic Environment	**ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.** The assessment of the Strategy refresh has resulted in mixed effects on the historic environment. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in sensitive areas or involves large-scale earthworks. There is potential for effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance. Risks are greater for schemes such as A27 Arundel, Flimwell and Hurst Green Bypasses, Kent Lorry Park and Lewes – Polegate. Minor **negative effects** can occur from refurbishment or small-scale interventions due to components such as lighting, signage and overhead lines, which can also have a visual impact, particularly in areas of high heritage value (such as schemes near Arundel, Lewes and Brighton). There is potential for **positive effects** where reduced congestion, particularly in urban areas can improve setting and reduce deposition of particulate matter from traffic emissions on built heritage (A2 Dover access, additional rail freight paths to Southampton). Place-making interventions such as those at Canterbury and Medway can also improve cultural interpretation or access.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to setting of heritage assets (Scheduled Monuments or marine deposits) as this will be dependent on project design. There may be minor negative effects from

ISA Topic	Summary of Assessment
	electrification between Newbury and Taunton on the South West Main Line, mainly from visual intrusion from overhead lines.
Landscape and townscape	**ISA 4: To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.** The assessment of the Strategy refresh has resulted in mixed effects on landscapes and townscapes. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in corridors which potentially affect the South Downs National Park and National Landscapes, in addition to undesignated locally important landscapes. These can arise from loss of greenfield land and vegetation, but also components such as lighting, signage, and overhead lines. Risks are greater for schemes such as A27 Junctions and offline improvements at Arundel and Lewes – Polegate, new HS1 rail link to Medway, and Eastbourne upgrade. The Waterside Branch Line could have significant negative effects on the New Forest National Park. **Negative effects** on visual amenity can also arise from small-scale interventions. However, **positive effects** may also arise from rail and other mass transit interventions by reducing vehicular traffic in landscapes, and related reduction in noise and visual disturbance. Place-making in urban centres (Canterbury and Medway) and active travel interventions across the region improve connections between people and townscapes/ landscapes.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to Chichester Harbour National Landscape as this will be dependent on project design. There may be minor negative or positive effects from installation of infrastructure to support electrification between Newbury and Taunton on the South West Main Line, mainly from visual intrusion.
Soils and resources	**ISA 5: To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.** The assessment of the Strategy refresh has resulted in mixed effects on soils and resources. **Significant negative effects** were identified for the A27 Arundel and Lewes – Polegate interventions from the SIP. They are likely to result in large scale loss of soils, and potentially affecting best and most versatile agricultural land.

ISA Topic	Summary of Assessment
	There is potential for deterioration in quality of, and loss of soils for other schemes, for example, the A29 Realignment, A27 Tangmere, A27 Fontwell, A27 Worthing and A27 Arundel interventions are all located in areas of high agricultural land value and have therefore resulted in **negative** effects. For several of the priorities and associated interventions, effects are **uncertain**, mainly due to the level of scheme information available. If development makes use of existing infrastructure, including the road network through reallocation of road space, there's potential for **positive effects,** however, if land take is required along with significant infrastructure and resources, there's potential for **negative effects**. The majority of infrastructure is likely to result in the use of resources and production and disposal of waste in construction.
Alternatives	New interventions and measures proposed in this strategy do not change the assessment. As new interventions are likely to be minor and associated with existing infrastructure, no effects on soils and resources were identified.
Water environment	**ISA 6: To protect and enhance surface and groundwater quality.** The assessment of the Strategy refresh has resulted in mixed effects on the water environment. **Significant negative effects** are predicted for large scale road schemes (such as A27 Polegate-Lewes and A27 Arundel), which have potential to increase surface water runoff and flood risk; and have impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water during operation are likely to be limited as interventions generally do not consume large amounts of water. Smaller-scale interventions may have effects similar to those listed above but are less likely to be significant and/or more able to be mitigated. Interventions such as new or an increase in ferry operations (e.g. new Sheerness to Hoo, Medway to Swale) may also have minor **negative** effects on water quality during construction of facilities and potentially operation. There is potential for **positive effects** from highway improvements, which provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination as standards are upgraded.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to the marine environment. There are unlikely to be effects from other new interventions as these are based on existing infrastructure.
Air quality	**ISA 7: To protect and enhance air quality by reducing transport related emissions** The assessment of the Strategy has resulted in mixed effects on air quality.

ISA Topic	Summary of Assessment
	Significant negative effects were identified for previous interventions included in the SIP comprising the A27 Arundel bypass, A27 Lewes to Polegate, and potentially the Kent Lorry Park long term solution, which could potentially increase vehicular traffic and associated emissions. For other smaller-scale highways schemes in the SIP, **minor negative effects** were predicted. **Mixed positive and negative effects** were common, where interventions are delivered in order to reduce congestion, these improve local air quality at junctions and pinchpoints, or reallocate lanes for public transport, but may also induce vehicular traffic. Examples include Smart Motorways M3 Junction 9, A34 Safety enhancements and A27 Junctions. **Significant positive effects** were predicted for mass transit interventions which are likely to induce high levels of modal shift such as Southampton Mass Transit, Future Phases South East Hampshire Rapid Transit, and Netley Line Service Enhancements. Significant positive effects were also identified for some of the rail schemes which reduce traffic congestion, such as removing level crossings at Totton and Mount Pleasant. Rail schemes also improve air quality through encouraging modal shift, although some interventions are likely to increase emissions during construction (e.g. HS1 Link to Medway, Crossrail extension). Other interventions that support modal shift and have **positive** effects include active travel, and use of public transport. These will contribute to improving air quality (e.g. M27 Junction 5 / Southampton Airport Strategic Mobility Hub, Kent, Medway and East Sussex Mass Transit, Medway Active Travel Enhancements).
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. Enhancements to the existing Ebbsfleet Rail infrastructure and decarbonisation/ electrification of rail lines will have positive effects on air quality.
Climate change and greenhouse gases	**ISA 8: To reduce greenhouse gas emissions and maximise resilience to climate change.** The assessment of the Strategy refresh has resulted in mixed effects on climate change and greenhouse gases. **Significant negative effects** were identified for bypass and dualling schemes on the A27 and A21 which could increase uptake of vehicular traffic and lead to negative cumulative effects from the Strategy. Large- scale construction for some interventions is also likely to have greater impacts from embodied carbon. For some highways interventions reallocation of road space for public transport (e.g. bus priority measures) and active travel (e.g. cycle lanes) may also have **positive effects** as encourage alternative modes. Examples include Basingstoke Mass Rapid Transit and Blackwater Valley Mass Rapid Transit. For many transport corridors, there are areas at risk from flooding and erosion, particularly on the south coast, and a precautionary **negative effect** is predicted, although the Resilience mission seeks to address this. Climate change generally negatively effects the operation of the rail and road network through flooding, snowfall, high temperatures and

ISA Topic	Summary of Assessment
	wind. The West Coastway CMSP (Long distance) and M275 Junction 1 are examples of interventions located in areas prone to flooding. Climate change adaptation measures would need to be specific to each development. Similar to air quality, the impact of mission priorities and associated interventions on greenhouse gases and climate change effects, would also give rise to **positive effects** where there is modal shift, cumulatively these are likely to be significant. Active travel, smart motorways, and public transport interventions will contribute to reducing greenhouse gas emissions. Priorities to reduce fares for long distance transport, road user charging, research on alternatives fuels and decarbonisation would have **significant positive effects**.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The intervention to improve highway maintenance would have significant positive effects in relation to climate resilience, enabling infrastructure to better withstand climatic events.
Noise	**ISA 9: To reduce exposure to transport related noise and vibration.** The assessment of the Strategy refresh has resulted in mixed effects on noise. **Significant negative effects** were identified for the A27 Arundel and Lewes – Polegate interventions from the SIP due to introduction of new sources of traffic noise. However, there may be **positive effects** from transport schemes such as active travel which could potentially support a modal shift and contribute to improving noise pollution. Efficient rail travel has the potential to reduce noise pollution through the reduction in traffic noise and easement of congestion. However, there is the potential at certain locations for noise levels to increase, with the introduction of more services at a higher speed. The assessment of some interventions in the SIP has identified a number of uncertain effects on noise and vibration. The frequency of new services is not yet known, but if there is a large increase in capacity the level of noise could be significantly increased.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There are likely to be positive effects from Thames Valley Branch Line decarbonisation and Newbury – Taunton electrification, and potentially some minor negative effects from increased services.
Equalities	**ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.**

ISA Topic	Summary of Assessment
	The assessment of the Strategy refresh has identified generally **positive effects** on equalities, Appendix A sets out further information to support the assessment. Most missions, priorities and interventions will provide greater connectivity to transport users, in particular missions for strategic connectivity, inclusion & integration and sustainable growth, will help communities gain greater access to jobs, services and facilities. **Negative effects** on equalities are associated with similar assessment for air quality and noise as set out above and may disproportionally affect older people, infants and people with some disabilities. **Significant positive effects** are predicted for geographically isolated groups from ferry enhancements, including to the Isle of White and Southampton to Ryde. In addition, disadvantaged groups and people less likely to own a private vehicle, such as the elderly or young people, will benefit from transport interventions such as Reading Mass Transit, A4 Reading-Newham-Slough and Blackwater Valley mass rapid transport schemes. Affordable fares, concession schemes and integrated ticketing also enable these groups to better access jobs, services and leisure opportunities.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The priority for better design for people with reduced mobility (e.g. the elderly, disabled or pregnant women) would contribute to significant positive effects.
Health	**ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.** The assessment of the Strategy refresh has resulted in mixed effects on health, Appendix A sets out further information to support the assessment. **Negative effects** on health are associated with a similar assessment to air quality and noise as set out above. There are distinct health risks associated with exposure to particulates or sources of transport noise for sensitive or vulnerable groups. There is potential for minor negative effects at certain locations, for example the A27 Junctions. However, the majority of missions, priorities and interventions in the Strategy will have **positive effects** on health. **Significant positive effects** are predicted from active travel interventions which encourage physical activity, reducing health conditions such as obesity. **Significant positive effects** would arise from some ferry enhancements, due to access to education, work, social, leisure and cultural opportunities which in turn contribute to overall health and wellbeing. Other public transport interventions including strategic mobility hubs, mass rapid transport and rail schemes have positive effects, some of which are significant. For example, there are **significant positive effects** predicted for Eastbourne/Polegate Strategic Mobility Hub, Hastings / Bexhill Mass Rapid Transit, and Newbury / Thatcham Bus

ISA Topic	Summary of Assessment
	Enhancements as well as other schemes. These have benefits such as active travel for first mile/ last mile, in addition to well-being from the socio-economic benefits listed above.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There are positive effects from Thames Valley Branch Line Decarbonisation and Newbury – Taunton electrification. In addition, the improved wellbeing from the priority to provide better accessible design for people with reduced mobility (e.g. the elderly, disabled or pregnant women) would contribute to positive effects.
Community Safety	**ISA 12: To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.** The assessment has generally identified **positive** effects on community safety as new interventions will be built to a high standard of safety. There may be some mixed effects as a precautionary approach, for example where there are personal safety concerns where design has not sufficiently progressed. Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. **Significant positive effects** were predicted for removal of level crossings (Mount Pleasant and Totton). Several highway interventions have been designed to improve road safety, including A21 Safety Enhancements, A22 Corridor Schemes . Other highway interventions will enable safe active travel interventions to be brought forward. Active travel schemes would also result in **positive** effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. People are more likely to choose active travel for journeys if there are suitable networks to travel on.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The enhancement to the Ebbsfleet Rail Line and highways maintenance, and electrification/decarbonisation of rail all contribute to safety.
Economy	**ISA 13: To promote a strong economy through the transport network with better access to opportunities.** The assessment of the Strategy refresh has identified generally positive effects. **Significant positive effects** are likely to arise from affordable public transport fares, road and rail schemes such as the A27 Arundel bypass, A27 Lewes to Polegate, Lower Thames Crossing, Brighton Main Line 100mph operations, Sussex Coast Mass Rapid Transit, Eastbourne / Polegate Strategic Mobility Hub, Southampton Mass Transit, Waterside Branch Line, as well as other interventions.

ISA Topic	Summary of Assessment
	Positive effects are predicted where interventions may enhance long term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres would benefit from increases in rail passenger numbers and more reliable rails services achieved though upgrades to stations, electrification and improved interchanges. Access to employment centres could be enhanced through transport improvements, encouraging continued economic growth. Greater connectivity and capacity across the SE Region may also help to facilitate increased tourism opportunities, contributing further to the local and regional economy.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The enhancement to the Ebbsfleet Rail Line, Hayling Island Bridge renewal, and electrification/decarbonisation of rail all contribute to providing greater access to social and economic opportunities.

Review of cumulative effects

The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arising from multiple sources within the Strategy are covered in Table 5.1 above. However, cumulative effects can also arise where several policies, plans or projects have a combined effect on an objective.

A review of plans and policies identified sources of potential cumulative effects and these are set out in Table 5.2 below.

It should be noted that at the strategic level, this list is not exhaustive and cumulative effects arising from individual projects and plans should be revisited as part of project level assessment. For example, noise, dust and visual have a combined effect which can only be determined at the project level.

Table 5.2 Sources of cumulative effects at a strategic level

Policy or Plan	Potential for cumulative effects
TfSE Transport Strategy	There is potential for cumulative regional impacts on all topics from development of multiple corridors. The nature and extent of the effects will depend on final schemes selected but, in particular, there is potential for cumulative effects from multiple new road or rail schemes.
National Networks National Policy Statement, DfT, 2024	The National Networks NPS supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing dual and single carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of strategic rail freight interchanges will also be developed. The Appraisal of Sustainability for the National Networks NPS recognises that some developments will have adverse local impacts on noise, emissions, landscape / visual amenity, loss of greenfield/ agricultural land, biodiversity, cultural heritage and water resources. A number of the interventions covered in the Strategy will also fall under the NPS, but there may be additive effects for additional interventions not covered in this Strategy.
Airports National Policy Statement, DfT, 2018	Expansion at London Heathrow in addition to making best use of existing aviation capacity (e.g. London Gatwick) is likely to increase transport requirements for all modes. The Appraisal of Sustainability for the Airports NPS identifies a number of significant adverse effects on communities, quality of life, biodiversity, noise, soil, water, air quality, carbon, waste and resources, historic environment and landscape.
Other nationally significant infrastructure in the Region	The National Networks NPS and Airports NPS are described above. However, further nationally significant infrastructure projects also have potential for cumulative effects across the Region, during construction and operation. The Planning Inspectorate publishes a list of potential projects: https://national-infrastructure-consenting.planninginspectorate.gov.uk/project-search
Local Plans	Local plans are prepared by the Local Planning Authority (LPA), usually the Council or the national park authority for the area. They provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities. Allocations for

	economic and residential development are likely to stimulate transport demand and conversely improvements in economic transport corridors are likely to stimulate development. Sustainability Appraisals undertaken for Local Plans have similar topics to those listed for this ISA and identify potential for significant effects.
Local Transport Plans	Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, like the Transport Strategy they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period. Sustainability Appraisals undertaken for Local Transport Plans have similar topics to those listed for this ISA and identify potential for significant effects.

The review of plans and policies has identified a number of areas for cumulative effects:

- **Natural Capital and Ecosystem Services** – There is potential deterioration in quality, and severance / loss of connectivity of ecosystems and green infrastructure, with consequent reductions in ecosystem service provision. This may be particularly prevalent where there is development from a number of sources (e.g. from local plans) close to population centres, or that stimulated by transport corridors.
- **Biodiversity** – There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory wildlife sites and habitats. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. Net gain over multiple development plans may be difficult to achieve.
- **Historic Environment** – There is potential for cumulative direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. This is in addition to cumulative effects on undesignated and unknown assets, the latter being potentially important.
- **Landscape and Townscape** – There is potential for cumulative direct and indirect impacts on designated landscapes and townscapes, including their settings. There is also potential for cumulative erosion of the character and quality of the South East's landscapes and townscapes.
- **Soils and Resources** – There is potential for cumulative deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. There would be a cumulative use of resources and production and disposal of waste in construction.
- **Water Environment** – There is potential for cumulative increase in surface water runoff and flood risk; and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water are likely to be limited.
- **Air Quality** – There may be cumulative benefits from transport initiatives in the SE in improving air quality, but increased uptake of vehicular traffic (especially in the short term) may worsen air quality in some areas.
- **Climate Change and Greenhouse Gases** – There may be cumulative benefits from transport initiatives in the South East in reducing greenhouse gases, but increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic. Climate change

adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented region-wide.

- **Noise and Vibration** – There are likely to be cumulative effects arising from noise of increased development, particularly transport related development such as road and rail, with cumulative effects on health and wellbeing, tranquillity and wildlife.
- **Health** – There may be cumulative effects, both positive and negative (depending on schemes implemented), from multiple transport schemes on health outcomes related to social isolation, physical inactivity and obesity. There may also be cumulative effects on health relating to air quality and noise.
- **Equalities** – There may be cumulative benefits from the integration of multiple transport interventions enabling more reliable and comfortable public transport, which is accessible by walking and/or cycling.
- **Community Safety** – There may be cumulative benefits (depending on scheme design) on fear of crime and transport related accidents, due to opportunities to improve safety standards on all forms of transport.
- **Economy** – there are likely to be cumulative economic benefits in relation to development in the South East due to links between transport and productivity in the Region.

6. Mitigation and Monitoring

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

The SEA Regulations also require that monitoring is undertaken so that the significant effects of implementation can be identified and remedial action taken. The monitoring also helps measure the performance of the environmental outcomes of the Strategy and includes metrics from the TfSE State of the Region Reporting[18]. Monitoring appears in italics in Table 6.1 below.

Table 6.1 Mitigation and Monitoring

Topic	Mitigation/ Monitoring	Delivery mechanism
Natural Capital and Ecosystem Services	• Design of new transport to take into account natural capital and ecosystems services. • Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. • *Monitoring: Environmental net gain metrics (minimum of 10%)*	EIA Project level design Biodiversity net gain calculation
Biodiversity	• Optioneering and design of infrastructure should avoid or minimise impact on designated sites, habitats and species. • Linear infrastructure can provide long distance, strategic, nature recovery networks if managed in such a way as to promote biodiversity. • *Monitoring: Biodiversity net gain metrics (minimum of 10%)*	Ecological impact assessment (including as part of EIA) Biodiversity net gain calculation Project level design
Historic Environment	• Optioneering and design of infrastructure should avoid or minimise impact on heritage assets and designations, including setting. • Staged archaeological evaluation and *archaeological monitoring.*	Heritage impact assessment (including as part of EIA) Archaeological investigation and monitoring.

[18] https://transportforthesoutheast.org.uk/state-of-region-report/#:~:text=This%20first%20iteration%20of%20the,Transport%20for%20the%20South%20East.

Topic	Mitigation/ Monitoring	Delivery mechanism
Landscape and Townscape	• Optioneering and design of infrastructure should avoid or minimise impact landscape/ townscape, historic environment and nature conservation designations. • Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure. • *Monitoring: Local authority green infrastructure mapping*	Landscape and visual impact assessment (including as part of EIA) Project level design Local Plan evidence base
Soils and Resources	• Optioneering and design to minimise greenfield land-take. • *Monitoring: Loss of Best and most versatile agricultural land to transport infrastructure.*	EIA Project level design
Water Environment	• Optioneering and design to take into account quality of water resources and areas of flood risk. • Sustainable Drainage Schemes and natural flood risk management measures. • Environmental net gain to improve quality of aquatic systems. • *Monitoring: Transport related reasons for not achieving good ecological status.*	Flood Risk Assessment Project level design River basin management plans. Water Framework Directive assessments
Air Quality	• Design to increase opportunities for active travel, public transport and rail freight. • *Monitoring: NOx and particulate pollution levels in urban areas.* • *Monitoring: Mortality linked to air pollution*	Included in Strategy Missions Local authority air quality monitoring TfSE State of the Region Report
Climate Change and GHG Emissions	• Efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging). • Carbon emissions modelling for Local Transport Plan and individual projects. • Optioneering and design to avoiding areas of flood and erosion risk. • Use of materials for construction and maintenance to incorporate climate resilience and design life. • *Monitoring: CO2 emissions from transport.* • *Monitoring: Mode share of trips per person per year.* • *Monitoring: Percentage change in weather events affecting the rail network*	Included in Strategy Missions Environmental assessment Carbon assessment (and major projects) Carbon accounting (e.g. for major construction projects) Project level design and procurement TfSE State of the Region Report
Noise and Vibration	• Choice of materials and project level design (route options, bunding, screening etc). • *Monitoring: Number of noise important areas in the South East*	Noise assessment Project level design

Topic	Mitigation/ Monitoring	Delivery mechanism
Population and Equalities	• Accessibility for all including those with reduced mobility considered in design. • Affordability considered in public transport and new mobility interventions. • *Monitoring: Transport-related social exclusion (TRSE) metrics.*	Included in Strategy Missions Project level Equalities or Diversity Impact Assessment TfSE State of the Region Report
Health	• Integrate opportunities for active travel in design. • *Monitoring: mode share of walking and cycling.* • *Monitoring: Adult activity levels*	Included in Strategy Missions TfSE State of the Region Report
Community Safety	• Community and personal safety measures, such as lighting, information provision and layout, considered in design. • *Monitoring: Number of people Killed and Seriously Injured by road transport.*	Project level design
Economy	• No mitigation required. • *Monitoring: TfSE transport and the economy metrics.*	Included in Strategy Missions. TfSE State of the Region Report

Appendix A – Health and Equalities Assessments

Equalities Information to Support Assessment

Introduction

An Equality Impact Assessment (EqIA) considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010: to advance equality of opportunity between people who share and people who do not share a relevant protected characteristic.

This assessment looks at the following 'equalities groups' which cover both protected characteristics under the Act and other groups (*):

- Gender
- Religion
- Age
- Disability
- Race
- Pregnancy and maternity
- Deprivation*
- Social isolation*

Protected characteristics for gender reassignment and sexual orientation have not been included in the assessment due to a lack of available data relating to effects on these groups. Marriage and civil partnership is not included because the parts of the act covering services and public functions, premises and education do not apply to that protected characteristic[19]. For the purposes of this assessment deprivation covers deprived groups across all equalities categories listed, for example people with disabilities are more likely to also suffer from deprivation as they may be less economically active.

The sections below provide an overview of these groups in the South East from the Strategy Evidence base and then looks at the implications the Strategy outcomes and delivery on them.

[19] https://www.gov.uk/government/publications/public-sector-equality-duty-guidance-for-public-authorities/public-sector-equality-duty-guidance-for-public-authorities

Snapshot of the South East

According to the 2021 Census population for the South East was 9,278,100, growth of 7.25% over a 10-year period from 2011[20]. The percentage of the population aged 65+ is slightly higher in the South than for England as a whole (19.5% compared with 18.4%) and slightly lower for the 20-35 age bracket (18% compared with 19.6%). 51.1% of the population is female and 48.9% male.

Ethnic and religious background data are set out in Table A.1 & Table A.2 below.

Table A.1 Ethnic Diversity in the South East

Ethnic group	% South East	% England
Asian, Asian British or Asian Welsh	7	9.6
Black, Black British, Black Welsh, Caribbean or African	2.4	4.2
Mixed or Multiple ethnic groups	2.8	3
White	86.3	81
Other ethnic group	1.5	2.2

Table A.2 Religion in the South East

Religion	% South East	% England
No religion	40.2	36.7
Christian	46.5	46.3
Buddhist	0.6	0.5
Hindu	1.7	1.8
Jewish	0.2	0.5
Muslim	3.3	6.7
Sikh	0.8	0.9
Other religion	0.6	0.6
No religion	40.2	36.7

[20] ONS Local Statistics (2024). South East: https://www.ons.gov.uk/visualisations/areas/E12000008/ (included in this area are Buckinghamshire, Oxfordshire and Milton Keynes but indicative of issues in the TfSE study area)

In terms of disability under the Equality Act (mental or physical impairment that has a substantial and long-term effects on ability to do normal day-to-day activities), 16% of the population in the South East identified themselves as disabled in the 2021 Census.

The TfSE Evidence base notes that in relation to Indices of Multiple Deprivation (IMD), socioeconomic outcomes tend to be weaker in the east of the region and strongest in the north-west. Areas with the highest deprivation are primarily urban, especially concentrated in larger southern towns in cities, such as South Hampshire, Brighton and Folkestone. A band of more deprived rural areas runs north-south through central Kent. The least deprived areas are mostly peripheral to the region's major economic hubs, especially those with strong connections to London in the North West of the area.

Assessment

The assessment looks at:

1) at a plan level, whether the missions are likely to affect equalities groups by reviewing relationship between the desired outcomes for each mission against the equalities groups to ensure they aren't disproportionally or differentially affected; and
2) at a strategic project level, reviewing whether the types of interventions in the Strategy are likely to have effects on equalities groups. These considerations were then used to support the assessments at Appendix B.

The following key is used to determine the relationship between outcomes and the effects on equalities groups for the first part of the assessment.

Symbol	Definition
✓	Outcome is likely to have a positive effect on the equalities group in comparison with the general population.
0	Outcome is unlikely to have an effect on the equalities group in comparison with the general population.
×	Outcome is likely to have a negative effect on the equalities group in comparison with the general population.

Table A.3 and A.4 below set out the results of the assessment, a summary of the results is presented below.

Outcomes are predicted to either have no effect on equalities groups or a positive effect. None of the outcomes were predicted to have a negative effect.

Outcomes which increased customer confidence, reduced severance and improve the public realm were likely to benefit all equalities groups, as they may have less confidence using the transport system and benefit from safe spaces for social interaction. Outcomes that give rise to reduced emissions (through reduced congestion, modal shift or decarbonisation) are likely to have greater benefit to groups who may be more sensitive to air pollution than others due to respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people. In addition, areas of

deprivation are often associated with urban environments which are more likely to suffer from poor air quality. Outcomes that increase public transport, benefit groups that are less likely to own a private car and rely on alternative transport modes. These groups include the elderly, young people and economically-deprived. Economic outcomes have greater potential to benefit deprived or socially isolated groups.

Depending on design, types of project intervention (highways, rail, active travel etc), may have positive and negative effects on equalities groups. These are reflected in the ISA assessments in Appendix B.

Table A.3 Equalities Assessment of Outcomes

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Strategic Connectivity								
The key outcome is to **increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors** between the South East's major economic centres and international gateways. This will enable the South East's population and economy to grow while minimising the adverse impacts of transport on society and the environment.	0	0	✓	✓	✓	0	✓	0
Reduce congestion, **improve air quality, reduce severance, improve safety,** and contribute to the overall **satisfaction of transport users**. In turn, it should **strengthen public transport demand and revenues**, placing the bus and rail industries on a more sustainable financial footing.	0	0	✓	✓	✓	0	✓	0
Extend access to employment opportunities as well as commercial and public services to wider population catchments, particularly in rural and coastal areas, ensuring economic growth and inclusivity across functional economic zones.	0	0	0	0	0	0	✓	✓
Resilience								
The key outcome of this mission is to **reduce the effects of disruption on the strategic transport network**. By tackling these disruptions, we can deliver good punctuality and reliability across the network.	0	0	0	✓	✓	0	0	0
Reliable journeys are critical to user confidence, and reducing delays will enhance the overall performance of both passengers and freight customers. Ensuring more predictable and reliable journey times will also support economic productivity, as businesses and individuals rely on consistent travel and delivery schedules.	0	0	✓	✓	✓	0	0	0
Reduce disruption to all users of the transport network from planned engineering works and maintenance. While such works are necessary to ensure	0	0	✓	✓	✓	0	0	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
the continued safety, reliability, and improvement of the network, they often lead to service delays, cancellations, and inconveniences for all transport network users.								
Contribute to greater customer satisfaction. When users experience fewer delays, smoother journeys, and consistent service levels, they are more likely to trust and depend on public transport. This not only benefits residents but also supports the South East's economic growth by attracting businesses and visitors to the region.	0	0	✓	✓	✓	0	0	0
Reduce the cost of transport to users and, in the long-term, government. Costs arising from compensation claims, damage to infrastructure and vehicles should be easier to control with a more resilient transport system. A more efficient, cost-effective system benefits all stakeholders by freeing up resources to invest in further enhancements and expansions.	0	0	0	0	0	0	✓	0
Inclusion and Integration								
Increased customer satisfaction across all user groups, ensuring that everyone can access and use the transport network confidently and comfortably	✓	✓	✓	✓	✓	✓	✓	✓
Increased proportion of accessible and step-free stations and hubs, making the entire network more inclusive for users with mobility needs, parents with pushchairs, and the elderly.	0	0	✓	✓	✓	0	0	0
Improved safety across the transport network, aiming for a "Target Zero" for killed and seriously injured incidents. This will be achieved through better infrastructure design, enhanced safety measures, and targeted initiatives that prioritise the safety of all users, especially vulnerable road users.	0	0	✓	✓	✓	0	0	0
Higher percentage of the population engaged in physical activity, supported by better active travel options (walking and cycling) and enhancements to the public realm. This will contribute to healthier lifestyles and reduce reliance on private vehicles for short trips.	0	0	0	0	0	0	✓	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Improved air quality by encouraging a shift from private car use to more sustainable modes of transport, such as walking, cycling, and public transport, thereby reducing emissions and pollutants.	0	0	✓	✓	✓	0	✓	0
Reduction in severance and improvement of the public realm, creating more cohesive communities where residents can move safely and comfortably through shared spaces. This includes addressing barriers like busy roads and railway lines that can divide communities and hinder access to services.	✓	✓	✓	✓	✓	✓	✓	✓
Reduced real-term percentage of household income spent on housing and transport costs, ensuring that residents have affordable access to housing and mobility options, making the region more equitable.	0	0	0	0	0	0	✓	0
Decarbonisation								
The key outcome of this mission is to achieve net-zero carbon emissions by transitioning to zero-emission vehicles and energy, increasing the use of sustainable travel modes, and reducing the overall reliance on fossil fuel journeys across the South East.	0	0	✓	✓	✓	0	✓	0
By 2050, we aim for 100% of private vehicles to be zero-emission, with intermediate targets of 35% by 2030 and 80% by 2040. Similarly, all buses will need to be zero-emission by 2035, and rail services decarbonised by 2050. Some local authorities in the South East want to move faster than the milestones set at a national level.	0	0	✓	✓	✓	0	✓	0
Promoting active travel for short journeys and **increasing the mode share of both bus and rail for longer journeys.** This is especially important in the shorter term as it will help limit our emissions while most cars are still powered by fossil fuels.	0	0	0	0	0	0	✓	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Freight transport must also play its part in achieving decarbonisation. Through increased rail freight use, optimised logistics, and adapting clean technology and fuels, we will contribute to overall emission reductions in this critical sector. This will also help to ease pressure on the region's roads while supporting sustainable economic growth.	0	0	✓	✓	✓	0	✓	0
Establish the South East as a leader in this field, attracting overseas investment and creating new jobs in the region	0	0	0	0	0	0	✓	0
Decarbonisation								
The key outcome of this mission is that any major development is supported by **improvements to transport infrastructure and services, especially for sustainable transport.**	0	0	✓	0	0	0	✓	0
Ensure all major developments (e.g. 3,000 dwellings or an expansion of more than 20%, or a major generator/attractor of demand e.g. hospital, stadia) **have high quality public transport services (2-4 services per hour) and high-quality active travel infrastructure.**	0	0	✓	0	0	0	✓	0
Increase the percentage of the population and jobs within a 1,500-metre radius of a public transport access point offering a metro-level service frequency of at least 4 services per hour.	0	0	0	0	0	0	✓	0
Ensure a higher percentage of the population can reach all key services within a 30-minute travel time, whether by public transport, walking, cycling, or driving. This includes access to healthcare, education, shopping, and leisure facilities.	0	0	✓	0	0	0	✓	0
Promote the development of well-connected new and growing places by **aligning housing and employment growth with high-quality public transport and active travel corridors**, as well as good highway access. This will support the creation of vibrant, sustainable communities where residents and businesses can thrive.	0	0	0	0	0	0	0	0
Increase the percentage of new dwellings within 10 minutes of metro-level public transport services and high-quality active travel routes. Ensuring that new	0	0	0	0	0	0	0	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
developments are located in places that offer residents a wide range of sustainable travel options.								

Table A.4 Equalities assessment of transport typologies

Type of intervention	Equalities considerations for assessment of interventions
Highways	Road users, including both private car and public transport users, will benefit from more capacity and greater journey time reliability through the re-distribution of traffic. Strategic improvements to roads are likely to have a beneficial impact on public transport and will therefore benefit people using these facilities to access education, employment and/or health services, particularly those beyond their local neighbourhood. These include younger and older people, people with disabilities, as well as the unemployed. However, the provision of new roads may also increase air pollution. This is particularly detrimental to people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people, who may be more sensitive to air pollution. Highway works may also result in beneficial or adverse impacts for active travel users should journey lengths, barriers to travel, or levels of perceived severance change. This is relevant to those with limited mobility, including older people, those with disabilities which restrict mobility, and parents/carers using push chairs.
Rail	Rail users will benefit from more capacity and potentially faster train times or more frequent services, leading to greater journey reliability. Improved availability and accessibility of public transport in the region will benefit those without a personal car (this includes people those who may be unable to drive a car due to their age or poor health). Strategic improvements are likely to have a beneficial impact on people using rail networks to access education, employment and other services beyond their local neighbourhood, particularly younger and older people, people with disabilities, as well as the unemployed.

Type of intervention	Equalities considerations for assessment of interventions
	Improvements to stations and carriages can better accommodate those with limited mobility (such as the disabled, elderly and people using push chairs). Ensuring information is available both visibly, audibly and in multiple languages is important for those with sight or hearing impairments or those who may not understand the English language. By providing alternative options to freight transportation via rail will reduce road congestion. This may also improve local air quality with a reduction in freight vehicles on the road network, and particularly benefit people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution.
Bus and mass transit	Improved availability and accessibility of public transport in the region will benefit those without a personal car (this includes those who live in more deprived areas and the unemployed), or who may be unable to drive a car due to their age or poor health. Improved quality and service of public transport may attract more users, reducing private car use. This would have knock on benefits of a cleaner environment by reducing air pollution, particularly for people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution. Improvements of access to bus and light rail stops/stations will accommodate those with limited mobility (such as the disabled, elderly, and parents/ carers using push chairs). Ensuring information is available both visibly, audibly and in multiple languages is important for those with sight or hearing impairments or those who may not understand the English language. Bus and tram stops should be designed to accommodate users who need seating, such as the elderly or those with a disability.
Ferry	All users would benefit from greater connectivity from both new and improved services. This would particularly benefit geographically isolated groups in coastal areas or on islands, enabling greater access to education, employment, health services and leisure. Increased tourism can also benefit deprived groups in these areas. Design of services, particularly where these are for foot passengers, need to be accessible for those with reduced mobility, including the elderly and some disabilities.
Active travel (walking & cycling)	The provision of new cycling and walking infrastructure could encourage the public to opt for a sustainable travel option instead of vehicle reliant services. This could lead to improved air quality in urban areas, which would benefit people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution.

Type of intervention	Equalities considerations for assessment of interventions
	The modal shift from private cars to active travel will provide health benefits to those who choose this option. New and improved cycleways and walkways facilitate exercise and for those who may have felt they cannot walk/cycle in their area due to a lack of access to safe walk and cycle routes. Access to green areas or open space may be facilitated because of new/improved cycle and walkways which also provides health benefits. However, people with limited mobility (such as persons with a disability which restricts participation and the elderly) may not experience the benefits from active travel (walking and cycling), depending on the level of use that is possible for them. Developments should cater for all levels of mobility so as not to exclude people who are unable to participate in active travel, for example ensuring walkways and are step-free, non-slip and visually appropriate to enable wheelchairs users, and those with reduced mobility or limited vision to access routes.
Other (ticketing, information, mobility hubs)	The provision of public transport facilities could improve mobility in the region and accessibility to employment, education and / or health services for people who live outside urban areas or who cannot make door-to-door trips by public transport. Supporting people without access to private cars to use alternative modes of travel (taxis, private hire vehicles, public transport, active travel) will benefit people who cannot drive due to health reasons or their age, as well as those that do not own their own car. The provision of public transport schemes would particularly benefit people suffering deprivation, as well as socially isolated individuals needing access to community services and facilities. Improving the quality of streets, public realm, and wayfinding signage will benefit all groups of people. It is assumed that design standards will be adhered to and specific consideration of certain types of disability such as wheelchair users, the deaf and blind would be given when designing improvements to public realm to ensure that there is no potential for adverse impacts on these vulnerable users. Safety in design should consider the needs of people with limited mobility and ensure that neighbourhood facilities are accessible to all users, as well as acknowledge the potential for localised crime, which may be targeted at faith, race or gender groups. Consideration should be given to all travel users to ensure everyone is included in any campaigns to promote behaviour change. For example, over reliance on web-based information, or e-ticketing, might disadvantage older people or people on low incomes who do not have regular internet access.

Health Information to Support Assessment

Introduction

A wide range of factors can contribute to a person's health including the physical, social and economic environment, in addition to a person's individual characteristics and behaviours. The World Health Organisation states that to a large extent, factors such as where we live, the state of our environment, genetics, our income and education level, and our relationships with friends and family all have considerable impacts on health, whereas the more commonly considered factors such as access and use of health care services often have less of an impact[21].

Transport interacts with a number of these factors including:

- **Environmental conditions** – usually this includes aspects such as transport noise and air quality. Exposure to air pollution can also cause a range of health impacts, including effects on lung function; exacerbation of asthma; increases in respiratory and cardiovascular disease and lung cancer. Interactions between health and transport noise have shown that this can cause both physical and wellbeing effects. These include hypertension, cardiovascular disease, sleep disturbance stress and annoyance.
- **Socio-economic conditions** – Transport is an important facilitator of social inclusion and wellbeing. Transport barriers can be intimately related to job opportunities. If transport is (or is perceived to be) too expensive, then people are not able to make the journeys they need to get into work or move into education/training.
- **Lifestyle factors** – Transport can influence physical and mental health. Regular physical activity, including walking and cycling, provides significant benefits for health through improving muscular and cardiorespiratory fitness, maintaining healthy body weight and reducing risk of a range of conditions and diseases. It also improves mental health by reducing symptoms of anxiety and depression. Transport can increase anxiety through aspects such as driver stress and isolation, poor information and connectivity on public transport.

The sections below provide an overview of health in the South East from the Strategy Evidence base and then sets out the health effects of delivering the Strategy to be included in the ISA.

Snapshot of the South East

The 2021 census showed that 50% of residents in the South East considered themselves to be in 'very good health', 34% in 'good health' 11.8 in 'fair' health, 3.3 % in 'bad' health

[21] https://www.who.int/news-room/questions-and-answers/item/determinants-of-health#:~:text=The%20determinants%20of%20health%20include,person's%20individual%20characteristics%20and%20behaviours.

and 0.9% in 'very bad' health. Selected indicators of health in the South East are shown in Table A.5 below.

Table A.5 Indicators of Health in the South East[22]

Indicator	Period	Region	England
Life expectancy at birth (male)	2022	80.6	79.3
Life expectancy at birth (female)	2022	84.1	79.2
Under 75 morality rate from cardiovascular diseases	2023	62.1	77.4
Killed and seriously injured (KSI) on England's roads	2023	89.8*	91.9*
Percentage of physically active adults	2021/22	70.5%	67.3%
Percentage of adults (aged 18 plus) classified as overweight or obese	2021/22	62.7%	63.8%
Year 6 prevalence of obesity (10-11yrs)	2022/23	19.4%	22.7%
Deprivation score	2019	15.5	21.7
% of people in employment	2022/23	78%	75.7%

* Value is estimated per vehicle miles

The data shows that in terms of life expectancy and circulatory diseases, the South East is generally better than the national average. While childhood obesity is generally lower than the average, it is increasing.

The Health Profile for South East England 2021[23] states that mental health and wellbeing have deteriorated. Between 2019/20 and 2020/21, the proportions of people in the South East reporting high anxiety, low happiness, low satisfaction and low worthwhile all increased compared to the previous five years. The percentage of adults overweight or obese continued to rise from 59.7% in 2015/16 to 61.5% in 2019/20, with the highest percentages in Medway, Portsmouth and Kent. The prevalence of high blood pressure in the South East has shown little change from 13.6% in 2015/16 to 14.1% in 2020/21. High blood pressure is associated with heart and kidney disease and strokes.

Assessment

At a strategic project level, the health assessment reviews whether the types of interventions in the Strategy are likely to have effects on health. These considerations were then used to support the assessments at Appendix B.

[22] Office for Health Improvement and Disparities (2024) Local Authority Health Profiles: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132701/pat/6/par/E12000008/ati/302/are/E10000011/yrr/3/cid/4/tbm/1 (this data also includes additional local authorities (Bracknell Forest, Buckinghamshire, Reading, Slough, Windsor & Maidenhead and Wokingham) but indicative of TfSE)

[23] Office for Health Improvement & Disparities (2022) Health Profile for the South East of England 2021: https://fingertips.phe.org.uk/static-reports/health-profile-for-england/regional-profile-south_east.html (indicative of issues in the TfSE study area)

Table A.6 Health assessment of transport typologies

Type of intervention	Health considerations for assessment of interventions
Highways	New roads would likely increase capacity and number of vehicles moving through areas which may increase air quality and noise impacts on health for nearby receptors. Online improvements will help to ease congestion, reducing driver stress, but could also lead to an increase in capacity. In the long-term emissions also affect health and well-being through the impacts of climate change. The creation and expansion of the road network may not promote the use of active transport methods which may have negative effects on physical activity and health. Road schemes should aim to safely incorporate and expand footpath and cycleway infrastructure wherever possible to promote more active means of transport including the strategic road network. Design should reduce any severance from road schemes by enhancing access for all users, including pedestrians, horse riders, and people with disabilities or health conditions. Highway works are likely to benefit from improved road safety as they will be designed to modern standards. The provision of new roads may lead to increased access to areas of employment.
Rail	New railway lines may increase impacts on health related to noise and air quality by bringing transport routes closer to receptors, however the overall effect of rail on noise and public health is considerably lower than roads. Rail improvements encourage modal shift and may afford benefits to health of the South-East population with improvements to air quality. Electrification and decarbonisation of rail reduces potential impacts on air quality and noise levels. Long-term this also benefits health and well-being through the impacts of climate change. Public transport interventions often increase users' total physical activity levels (e.g. by walking/cycling to rail stations) which may have benefits to health, access and physical activity. There is also potential to improve well-being through social interactions. Measures such as secure cycle storage should be included in any station upgrade to encourage active travel. An increase in uptake of rail services within the South East has the potential to reduce the number of vehicles on roads which may have a positive effect on road safety. New rail lines, service and station improvements will increase accessibility and access, also providing greater access to employment.
Bus and mass transit	Improvements to bus services and provision of mass-transit has the potential to increase the attractiveness and reliability of travelling by public transport for passengers. Any increase in bus usage, as well of use of new light rail transit schemes, could have beneficial effects on air quality and noise as well as road safety, with a potential reduction in the number of vehicles on roads in the South East. Electrification of buses or trams reduces impacts on health, through air quality and noise levels. Long-term this also benefits health and well-being through reducing the impacts of climate change.

Type of intervention	Health considerations for assessment of interventions
	Public transport interventions often increase users total physical activity levels (e.g. by walking/cycling to and from bus/tram stops) which may have benefits to health, access and physical activity. There is also potential to improve well-being through social interactions.
Ferry	Improvements to ferry services, including new routes has the potential to increase the attractiveness and reliability of travelling by ferry for passengers. Modal shift from using private vehicles has beneficial effects on health in relation to air quality and noise. Long-term, reducing emissions (including through electrification) also benefits health and well-being through reducing the impacts of climate change. Public transport interventions often increase users total physical activity levels (e.g. by walking/cycling to and from ferry terminals) which may have benefits to health through access and physical activity. There is also potential to improve well-being through social interactions.
Active travel	New or improved cycle and pedestrian infrastructure will encourage active travel and improve safety for pedestrians and cyclists which may also indirectly result in a reduction in road congestion by providing attractive and reliable alternatives. In addition, modal shift to more active transport may have benefits to health-related conditions associated with noise and air quality in the South East, particularly around major urban centres and transport hubs. Long-term this also benefits health and well-being through reducing the impacts of climate change. Walkable environments should be prioritised in new residential developments and should be integrated into existing pedestrian networks, providing physical activity and social interaction. Improving walking and cycling networks between urban areas and greenspace, including the surrounding countryside will also provide physical and mental health benefits. Walkways and cycleways should be improved and designed, to enable access and health benefits of all users, including those with reduced mobility.
Other (ticketing, information, new mobility)	Integrated ticketing and provision of information will reduce journey anxiety. Access to bike or scooter schemes, in addition to provision for active travel at mobility hubs will support positive health effects described above.

Appendix B ISA Assessments

Assessment tables are provided as a separate document and use the following key:

Key to Effects	
++	Potential for significant positive effects
+	Potential for minor positive effects
-	Potential for minor negative effects
- -	Potential for significant negative effects
+/-	Potential for both positive and negative effects
?	Uncertain effects
0	Negligible or no effects

Agenda Item 9

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

Date of meeting: **21 July 2025**

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

Title of report: **Centre of Excellence Work Plan for 2025/26**

Purpose of report: **To provide a progress update on the Centre of Excellence and agree the Work Plan for 2025/26**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the progress made in developing and delivering the Centre of Excellence to date as set out in the Centre of Excellence Annual Report 2024/25; and

(2) Agree the Centre of Excellence Work Plan for 2025/26 and the eight priority support packages identified.

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1. Introduction

1.1 The purpose of this report is to update the Partnership Board on Transport for the South East's (TfSE) Centre of Excellence (CoE), through the CoE Annual Report for 2024/25 and the Centre of Excellence Work Plan for 2025/26.

2. Background

2.1 The TfSE Centre of Excellence is one of TfSE's set piece projects. The Department for Transport commissioned TfSE to develop a Centre of Excellence, following the Levelling Up White Paper 2022. In the letter confirming our funding for 2025, the Transport Secretary re-affirmed that the Centre of Excellence, and our support for local authorities, is one of TfSE's three core functions.

2.2 TfSE's Centre of Excellence was formally launched in June 2024 following a development phase that began in September 2023. The platform was co-designed with local authority officers and provides access to webinars, training, case studies, and other resources to build capability and capacity, and support delivery across the region.

2.3 To date, the CoE has over 275 registered users, including officers from local transport authorities (LTAs), the Department for Transport (DfT), universities, professional bodies, and national agencies. In June 2025, the CoE was recognised at the CIHT Awards for its collaborative approach.

3 Budget for 2025/26

3.1 Following our end of year figures for 2024/25, we have been able to allocate a total of £251,759 for the CoE in 2025/26. This includes £50,000 originally allocated to

the CoE, £48,333 of additional funding awarded by the DfT, and £153,426 of re-allocated carry forward (in line with the Board's steers to prioritise the CoE).

3.2 To maximise the impact of this investment, TfSE brought management of the website, and project management in house on 31 March 2025, allowing the full budget to be directed towards delivering subject matter expert (SME) support in 2025/26.

4 Centre of Excellence Annual Report 2024/25

4.1 Since its launch, the CoE has delivered target support including:

- Training on business case development
- Policy and strategy development masterclasses
- Modelling and forecasting fundamentals
- Climate change readiness guidance and tools
- Case studies highlighting local best practice

4.2 These activities have been delivered with positive feedback and measurable impact. A full overview of achievements and insights is included in **Appendix 1: Centre of Excellence – Annual Report 2024/25.**

5 Centre of Excellence Work Plan for 2025/26

5.1 To ensure the 2025/26 programme remains responsive to local needs, TfSE issued a capability survey to all officers across the 16 Local Transport Authorities, alongside structured interviews with 13 authorities. This dual approach identified priority skills gaps and broader organisational needs.

5.2 Based on these insights, and following Steering Group endorsement in May 2025, eight support packages have been identified for commissioning in 2025/26:

- AI in transport planning
- Modelling and forecasting
- Understanding national plans and policy
- Emerging technologies in transport
- Network review, design and planning
- Sustainability and net zero
- Scheme prioritisation
- Impacts of devolution on bus services

5.3 Further detail is provided in **Appendix 2: Centre of Excellence – Work Plan for 2025/26.**

6 Conclusions and recommendations

6.1 The Members of the Partnership Board are recommended to:

- Note the progress made in developing and delivering the Centre of Excellence as set out in the Centre of Excellence Annual Report 2024/25, and;
- Agree the Centre of Excellence Work Plan for 2025/26 and the eight priority support packages identified.

RUPERT CLUBB
Chief Officer
Transport for the South East

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TfSE Centre of Excellence
Annual Report
June 2024 - June 2025

At a Glance

Our Journey	Concept to launch	Areas of Support	Value and Impacts	Looking Ahead

Foreword



Cllr Keith Glazier, TfSE Chair

It is with immense pride that we mark the first year of the Transport for the South East Centre of Excellence—a resource that was shaped by, and exists for, the officers and organisations working tirelessly to deliver better transport outcomes for our communities.

What began as a DfT led initiative, has become a practical, collaborative platform shaped by all 16 local transport authorities (LTAs) and key partners. It is now a trusted hub for tools, training, and shared learning.

In just 12 months, the Centre of Excellence has supported officers to strengthen business cases, improve local transport plans, and boost in house expertise.

With more support planned for 2025, we are committed to keeping it relevant, practical, and focused on what matters most to officers on the ground.

Thank you to everyone who has helped make it a success.

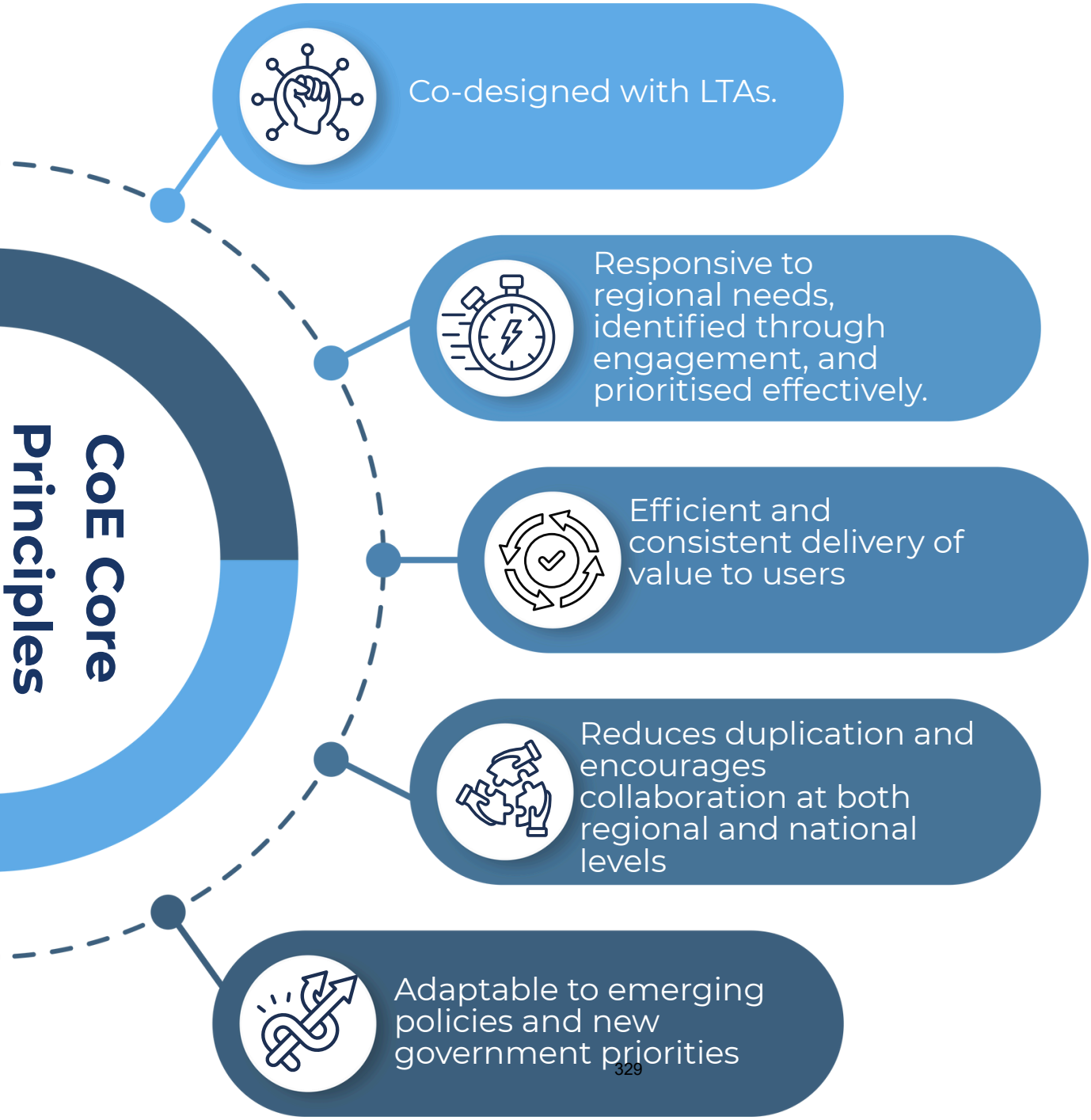
Our Journey

What is a Centre of Excellence?

The TfSE Centre of Excellence was established in response to the Department for Transport (DfT) request for STBs to deliver regional Centres of Excellence, following the Levelling Up White Paper (2022).

While the term “Centre of Excellence” is a common term across sectors, TfSE set out to define what would make ours genuinely valuable, and how it could offer something distinct and practical for the South East.

As a result, TfSE’s Centre of Excellence is guided by these key principles:



From Concept to Launch

Feb-March 2023 - Engagement & Insight Gathering

- TFSE internal workshop – assessed internal capacity and capability to provide a realistic baseline of what could be offered and helped shape the role TfSE would play in facilitating the CoE's development and delivery.
- LTA officer workshop – first engagement with officers to shape vision and priorities, and test feasibility. The workshop was instrumental in establishing a sense of ownership among officers, and informed the priorities in the CoE roadmap.
- Review of best practice in existing Centres of Excellence – review of similar initiatives helped ensure that our CoE was built on proven models, avoided duplication, and was tailored to meet the South East's needs.

TfSE's CoE Roadmap submitted to DfT - 7 March 2023

The insights gathered fed into the development of a formal roadmap which set out TfSE's ambition, delivery plan, and governance model for the Centre of Excellence. The roadmap was approved by the Department for Transport, unlocking £250,000 in funding to move from concept to launch.

April-June 2023 - Co-design with partners

- Extensive collaboration with all 16 Local Transport Authorities – ensured that the CoE was continuously shaped by the regional need The 2024 capability survey was central to this, informing the initial pipeline of content and establishing a baseline of officer skills.
- Engagement with Network Rail, National Highways, Active Travel England, DfT, professional institutes, and universities – this brought in regional and national perspectives vital to officers' work. Academic input was integrated into the governance model at the request of the users.
- Steering group established - to guide delivery, ensure relevance, and maintain shared ownership, holding the programme to account and keeping it responsive to evolving priorities.

July 2023 - April 2024 - Building and user testing

- A suite of bespoke materials, tools, and resources developed - to ensure the platform would be relevant, high quality, and ready for use at launch.
- User testing – undertaken with local transport officers to refine content structure and review usability, ensuring the final platform met needs and expectations.
- Ready for launch: a practical, accessible Centre of Excellence shaped by its intended users, with content aligned to the priorities identified through the capability survey.

June 2024 - Launch

- Site launches on 18 June
- All users of the site invited to Launch event and training courses

From launch to June 2025

A year in review.



18 June - CoE launch event

Following months of co-design and collaboration, the Centre of Excellence officially launched in June 2024, sparking a major milestone for TfSE. The launch event bought together officers, DfT representatives, and key partners. It also kicked off the start of our business case development training, and a training session from Lucy Saunders of Healthy Streets. We were delighted to have over 20 officers with us on the day.

Since its launch, the Centre of Excellence has seen strong uptake and growing impact.

- Just under 300 local transport officers registered to the virtual platform
- More than 20 bespoke webinars delivered, with over 650 attendees
- 799 unique visits and 2,667 sessions on the site
- Demonstrable cost savings across all 16 LTAs through free access to tools, resources, training, and support

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Capability survey – purpose and achievements

The 2025 capability survey shows improvement in 33 of 35 skills since 2024 (when the baseline survey data was received). This is a fantastic achievement reflecting broad capability growth. The two exceptions are in AI in transport planning, now a key focus following survey feedback, and maintaining a pipeline of schemes, which will be addressed through a peer review workshop in July 2025.

This survey remains critical to shaping the Centre of Excellence work plan. It identifies not only skills gaps, but the desired progression level, enabling us to tailor resources effectively to meet user needs and priorities.

Thank you to all respondents. Your input ensures we deliver targeted, valuable support where it matters most.

"I had a good look around the COE website this afternoon and I am impressed with it. It looks really good, the site format really works, and the site itself worked very well ." - Centre of Excellence User Feedback

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CIHT AWARDS 2025

SHORTLISTED

Collaboration Award

We were thrilled to be commended for the 2025 Chartered Institute of Highways and Transportation (CIHT) Collaboration Award— a testament to the dedication, and partnership behind the TfSE Centre of Excellence.

This recognition belongs to our local authority officers, partners, and wider network who have shared their time and expertise to build something greater than the sum of its parts. At its core, the TfSE Centre of Excellence is about collaboration, raising capability across the region so every authority can deliver better outcomes. This commendation celebrates that culture.

Areas of Support

In its first year, the Centre of Excellence has become a valued resource for officers across the South East, providing over 300 pieces of content to improve local authority capability and capacity. These include guidance documents, tools, blogs, case studies, recorded webinars, and resources.

Our interactive Chat Forum has also proven to be a vital space for building connections and sharing advice, helping to establish a community of best practice across our 16 Local Transport Authorities and requested partners.

We have committed over £50,000 to bespoke support, commissioning subject matter experts (SMEs) to co-develop resources with us.

'One of the best presentations I've heard in a long while from a true pioneer being absolutely frank about the challenges involved.' – Webinar attendee

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Business case development training series

Between June and October, we ran a flagship eight-part training series led by SMEs from Arup and Steer, tackling the complexities of developing robust business cases. Each session was built on real world examples, and included lessons learned, particularly from unsuccessful submissions. The sessions received an average rating of 4.2 out of 5, highlighting their value in building confidence and capability across teams.

These sessions were especially useful for officers new to business case development, or those looking to refresh their approach ahead of future funding rounds.

This high-impact workstream combined live webinars with off-the-shelf content, shaped directly by officer feedback. Across live and recorded formats, 239 officers accessed the training. This made it one of the most cost-effective offers of the year, at **£73 per participant.**

"Very engaging presenter, good audience participation. Good to hear that future sessions are being considered" - Training Participant

Areas of Support

Developing Consent Orders
To support authorities' understanding of their role in the Development Consent Order process, a resource was created and backed by regional case studies including the Lower Thames Crossing and Gatwick Runway. This guidance has been accessed 42 times and provided practical insights with regional relevance. The average cost was **£119 per participant.**

Guidance on preparing for climate change
This online resource was designed to help LTAs incorporate climate risk into strategic planning and design. It responded to a high-priority need identified in the 2024 Capability Survey and was launched ahead of the Centre's public launch on 18 June. The guide has been accessed 35 times via the platform (plus more via email circulation) and was heavily supplemented by DfT materials to avoid duplication. The support cost equated to **£142 per participant.**

Policy and Strategy Development
First and foremost, an introductory webinar was held, inviting all users of the CoE, and provided context, and established future areas of support. This was attended by over 50 officers. Follow on training was delivered via a hybrid model—an in-person session attended by 14 officers and a follow-up webinar for 68 officers who required virtual access. This dual format ensured no one was excluded due to time or budget constraints. Supporting slide packs have since been accessed 43 times. With a total of 125 engagements, the support cost came in at just £49 per participant.

"All three facilitators had thorough knowledge and experience of their topics, were good communicators and had a helpful approach to assisting with the workshop exercises." – Training participant.

Carbon Assessment Playbook
Since its launch in August 2024, The Carbon Assessment Playbook (CAP) has **received 111 visits** via the Centre of Excellence platform by local transport authority officers. This figure is particularly notable given that the CAP is also accessible via direct link outside of the CoE platform. The volume of access via the CoE demonstrates the platform's effectiveness in signposting key resources.

Areas of Support

Transport Related Social Exclusion support
In response to the growing demand for more interactive, face to face learning, we hosted an in person masterclass focused on the core principles of policy and strategy development.

This hands on, practical session guided officers through the key considerations in shaping effective transport policy, from aligning with national guidance to responding to local needs and political priorities. It offered a valuable space for officers to test ideas, share challenges, and build confidence in developing strategic plans.

The feedback from the event was overwhelmingly positive, with many calling for further sessions of this nature. We are pleased to confirm that we are exploring opportunities to expand this further in the coming year.

The series saw 157 attendees, achieving great reach at just **£30 per participant.**

Targeted Support on Modelling and Forecasting
Following our April 2024 capability baseline survey, we identified a gap in modelling and forecasting expertise. In response, our in-house Analysis Manager, Dr Joshua Jiao, led the development of tailored resources, including a blog on active travel modelling.

A Modelling 101 session was delivered for early-career officers, and a joint webinar with the Department for Transport was held to support authorities in becoming more intelligent clients - helping to reduce inefficiencies, procurement delays, and avoidable costs during technical commissions.

These highlights represent just a fraction of the wide-ranging support we have delivered - at no extra cost to local authorities - thanks to the commitment and collaboration of our internal experts and wider network.

Over the past year, we have also welcomed contributions from Network Rail, National Highways, Sustrans, Cabinet Office Behavioural Science team, CECA, CIHT, Bus Centre of Excellence, and the University of Kent.

The breadth of expertise, paired with local insight and national alignment is what defines the Centre of Excellence. As we look to year two, we remain committed to evolving our offer in step with your needs.

Value & Impacts

The Centre of Excellence was created to support every transport officer in the TfSE region, regardless of role or seniority. As of June 2025, it has 294 users from all 16 LTAs, demonstrating strong regional reach and demand.

Improving productivity through shared resources
Officers have previously had limited access to data and tools. By centralising key resources, the CoE helped to reduce siloes, and ensure a common, consistent evidence base. This has helped LTAs operate from a single source of the truth.

Flexible training
Feedback on webinars told us that they often clash with meetings they cannot miss. To adapt to this, every session is recorded and uploaded, along with relevant materials to our virtual platform, ready to access anytime. We have made it easier to join too, with direct calendar invites to users' inboxes, and webinar links shared via our bi-weekly newsletter, so no one misses out. Over 650 officers have already benefitted from this flexible approach.

Our in-person masterclasses have boosted officer confidence levels in areas like strategy development, and deliver high impact learning and strong returns on time invested.

Peer learning that saves time
LTAs in our region have valuable insights, and our CoE allowed these to be celebrated and shared more widely. The case studies and chat forum allow officers to share lessons from real projects, helping others build on what works.

Tangible Improvements in Capability
In 2024, we benchmarked regional capability. One year on, 33 of 25 tracked skills have improved, particularly in LTP development and reducing environment impacts. The CoE is helping to drive progress across the board.

We have also seen measurable improvements across all four of the Department for Transport's objectives.

Value & Impacts

Table 1 - incremental improvements against DfT objectives.

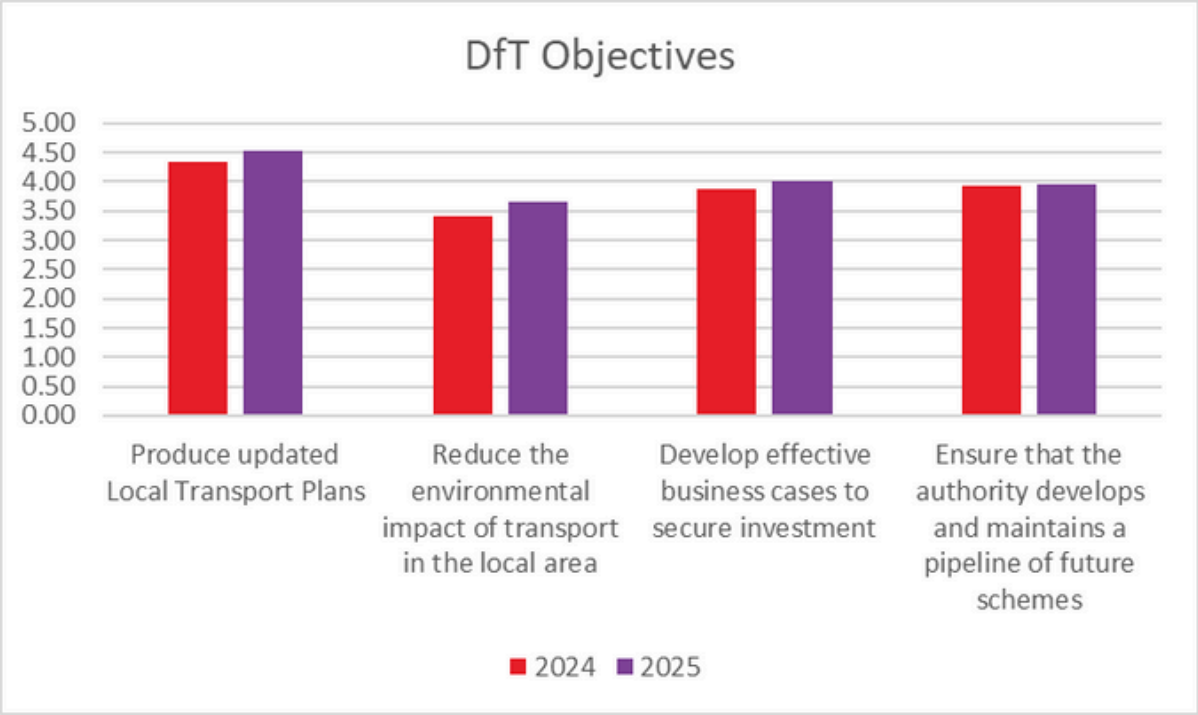


Table 1 alternative text:
- Producing Local Transport Plans: +0.18
- Reducing environmental impact of transport: +0.26
- Developing effective business cases to secure investment: +0.15
- Maintaining a pipeline of future schemes: +0.02

While the 'maintaining a pipeline of future schemes' metric saw the smallest improvement, it is important to note this was the only area without dedicated bespoke support. We are responding proactively: in 2025, we will host a region-wide forum to explore how LTAs manage scheme pipelines, culminating in a shared lessons learned report to benefit all.

Tools with impact

Bespoke tools like the Carbon Assessment Playbook are now hosted on the CoE website. Free to access, they are helping to shape LTPs across the region and demonstrating value We are now collecting case studies to showcase its impact and share practical applications.

Improving engagement

Officers time is stretched, and we respect their time. Workshop outputs are shared on the Chat Forum and in the webinar section of the site, enabling flexible, meaningful engagement without constraining their diaries.

Value & Impacts

Better Commissioning, Better Value

By facilitating shared learning, hosting data, providing expert guidance, and developing toolkits, the Centre of Excellence is actively reducing duplicated effort and helping authorities save time and money.

Table 2 - Value for Money for LTAs through the CoE

Workstream	Cost to TfSE	Cost per participant	Estimated market value (x16)	Estimated savings
Business case development	£12,500	£73	£200,000	£187,500
Policy and strategy development	£8,550	£49	£136,800	£128,250
Transport related social exclusion	£4,615	£30	£73,840	£69,225
Climate change readiness	£5,000	£142	£80,000	£75,000
Developing Consent Orders	£5,000	£119	£80,000	£75,000
Carbon Assessment Playbook Tool	£100,000	£6,250 (per LTA)	£1,600,000	£1,500,000
EVCI	£0 (facilitated through DfT	N/A	£320,000	£320,000
Modelling training	£0 (in house SME)	N/A	£5,000	£80,000
Total savings				**£2,435,975**

Looking ahead

Between August 2023 and June 2026, the Centre of Excellence was supported by Arup, covering the development and delivery of content and infrastructure. This contract was brought to an early close on 1 April 2025, so that future year's funding will be focused on delivering support, and project management and site management will be brought in-house.

This shift will allow a greater share of the remaining budget to be invested in more bespoke training, tools, resources, and access to experts.

We are entering an exciting new phase, ensuring it becomes more responsive, impact-driven, and shaped by officers' needs.

Priority areas for 2025/26
Based on survey responses from local transport officers, the following capability gaps will be the focus of expert led content in 2025/26.

- AI in transport planning
- Modelling and forecasting
- Understanding of national plans and policy
- Awareness of emerging technologies
- Network review, design, and planning
- Improving sustainability and delivering net zero
- Prioritisation of transport schemes
- Bus devolution
- Policy, strategy, and business case development
- Maintaining a pipeline of schemes

You can find out more about how we intend to deliver this support, and what it entails, in our **TfSE Centre of Excellence 2025/26 Work Plan.**

Centre of Excellence

2025/26 Work Plan

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2) Introduction.....3
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- AI in Transport Planning
- Modelling and Forecasting
- Awareness of Emerging Technologies
- Network Review, Design, and Planning
- Understanding National Plans and Policy
- Improving Sustainability and Delivering Net Zero
- Prioritisation of Transport Schemes
- Impacts of Devolution on Buses

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Support reference list.



Areas that are being delivered by TfSE will be indicated by a:

Introduction

Our Centre of Excellence supports local transport authorities (LTAs) to bridge gaps in skills, knowledge and capacity through collaboration and tailored support. Based on insights from TfSE's capability survey, officer engagement, and the evolving government priorities, this Work Plan sets out the Centre of Excellence's objectives for 2025/26.

The challenges the Centre of Excellence addresses is twofold:

- Capability gaps across core areas of business for LTAs, such as modelling and forecasting, developing business cases, and understanding and implementing national plans and policy continue to hinder timely and effective scheme delivery.
- A new political landscape marked by devolution, local government reorganisation, and an evolving funding and policy cycle, requires LTAs to respond with greater agility, confidence, and strategic coherence.

This matters now more than ever. Officers face tight deadlines, national guidance, complex funding bids, and growing demands from local communities and central government. With the right support, authorities can better align their resources to deliver lasting transport improvements.

The Centre of Excellence aligns directly with TfSE's broader mission to grow the South East's economy through a sustainable, resilient, and decarbonised transport system. By strengthening capability, the CoE supports delivery of the wider Strategic Investment Plan (SIP) and complements government priorities.

To guide delivery in 2025/26, the Centre of Excellence will have clear objectives. We will deliver targeted thematic support across eight priority areas aligned to the most pressing capability gaps identified by LTAs, including emerging fields such as AI in transport, decarbonisation, and impacts of devolution on buses.

Each support offer will be measurable, with officer confidence levels, participation, and feedback evaluated before and after delivery. Delivery is both achievable and well resourced, using a blend of internal expertise, subject matter experts, academics, and regional assets. All activity will be developed in alignment with local and national priorities. Importantly, the programme is time bound and structured, with defined outputs.

Our Approach & Budget

Our approach to 2025/26 support is evidence-led, shaped by the findings of the 2025 capability survey and direct engagement with local transport authorities. Officer feedback has highlighted clear priorities and delivery pressures, which we have used to inform the allocation of the budget, targeting resources where capability gaps are greatest, and where support will generate the most impact.

The programme strikes a balance between shared and bespoke provision, combining TfSE led offers such as data access and training, and bespoke resources developed by experts.

This model ensures all authorities benefit from content while retaining the flexibility to meet individual or emerging needs. The overall approach is designed to be responsive, practical, and aligned with DfT ambitions.

Budget

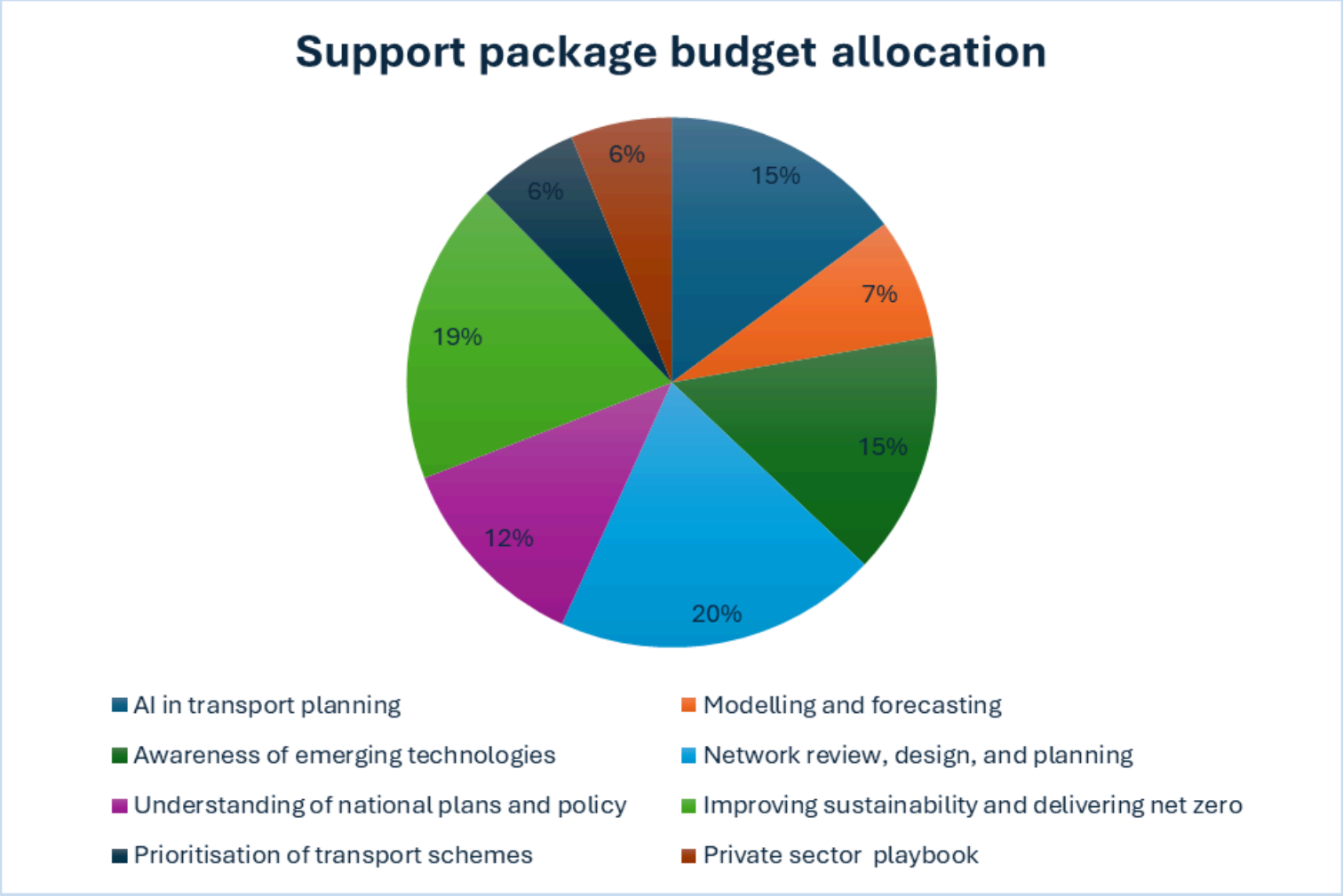
The 2025/26 work programme represents a strategic, data-led allocation of the £251,759 budget. Each thematic workstream has been resourced in line with its priority level, ensuring targeted investment in the most critical areas of need.

While some themes receive lower direct investment, this reflects the ability of TfSE or external partners to deliver relevant support outside our framework of subject matter experts, ensuring value without duplication.

Every funded theme includes a tailored combination of expert-led training, webinars, roundtables, and one-to-one surgeries, complemented by TfSE's internal data and policy workstreams, peer learning activities, and practical case studies.

This balanced approach enables officers to build capability across core skills, respond to evolving national policy, and apply best practice locally. In addition, £127,693 has been retained as unallocated budget to provide agility, allowing us to commission further support in response to new priorities, work with academic institutions, and deepen activity where demand increases.

Roadmap to March 2026



The pie chart does not include spend against workstreams that TfSE are fulfilling, or already commissioned pieces such as the Bus Support package (£43,066), or private sector finance playbook (£5,000).

Roadmap to March 2026

Our delivery is phased to reflect funding cycles, national timelines, and most importantly, officer time. Early support (July-August) will focus on AI in transport planning, understanding national plans and policy, and strengthening modelling and forecasting.

As we move into Q3 and Q4 (September-March), support will shift toward devolution readiness, net zero delivery, and improving sustainability. The work programme is time-bound, agile, and managed with clear delivery checkpoints to ensure effective progress.

Support Packages

AI in transport planning

Goal: To empower officers to understand and appropriately apply AI tools in their workstream.

Learning outcomes:

- Knowledge on how to apply AI tools effectively in planning and resource allocation
- Build trust in AI transport solutions
- Alignment to DfT plans relating to AI

Support in 25/26

- Multi-module virtual training on legislation, data analysis, and applications in planning
- Research blog and explainer article
- Roundtable session with subject matter experts



Impact: Officers will gain confidence in ethical, practical applications of AI to improve decision making, reporting, and forecasting.

What does success look like?

Improved awareness of AI's role in transport planning, and building more confidence in its use.

Target audiences: Team Managers/Principal or Senior Transport Planners

Support Packages

Modelling and forecasting

Goal: To strengthen capability and capacity to use modelling tools for business cases and policy development.

Learning outcomes:

- Awareness of available methods for modelling and forecasting transport impacts
- Knowledge, and opportunities for hands on experience of how to apply modelling to support different workstreams (e.g. business cases)

Support in 25/26

- Webinars on using TfSE's modelling tools (e.g. Travel Market Synthesiser)
- Regional review of modelling capabilities to improve efficiencies
- Provision of analytical support where possible

Impacts: Officers will understand the right tools for different use cases and build stronger, evidence-based proposals.

What does success look like?

Greater use of regional tools in local business cases, stronger modelling assumption in LTA submissions, peer feedback on enhanced modelling capability.

Target audience: Team Managers/Principal or Senior Transport Planners

Support Packages

Awareness of emerging technologies

Goal: To equip officers to plan for and adopt shared mobility and autonomous vehicles solutions.

Learning outcomes:

- Understanding how to plan for emerging shared mobility and autonomous vehicles
- Knowledge on the assessment and deployment of new transport technology

Support in 25/26

- Multi-module training on new mobility, procurement, and success factors
- First/last mile toolkit and best practice materials
- Subject Matter Expert surgeries for targeted queries



Impact: Officers will be ready to respond to rapid tech changes and future proof local strategies.

What does success look like?

·LTAs referencing emerging technologies in strategy and schemes, increased officer confidence in assessing new mobility proposals.

Target audience: Head of Service/Team Manager

Support Packages

Network review, design, and planning

Goal: To build practical capability to deliver people centred, integrated transport networks.

Learning outcomes:

- Understanding how to better integrate land use and transport through planning and design
- Webinar with DfT land-use representative
- Awareness of good practice technical review and design of transport networks
- Practical knowledge on how to navigate and apply design guidance effectively

Support in 25/26

- Two-part in-person training. Firstly on the NPPF (introductory), and planning principles and tools (e.g. triple access planning, user hierarchies, movement and place, healthy streets). Secondly, there will be a multi module training series covering planning to design, kerbside management, and place-based schemes/building consensus/technical assurance and the use of data.
- Webinars on topics like integrated land use and LTN1/20s



Impact: Officers will be able to confidently apply tools like Healthy Streets and LTN1/20 in designing inclusive, future ready networks.

What does success look like?

Officers using network design tools during scheme scoping, improved integration of transport and land use plans.

Target audience: Principal and Senior Transport Planner/Junior Transport Planner

Support Packages

Understanding National Plans and Policy

Goal: To improve local interpretation and implementation of complex national guidance.

Learning outcomes:

- Awareness of implications of relevant national plans and policies on transport planning and operations
- Knowledge of ways to operationalise complex national guidance locally

Support in 25/26

- Roundtables between officers and SMEs on policy areas relevant to transport (planning reform/local government reorganisation/decarbonisation/local transport plans)
- FAQs and explainers on key policy updates
- Seeking input to answers from DfT, MHCLG, DESNZ, DEFRA



Impact: officers will be better equipped (and aware of upcoming changes) to align local plans with central government direction.

What does success look like?

·Increased LTA confidence in responding to policy change, evidence of national guidance being referenced in plans and strategies.

Target audience: Head of Service/Team Manager

Support Packages

Improving Sustainability and Delivering Net Zero

Goal: To help LTAs embed environmental, social, and health impacts into local strategies.

Learning outcomes:

- Knowledge of different tools for building consensus around decarbonisation of the transport system
- Practical understanding of how to assess the sustainability of strategies, policies, and interventions

Support in 25/26

- Multi module training on impact assessments (Strategic Environmental and Habitats Regulation Assessment, EQIA)

Webinars on consensus building, utilising available data and tools such as the TfSE CAP

Roundtable showcasing application of the CAP and what it has helped to achieve



Impact: Greater strategic integration of net zero, with stronger stakeholder buy in.

What does success look like?

Better quality impact assessments, more CAP uptake and usage, wider officer engagement with decarbonisation strategies and production of carbon impact assessments for local policies, strategies and interventions.

Target audience: Team manager/Principal or Senior Transport Planner

Support Packages

Prioritisation of transport schemes

Goal: To support officers in creating deliverable investment pipelines through prioritisation.

Learning outcomes:

- Understanding of the principles of strategic prioritisation
- Knowledge of how to apply robust framework to develop deliverable investment pipelines

Support in 25/26

Regional Forum/workshop for LTAs officers to attend and discuss how they currently undertake prioritisation of transport schemes within their authority (9 July)

- Documents/guidance and training on development of strategic prioritisation framework for building a deliverable pipeline

Impact: Greater ability to prioritise through robust processes to ensure delivery aligns with current drivers.

What does success look like?

To have a suite of materials and tools that support development of agile robust prioritisation frameworks that can be implemented by partner LTA's to ensure schemes they prioritise are aligned with the latest internal and external drivers.

Target audience: Head of Service/Team Manager

Support Packages

Impacts of Devolution on Buses

Goal: To prepare LTAs for devolution on specific areas such as cross boundary infrastructure, cross subsidy, and franchising.

Learning outcomes:

- Awareness of legislation and its implications for bus planning and operations
- Understanding how to navigate options for bus devolution and ensure benefits realisation

Support in 25/26

- In person training on legislation, cost-benefit, and delivery
- Roundtable with TfGM and WYCA to share lessons learned
- 1-1 Subject Matter Expert surgeries to provide specific advice on a case by case basis
- Guidance documents and summaries on how to approach cross subsidy and cross boundary infrastructure



Impact: Officers gain a practical understanding of pathways to franchising (or not) and enhanced partnerships.

What does success look like?

LTAs exploring partnership or franchising models, increased officer understanding of devolution routes and business case implications.

Target audience: Head of Service/Team Manager

Support from TfSE

Alongside the commissioned support listed previously, TfSE will directly contribute to the Centre of Excellence.

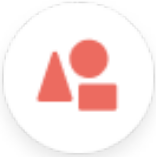
Strategic Data and Knowledge Sharing

Goal: To enhance regional capacity by reducing the need for procuring data, unlocking valuable insights, and data collection from one source, and improved productivity.

Support in 25/26

- Shared datasets from all TfSE workstreams, mobile data, regional travel survey, and travel market synthesiser
- Rail data where there is appetite
- Common analytical framework tools and licences (some free, some subsidised)
- Centralised repository on the CoE website





Impact: Officers have improved evidence and confidence, with consistency across the region, and a reduction in time and costs related to data procurement and analysis.

What does success look like?

Officers regularly use shared datasets, reduce their time in sourcing data, share any data collected by the authority, and support business case development and submissions.

Support from TfSE

Scheme Development

Goal: Help LTAs learn from real-world examples, share knowledge, and reduce consultancy dependency.

Support in 25/26

- Safe space for asking questions and sharing learning through the CoE Chat Forum
- Library of supporting information and documents available including case studies for all business cases that have received funded support from TfSE.
- Support and mentoring for scheme development



Impact: LTA officers' ability to progress business cases will be enhanced through the shared experience of others through the CoE and the library of supporting documents available within it. Confidence and efficiencies in working with consultants and delivering business cases as a result of CoE support and mentoring which will in turn increase collective experience and knowledge base they can share through the CoE.

What does success look like?

Officers replicating learning in subsequent projects, case study downloads and sharing experience increases the competency of authorities throughout the region.

A growing library of supporting texts and greater efficiency and success in delivering business cases and securing funding.

Support from TfSE

Devolution and Local Government Reorganisation

Goal: Support LTAs in navigating structural change effectively.

Support in 25/26

- Best practice case studies from existing mayoral combined authorities
- Readiness guidance
- Support for improving efficiency during government restructuring



Impact: More confident officer response to devolution, with shared learning and streamlined processes.

What does success look like?

Early strategic planning in response to devolution, with officers reporting greater clarity and reduced duplication.

Monitoring and Evaluation

Monitoring and evaluation is a core part of the Centre of Excellence. It will be embedded throughout the programme to ensure we deliver meaningful and measurable impact.

Success will be delivered through a combination of pre and post-delivery feedback, focusing on officer confidence levels, reported improvements in capability, and the practical application of support. The uptake of tools, resources, and engagement with thematic support (including webinars, roundtables, and one to one surgeries) will be tracked across all workstreams.

Aggregated findings will be used to identify trends, inform commissioning, and ensure ongoing alignment with the Department for Transport's priorities.

Each support theme will be monitored against its stated goals, impacts, and success measures, which will be built into future pulse surveys and feedback forms.

Outputs such as case studies, training materials, and data access tools, will be logged and reviewed to assess usage, while outcomes will reflect officer behaviour change, improved delivery capability, and stronger pipelines of work.

Regular engagement and reporting to the DfT will maintain feedback loops, allowing the programme to remain responsive and relevant throughout the year.

Agenda item 10

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

Date of meeting: **21 July 2025**

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

Title of report: **Strategic Investment Plan Refresh**

Purpose of report: **To advise the methodology to update the SIP**

RECOMMENDATION:

The members of the Partnership Board are recommended to consider and approve the methodology and plan for the periodic update of the SIP.

---

1. Introduction

1.1 This report sets out the rationale for and planned methodology proposed to update the Strategic Investment Plan (SIP).

2. Background

2.1 Transport for the South East (TfSE) adopted its current SIP in 2023. The SIP detailed and made the case for investment priorities across the TfSE area and beyond, over 30 years, that collectively were required to deliver the outcomes set out in our first Regional Transport Strategy (adopted in 2020). The SIP built on the strategy and was underpinned by a comprehensive evidence base developed through the Area Studies programme. Engagement with TfSE's constituent authorities, along with central government, the public, local businesses, and other key stakeholders was integral to developing the SIP.

2.2 A key role for Sub-national Transport Bodies (STB's) is to provide advice to Ministers on the transport investment priorities for their regions, and the SIP is the primary way in which TfSE undertakes this function. As TfSE and its partners conclude the refresh of its Regional Transport Strategy, it is important to ensure that the SIP reflects the new strategy and so continues to provide the best advice to Ministers.

2.3 Additionally, the change of central government in July 2024 brought a 'new' policy and funding landscape that the SIP should be aligned with. Local government reform and devolution are also changing the sub-national landscape. Having an up to date and relevant SIP that reflects the national policy direction will be integral to supporting existing and emerging authorities as they seek to secure transport investment in the region.

2.4 Given previous work in developing the first SIP, the current strategy refresh, and their associated evidence bases, the development of the refreshed SIP can be conducted in a materially more efficient manner than previously.

3. Technical work

3.1 The first SIP was the culmination of over two years technical work through the detailed area studies programme, supported by extensive analytical and modelling work, which was well regarded by the Department for Transport (DfT). We will maintain the technical integrity we established through the area studies and first SIP and use our increased analytical capability to build upon that earlier work, ensuring alignment with DfT's Transport Appraisal Guidance for early stage development.

3.2 Schemes will be categorised into National Strategic, Regional Strategic, Local Strategic, and Local to provide focus for the new SIP and to help define the roles of TfSE and our delivery partners. The schemes and interventions long list will be reviewed, including consideration of new schemes meeting strategic criteria for addition and those no longer supported for removal. There will also be a call for new schemes and interventions that deliver on resilience and inclusion & integration, aligned with the new missions in the Strategy.

3.3 The area studies programme will not be repeated, but the evidence from them will be built upon, whilst using the new transport strategy missions to provide focus. This will include a review of the multi-criteria assessment framework (MCAF) used for assessing schemes and interventions, ensuring alignment with the new missions and government policy.

3.4 The refresh will include SEELUM modelling of the anticipated outputs and outcomes the SIP would deliver, presented by mission across the region (and in total). As with the transport strategy and first SIP, an Integrated Sustainability Appraisal (ISA) will be carried out.

4. Stakeholder Engagement

4.1 A programme of targeted stakeholder engagement with our Tier 1 stakeholders at officer and member level, will be developed, alongside engagement with other key delivery partners and the DfT. This will ensure that there is the opportunity for input and feedback which will be reflected as the SIP is developed.

4.2 Engagement will also be carried out through TOG, SOG and with the DfT to seek their feedback on both the general approach as well as on the technical/analytical underpinnings.

4.3 This approach is considered appropriate because of the extensive public consultation undergone by the strategy, and the targeted engagement planned during the SIP development. The SIP is the articulation of how the strategy will be delivered, and individual schemes will undergo appropriate consultation through their future development.

5. Timeline

5.1 A key role for an STB is to provide advice to Ministers on the transport investment priorities in their area, and although there is an existing SIP, with the refreshed transport strategy and changes in both the national, regional and local policy and funding landscapes, it is important that the SIP remains up to date and relevant, ensuring the best advice can be advice can be provided to Ministers.

5.2 There would be significant benefit to having a refreshed SIP for the region prepared

in advance of the 2026 Mayoral elections, and subsequent local government reform, to provide the best support to emerging authorities (as well as existing authorities) in securing transport investment for the region.

5.3 Given the work will build upon previous technical work, the refresh of the SIP can be carried out significantly more quickly than was the case the first time.

6. Financial implications

6.1 The technical work to refresh the SIP is estimated to cost £98,000. There will also be some proportionate costs in analysing the targeted engagement responses. These amounts are planned for within the TfSE 2025/26 Business Plan.

6.2 We will allocate publication costs as part of the 2026/27 Business Planning process to include the graphic design and digital content elements of the proposal. As they draw on the same digital data sources, this would be integrated with work to update the delivery action plan and strategic prioritisation tool to monitor progress with delivery, focus scheme development support and facilitate prioritisation within the SIP schemes.

6.3 Work to undertake the SIP refresh would be commissioned through TfSE's Technical Call off Contract.

7. Conclusions and recommendations

7.1 The proposed scope of the SIP refresh is included at Appendix 1. This sets out in more detail the proposed technical work and stakeholder engagement required to deliver a refreshed SIP by March 2026.

7.2 The members of the Partnership Board are recommended to approve the plan and methodology for the SIP refresh.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Mat Jasper
Email: mat.jasper@transportforthesoutheast.org.uk

Appendix 1 – Proposed methodology for the Strategic Investment Plan (SIP) Refresh

1. Introduction

1. This appendix sets out the detailed rationale for refreshing the Strategic Investment Plan (SIP) and explains the scope and methodology for the work. It also provides context on the constraints under which the project is being delivered and sets out the benefits that the refresh will bring to Transport for the South East (TfSE) and its partners.

2. Rationale for a Refresh

2. The current SIP, adopted in 2023, remains valid in many respects. However, a number of significant changes have taken place that prompt the need for a refresh:

    - **Change in government (2024)**: A new administration has brought with it updated national priorities, including a renewed focus on 'missions' and strategic policy objectives such as decarbonisation, place-based investment, and support for economic productivity.
    - **Updated Regional Transport Strategy (2025)**: TfSE has recently completed a refresh of its Transport Strategy, introducing a mission-based framework that the SIP now needs to align with.
    - **Devolution and Local Government Reform**: The Devolution and Community Engagement Bill has had it's first reading. In the South East this is likely to mean two new Mayoral Strategic Authorities in addition to proposals for local government reform. A refreshed, credible pipeline of regional significant interventions supports leaders from day one.
    - **Evolving funding landscape**: A shift towards fewer, larger, competitive funding streams, with an increased focus on maintaining existing infrastructure, alongside more constrained funding availability makes it essential for TfSE to have an agile and prioritised investment plan for the region to influence central government decisions.
    - **Regional relevance**: As the SIP becomes an increasingly important tool in articulating regional priorities, the clarity and strategic focus of the document must be updated accordingly.

3. Key Changes Since the Last SIP

Category	Previous Context (2023)	Current Context (2025)
National Government	Conservative-led government	Labour-led government with new policy missions and strategies
Transport Strategy	Based on 2020 vision	Refreshed Transport Strategy with mission-based approach
Devolution	No South East combined authorities	Two planned mayoral county combined authorities
Funding Landscape	Strong focus on MRN/LLM, RIS2	Greater competition, more alignment with mission outcomes, increased focus on maintaining infrastructure
Technical Evidence	Built through area studies (2018–2022)	Increased evidence base developed through extensive technical programme and strategy refresh
Stakeholder Input	Extensive engagement via area studies	Targeted engagement via workshops and SIP officer/member groups

4. Project Objectives

3. The SIP Refresh will:

- Align the SIP with the refreshed Regional Transport Strategy and its Missions.
- Reflect the new national policy environment and associated funding routes.
- Provide an updated assessment of schemes in the light of progress, changes in local priorities, and funding conditions.
- Support new devolved authorities to secure funding for the region with an up-to-date regional investment pipeline.
- Deliver this within budget and timescales.

5. Scope of Work

4. The development of the SIP Refresh will:
    - Capture the need for the SIP Refresh including changing policy context and alignment; what the document is and is not; and why invest in the TfSE area.
    - Maintain the technical integrity of the first SIP by building on existing evidence, aligning with Stage 1 of the Department for Transport's Transport Analysis Guidance (TAG) process for scheme/programme development, and making appropriate use of the analytical framework available.
    - Integrate with other recent and emerging plans and studies (e.g. TfSE Rail Strategy) and identify the key interventions – projects, programmes/initiatives, policies, and inferences for ancillary policy areas – to deliver the Regional Transport Strategy and define TfSE's 'space.'
    - In identifying these interventions, reopen the long-list and amend the Multi Criteria Assessment Framework (including any reassessment) applying robust processes and aligning the interventions with the 'challenges' that would be addressed. This notes that in giving advice to ministers an intervention may best be articulated at an early stage as the challenge being addressed, rather than a 'named' scheme.
    - Have a lighter touch Integrated Sustainability Appraisal, for new interventions only or in line with changing legislation/designations, to inform the SIP.
    - Targeted engagement with key stakeholders at member and officer level, recognising the Regional Transport Strategy has undergone extensive engagement and consultation, and the SIP is the articulation of how the strategy will be delivered.
    - Produce a document that can be both printed and hosted online, as well as a plain text version; as well as producing a 'digital-first' version to help communicate the strategy (e.g. with StoryMap). It is noted that the production of graphic design, printed, and digital content is subject to a further commission next financial year, following business plan agreement, and costs presented are indicative only.

6. Tasks

Task 1: Inception and mobilisation

5. We will hold Project Inception Meeting (PIM) to clarify the scope of the project, activities, timings, deliverables, governance arrangements, stakeholder engagement and client communications approach, change management process, assurance process, and next steps.

6. We develop a Project Delivery Plan (in line with the Framework Delivery Plan) to record the assumptions agreed at the PIM and share this with the Client and project team members. We will update this document if there are material changes in the scope of the project throughout the course of the project and detail the process for commissioning new stages of work (i.e. production of Stage Specification Proposals). The Project Delivery Plan will also contain a high-level stakeholder engagement plan.
7. The analytical approach will also be confirmed and summarised as a high-level Analysis Specification Report, and we recommend engaging with both TOG and the Department for Transport to seek their feedback on the general approach as well as on the technical/analytical underpinnings.

Task 2: Confirm strategic narrative and structure for the SIP

8. The Regional Transport Strategy update included extensive data analysis and evidence base development, informing a compelling 'need for intervention' report containing 26 'Challenge Statements'. We intend for this to form a major part of the evidence base and 'case for change' underpinning the SIP. There are several other live sources of data, analysis and insights that we will draw upon to review the supporting Challenge Statements:
    - **other studies and strategies:** such as the Regional Active Travel Strategy & Action Plan and the soon-to-commence Rail Strategy.
    - **Regional Travel Survey:** an extensive household survey providing insights into travel patterns and behaviours – especially valuable for understanding pre- and post-Covid travel behaviours.
    - **mobile phone data:** accessible via an agreement between Network Rail and sub-national transport bodies to understand travel patterns at a high-level between MSOAs; and
    - **highway delay data:** INRIX data from 2021 to 2024 made available via the Department for Transport to best identify 'pinch points' on the network.
9. It is not our intention to reproduce large segments of narrative from the new Regional Transport Strategy. As concise a summary as possible will be produced to capture:
    - The need for a South East SIP refresh.
    - Why invest in the South East.
    - Outlines the changing policy and funding context; and
    - Align to government missions / department strategic priorities, policy hierarchy, and updates of the refreshed Regional Transport Strategy.
10. In addition, the structure of the SIP will also be agreed at this stage. This will help to facilitate as efficient a process as possible.

Task 3: Long-list optioneering

11. It will be necessary to re-open the list of interventions currently informing the SIP. This will include:
    - Identify if existing schemes are still supported (or not), including if they can be found in the policies, plans and strategies of LTA and other delivery partners (e.g. LTPs, RIS). Alongside this, the current stage of their development; any planned/committed next steps and timings; any other useful information such as costings and interdependencies. This will build on information that TfSE already holds and updates annually.
    - Identify new schemes that have resulted from a) new technical work and planning; b) new priorities from local communities (e.g. as articulated by local politicians and business leaders); and/or c) in response to emerging ideas / requirements for the delivery of the new Regional Transport Strategy and its 'mission' based approach.

12. These will be collated in a Multi Criteria Assessment Framework similar to those previously used for the Area Studies and the Strategic Prioritisation Framework tool. We will ensure a consistent approach is taken that can be more readily used efficiently for possible future purposes.

Task 4: Analysis, prioritisation and modelling

13. The Multi Criteria Assessment Framework and broader assessment and prioritisation process needs to consider the following, the process and detail of which will be agreed as part of the mobilisation phase of work:
    - Stratification: identifying if interventions are Nationally Strategic Infrastructure Projects (or candidates or similar); Regionally Strategic, Locally Strategic, or Local. Criteria for each will be developed and agreed, before being applied. The categories of intervention that will be assessed further for inclusion in the published SIP will be agreed with TfSE and key stakeholders.
    - Missions: alignment of interventions to their contribution in meeting Missions' statements developed as part of the Regional Transport Strategy refresh.
    - Challenge Statements: alignment of interventions to their addressing of Challenge Statements developed as part of the Regional Transport Strategy refresh.
    - Corridors: alignment with strategic corridors.
    - Stage of scheme development: alignment with standard stages of scheme development and if the intervention is contained within a 'pipeline.'
    - Scenarios: the extent to which the scheme would still be advisable and changes to the risk profile of the scheme under the different alternative future scenarios developed as part of the Regional Transport Strategy refresh.
    - New criteria: identify and agree if new criteria are relevant since the last use of the TfSE Multi Criteria Assessment Framework ((e.g. embedded carbon).

14. Following a re-running of the assessment, a single Options Assessment Report will be drafted identifying interventions for either selection as part of the SIP or for 'pausing.'
15. Engagement will be necessary to review/feedback and secure buy-in to the outputs of the assessment.
16. Options Assessment Reporting will be supported by up to 10 SEELUM model runs (two per 'mission') with a further run, if required, to help 'optimise' the package. The model runs are to assess the transport outcomes and wider impacts of shortlisted packages, including place-based/spatial impacts. It is assumed there will be up to two packages per mission (e.g. a road and a rail package). We have not assumed additional costs for aggregating these at a mission or regional level.
17. All other assessment/appraisal will be qualitative based on professional judgement and experience. Detailed appraisal and production of Strategic Outline Cases (or similar) will not be produced at this time and will be subject to the business plan.

Task 5: Integrated Sustainability Assessment

18. Development of an Integrated Sustainability Appraisal is good practice, despite the SIP not being a statutory document. It also aligns with likely stakeholder expectation given an ISA was developed for the last SIP and has been developed for the most recent Regional Transport Strategy.
19. The ISA would not include a scoping phase as this has been conducted as part of the strategy. It would screen and assess new interventions only or in line with changing legislation/designations, to inform the SIP.

Task 6: SIP drafting

20. As per the last SIP, it was efficient to provide chapters in draft format for review, rather than wait till a full first draft of the SIP had been produced. We propose the same approach this time.
21. The structure will be agreed earlier in the SIP Refresh process, but it is currently envisaged that following a concise introductory section(s), a section will be presented for each Mission of the Regional Transport Strategy with a supporting cartography and 'headline' model outputs.
22. Implementation will be covered through sections covering:
    - Delivery profile; lead organisations; costings.
    - Funding and financing.
    - Governance including roles and responsibilities.
    - Monitoring and evaluation, potentially including targets; and
    - Next steps: how TfSE will support the delivery of the sip.
23. The Implementation plan will draw on materials from the last SIP, updated accordingly where there are new interventions and where material changes have occurred (e.g. funding landscape).
24. Any price rebasing will use a standard metric across all schemes, unless information is provided at a disaggregated level for different scheme types or cost components that is accessible and easy to apply to existing costings.

25. Intervention costs, both capital and for operations, maintenance and renewals will be based on a high-level categorisation of price 'bandings' (e.g. £0-10m, £10-£20m, £20m - £50m, £50m - £100m, £100m - £250m, £250m - £500m, £500m - £1,000m, £1,000m - £2,500m, £2,500m+) and/or make sensible use of published prices, estimates provided by scheme promoters or discussed in engagement with LTAs/delivery partners, or benchmarks. The largest of schemes may need a bespoke approach, especially where interventions cross regional boundaries (e.g. Bakerloo Line Extension, Lower Thames Crossing).

Task 7: Engagement

26. Engagement will focus on a six-to-eight-week process. This will have three 'tracks':
    - Fireside Chats: conversations with Delivery Partner leaders / portfolio holders or senior officers in the TfSE area and key stakeholders (DfT, NR, NH etc.) in advance or early during the consultation phase.
    - Written representations: provision of draft SIP and an online survey or optional email response.

Task 8a: Post engagement analysis and reporting

27. A comments log will be produced with proposed actions/amendments from the feedback for Tier 1 Stakeholder representations.
28. This will be accompanied by an engagement report – an analysis of consultation responses in a short technical note, including:
    - Tier 1 stakeholders: key themes and levels of support; and

Task 8b: Post engagement analysis and reporting

29. Accompanying the engagement report will be recommendations for amendments to the SIP.
30. Amendments will be made; engaged upon with TfSE officers; then through working groups, and then through TfSE's governance groups to the TfSE Partnership Board for approval. We do not propose additional 'fireside chats' at this point.

Task 9: Graphic design and digital content [TBC]

31. Task 9 supports the communication of the SIP – to increase engagement by making it accessible in additional format and a more compelling read/experience.
32. Following approval of the SIP, we will graphic design the SIP for both web hosting and for print. We have assumed up to three iterations of the graphic designed version. Exact numbers for printing and corresponding budget will need to be confirmed at the time.
33. We will also update the online StoryMapper. This is an interactive web-based tool that contains a summary of the core narrative of the SIP along with spatial representation of the interventions and basic information about each one. Subject to detailed specification and agreement of budget and timescales, it would be possible to allow for different segmentations of interventions (e.g. by mission, by sub-geography, by corridor, by constituency, by mode, by stage of scheme development, by cost, by impact type).

Engagement

34. TfSE's officers will work closely with the Consultant throughout the development of the SIP and seek early buy-in from key stakeholders of the engagement plan, SIP refresh approach, and timescales.

35. As the SIP develops, we will present emerging findings to meetings within TfSE's governance structure: TOG, SOG and Partnership Board at key milestones. These will be scheduled to ensure strategic alignment and buy-in, and to allow for early feedback prior to final drafting.
36. A structured programme of stakeholder engagement will be delivered throughout. This will include:

- SIP Officer Working Group meeting approximately monthly.
- SIP Member Task and Finish Group meeting approximately monthly.

37. LTA/Delivery Partner workshops

- Small group or 'one-to-one' engagement sessions during:
  - 1) Long-listing.
  - 2) Short-list / Draft SIP phases.

38. Fireside Chats'

- 1 to 1 Fireside Chats with Delivery Partner leaders / portfolio holders or senior officers in the TfSE area and key stakeholders (DfT, NR, NH etc. as per Transport Strategy refresh) in advance or during consultation phase.

39. Briefing materials will be drafted to synthesise inputs in a way that supports transparency, consensus-building, and policy relevance.

6. Benefits of the Proposed Approach

- **Cost-effectiveness**: Maximises the impact of the budget by leveraging existing tools and data.
- **Timeliness**: Delivers a refreshed SIP in time to support the Devolution Priority Programme outcomes and potential Mayoral elections in May 2026.
- **Strategic clarity**: Focuses TfSE's voice on regional and national priorities without overstepping local authority functions.
- **Political relevance**: Ensures TfSE is ready to provide advice to Ministers and aligns with new central government narratives.
- **Engagement**: Targeted engagement ensures buy-in without overburdening stakeholders.

7. Risks and Mitigations

Risk	Mitigation
Budget limits technical depth	Prioritise mission-based analysis and leverage SEELUM modelling efficiently
Engagement fatigue	Combine SIP engagement with parallel activities (e.g., Rail Strategy) to streamline contact with LTAs
Delays impacting alignment with establishment of MSAs	Front-load tasks and use digital-first formats to compress production timelines

8. Programme

SIP Refresh timeline

Task	Phase	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
	Partnership Board approval for SIP refresh methodology and timeline											
1	Inception and mobilisation											
2	Confirm strategic narrative and structure											
3	Long-list optioneering											
4	Analysis, prioritisation and modelling											
5	Integrated Sustainability Assessment											
6	SIP drafting											
7	Stakeholder and Public Consultation											
8a	Post consultation analysis and reporting											
8b	Post consultation amendments											
	Partnership Board approval of refreshed SIP											
9	Graphic design and digital content											

Agenda item 11

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Communications and Engagement Plan 2025/26**
Purpose of report:	**To provide the board with the Communications and Engagement Plan for 2025/26**

RECOMMENDATION:

The members of the Partnership Board are recommended to consider and approve the Communications and Engagement plan 2025/26.

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1. Introduction

1.1 The Communication and Engagement Plan 2025/26 provides information on the audiences and stakeholders who we need to inform and influence. It also outlines our engagement activity over the last twelve months, as well as our communications and engagement targets for 2025/26.

2. Background

2.1 The communications and engagement plan for 2025/26 supports TfSE's strategic priorities and reflects the evolving political and policy landscape. The plan sets out clear objectives to raise awareness, strengthen stakeholder relationships, and position TfSE as a trusted regional voice—particularly in the context of devolution and local government reorganisation.

2.2 Activity will include a mix of proactive media and digital engagement, targeted political communications, and collaborative campaigns with partners, ensuring we remain visible, relevant and influential throughout the year.

3. Contents

3.1 The plan contains the following:

- The role of TfSE
- The role of Communications and Engagement at TfSE
- Understanding our audiences
- Our engagement
- Working with our region's MPs
- Current/Future challenges

- Key interactions with MPs 2023/24
- Devolution and local government reorganisation
- Comms and engagement implications
- Comms and engagement strategy
- Devolution/LGR strategy
- Measuring success

4. Conclusions and recommendations

4.1 The Partnership Board is recommended to consider and approve the plan. The board will continue to receive updates on all communications and engagement activity throughout the year.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: James Boyes
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Communications and Engagement Plan 2025/26



TRANSPORT FOR THE South East

The Role of Transport for the South East

To **determine** the transport infrastructure needed to deliver economic growth to the South East.

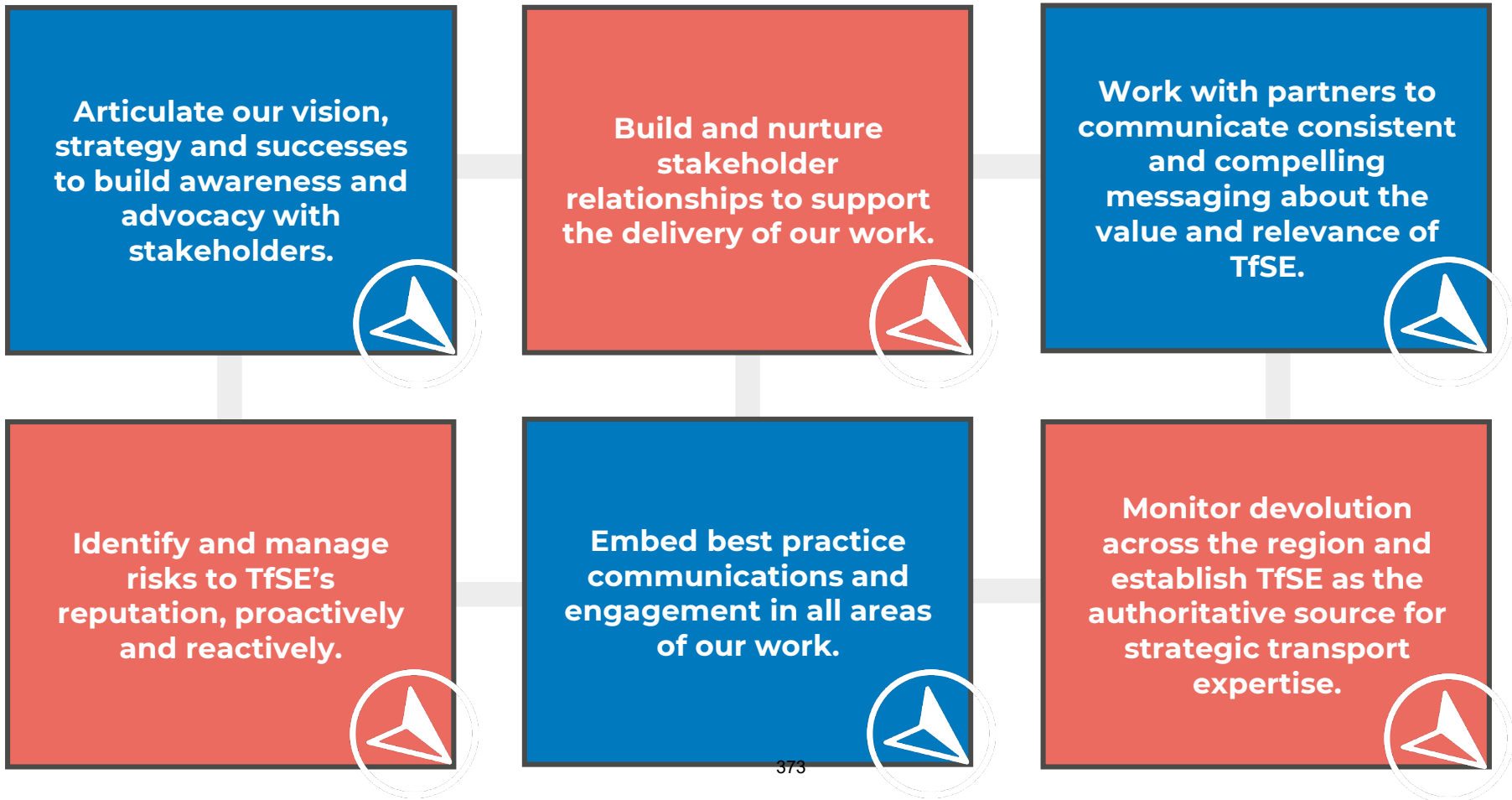
To **connect** local transport authorities, partners, community organisations, politicians & businesses across the TfSE region.

To **speak** with one voice to government about our regional transport needs.

To **provide** evidence-based solutions to improve transport connectivity in the region.

To **consult** with local communities and stakeholders about our future connectivity plans.

The Role of Communications and Engagement at Transport for the South East



Understanding our Audiences

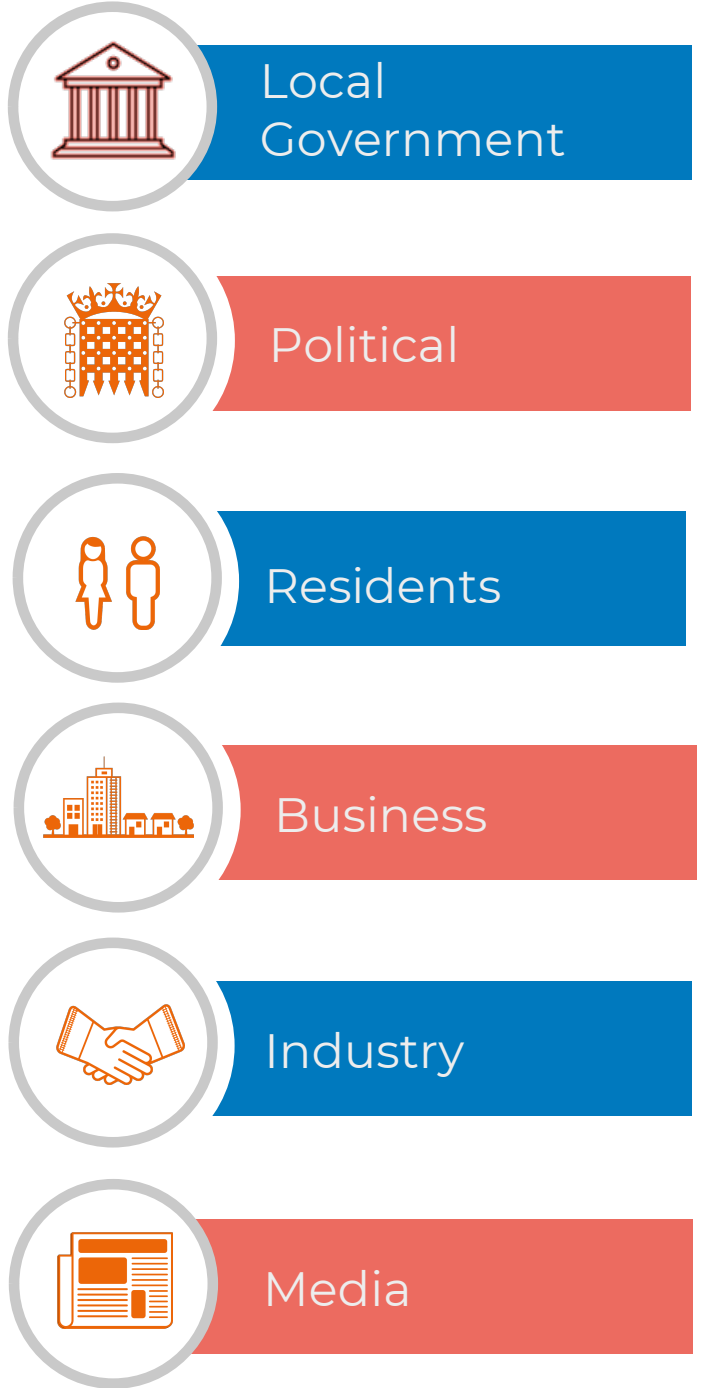
National Government: Maintaining strong engagement with Ministers and parliamentary stakeholders is essential. We'll continue meeting Ministers, MPs and closely track parliamentary activity to stay informed on the transport issues that matter most to our region's representatives.

Local Government: As devolution and local government reorganisation (LGR) unfold in 2025/26 and beyond, we'll adapt our approach to strengthen and sustain mutually beneficial relationships with constituent authorities—including their communications teams.

Industry: We've built strong alliances with transport industry partners and broadened regional business and commercial connections through initiatives like our Business Advisory Group. We'll keep nurturing and expanding these networks.

Public/Users: Overall awareness among residents remains low, but feedback from the transport strategy consultation was encouraging, offering a valuable opportunity to deepen public involvement.

Media: Awareness of TfSE in local, regional and national media has room to grow, but with the right, accessible content and story telling, although good recognition in the trade press shows we're on the right track.



Our Engagement

We maintain engagement with over 4000 individuals and around 2000 organisations through our stakeholder management system.

We manage numerous stakeholder groups ranging from our Partnership Board to technical steering groups and Transport Forum.

Contact with our wider stakeholders is conducted through our monthly 'Connections' newsletter, with almost 4000 subscribers.

We have attended a series of external events including Interchange in Manchester and DfT workshops while supporting colleagues hosting training sessions for transport officers.

Social media engagement has increased over the past year, with the number of followers on our channels up nearly 8%.

- LinkedIn followers up 19%, our most popular channel with 1322 followers
- Facebook followers reached 233, up 35%
- X followers down 12%, although the channel saw a global decline in users

Engaging the Region: Supporting the Transport Strategy Refresh

Communications and engagement around the Transport Strategy Refresh were a key focus, combining digital, media and in-person activity to drive awareness and participation.

We ran a region-wide campaign that included regular social media posts, targeted web content, eight public roadshows, and direct emails to local transport authorities, districts and boroughs, MPs, and previous survey respondents.

A media pack supported wider coverage, while a launch video gained almost 400 views and social content was shared 140 times across LinkedIn, Facebook and X.

The campaign delivered a total of 865 responses—753 from individuals (up 47% from 2020) and 108 from organisations, alongside four MPs. Compared to the 2020 consultation, total responses rose by 69%, driven primarily by increased individual engagement.

While organisational responses decreased, the sharp rise in public participation reflects the growing relevance of our work to residents across the South East.







Working with Our Region's MPs

Following the 2024 General Election, we continued our efforts to engage with the region's MPs, and have held meetings with the following either virtually or face to face:

Kieran Mullan	MP for Bexhill and Battle
Jess Brown-Fuller	MP for Chichester
Monica Harding	MP for Esher and Walton
John Milne	MP for Horsham
Joshua Reynolds	MP for Maidenhead
Lee Dillon	MP for Newbury
Matt Rodda	MP for Reading Central
Al Pinkerton	MP for Surrey Heath
Nus Ghani	MP for Sussex Weald
Will Forster	MP for Woking
Clive Jones	MP for Wokingham
Zöe Franklin	MP for Guildford
Alison Bennett	MP for Mid Sussex
James MacCleary	MP for Lewes
Peter Swallow	MP for Bracknell
Amanda Martin	MP for Portsmouth North
Stephen Morgan	MP for Portsmouth South
Joe Robertson	MP for Isle of Wight East
Kevin McKenna	MP for Sittingbourne and Sheppey
Lauren Edwards	MP for Rochester and Strood
Tom Rutland	MP for East Worthing and Shoreham



All MPs and their offices receive a copy of our monthly newsletter

Social media support from MPs

We provided a Transport Strategy consultation media pack to all MPs in January, some of whom shared the information with constituents on their own social channels, significantly increasing our social media reach.

TfSE at Conference

We attended the 2024 Liberal Democrat annual conference in Brighton, offering a valuable opportunity to connect with the South East's Liberal Democrat MPs. The event enabled us to share key information about TfSE's role and priorities, with several MPs expressing interest in follow-up meetings with our Chair and Chief Officer



Current/Future Challenges

Finances: Sustained Pressure on Local Authorities
Local authorities across the South East continue to face severe financial pressures, with rising demand and limited budgets. There is also a growing national conversation around rebalancing investment between northern and southern councils, which risks disadvantaging our region.

Resources: Capacity Gaps and Sector Pressures
Local authorities are being asked to do more with less, including headcount reductions and limited specialist capacity. Meanwhile, the broader transport sector faces its own challenges: skills shortages, post-COVID recovery, and inflation-driven cost pressures.

Relevance: Staying Front of Mind in a Crowded Landscape
With attention focused on devolution, funding crises and service delivery, its even more important for TfSE to demonstrate value and worth to our audiences.

Net Zero & New Thinking: Evolving Public Perception
Commitment to Net Zero remains a government priority, but political and public debate is shifting on the topic.

Geography: Clarifying the South East Story
Many still mistakenly assume London is part of TfSE's geography—leading to misperceptions around fairness in funding and the associated need to ensure that efforts to champion the South East are maintained by TfSE.

Noise: Breaking Through a Busy Agenda
With audiences increasingly saturated with competing priorities, it's even more difficult to land messages but more important to be targeted and selected in our comms approach .



Devolution & Local Government Reorganisation

A Changing Governance Landscape

Devolution and local government reorganisation is reshaping local governance across the South East. New combined authorities will emerge, with evolving responsibilities, priorities and leadership structures.

New Audiences, New Expectations

The shift brings fresh stakeholders into the fold—new mayors, cabinets, policy leads and delivery teams. We need to build visibility and trust early, offering clear, value-driven messaging that positions TfSE as a key strategic partner.

Uncertainty in the Short Term

The pace and nature of change will vary across the region, leading to a fluid and sometimes unclear picture. Rather than wait to see how things develop, we need to communicate through the ambiguity, offering reassurance and clarity while the new landscape takes shape.

An Evolving Role for STBs

As the governance environment settles, we will need to redefine and demonstrate our value with the new devolved authorities, championing TfSE's unique role as a connector, strategic planner and source of expert analysis on strategic transport across the region.





Photos: Kent County Council; West Sussex County Council

Comms & Engagement Implications



Need to understand devolution and implications for TfSE
A clear internal understanding of the shifting landscape is essential to shape informed, confident messaging and engagement.

Need to flex and respond to different—and changing—needs of LAs
Comms must remain adaptable, recognising varied capacities, priorities and structures across local authorities.

Need to develop TfSE narrative for new audiences
A refreshed, accessible narrative is needed to introduce TfSE to new stakeholders, including mayors, combined authorities and evolving leadership teams.

Need to show outputs, add value, maintain relevance
Demonstrating tangible impact through clear, compelling content helps reinforce TfSE's value amid competing priorities.

Need to continue BAU and provide ongoing support to LAs
Consistent communication and support maintain trust
and stability while the wider environment evolves.

Need to prepare for the future
Proactive messaging must anticipate change, showing how TfSE is future-ready and aligned with long-term regional and national goals.

Need for early engagement with emerging structures
Early, relationship-building comms are vital to secure influence, shape shared priorities and ensure TfSE is embedded from the outset.

Need to reaffirm TfSE's role as a convenor and strategic influencer
Communications should reinforce TfSE's unique ability to bring partners together, bridging boundaries and creating regional coherence in uncertain times.

Comms and Engagement Strategy

Business objective	Recognised and valued as the single voice for the South East's strategic transport needs
Communication & engagement objectives	• To build awareness, understanding and advocacy for who we are, what we do and the value we bring to the South East. • To collaborate with partners and stakeholders to deliver a consistent, compelling narrative that supports our objectives. • To forge mutually beneficial relationships, creating advocates and deepening our engagement with politicians and partners. • To promote and support the work of TfSE including the refresh of our Transport Strategy and Strategic Investment Plan. • To position TfSE as a credible, expert partner with new and emerging audiences including regional mayors and combined authorities. • To empower TfSE staff to contribute to quality communications and engagement activity that supports our business objectives.
Strategy	• Tell the South East story with confidence, challenging misconceptions and demonstrating TfSE's value. • Use co-ordinated comms and engagement to showcase the strength and unity of our partnerships where possible • Create clear and compelling messages, founded in the real transport needs of people and businesses across the region. Communicate with empathy and authenticity, listening and responding and telling human-centred stories. • Strengthen our insight base and stay closely aligned to political priorities to drive targeted, effective engagement. • Stay visible and relevant by proactively positioning TfSE in key regional and national conversations. • Build & sustain strategic alliances, recognising the role of trusted relationships in securing advocacy, influence & long-term support.
Audiences	• Members, MPs, government, partners, transport operators, residents, businesses, media, funders.
Tactics	• Develop a clear TfSE narrative explaining what we are, what we do and the value we add, tailored for both new and existing audiences • Enhance political monitoring and intelligence, with a stronger focus on of MPs, mayors and key decision makers to better understand their strategic transport priorities • Improve digital communications, including the frequency of updates across the website and social media, highlighting both TfSE initiatives and the successes of our LA partners. • Share updates on key projects using clear accessible formats, through channels such as *Connections* and other appropriate platforms. • Increase media engagement to showcase where TfSE is delivering a tangible impact. • Deliver joint communications with partners wherever possible, demonstrating a unified voice for the region. • Explore opportunities in which the Centre of Excellence can be used to host communications resources to promote best practice.

Devolution/LGR Comms Strategy

Business objective	Position TfSE as a strategic partner for emerging regional mayors and combined authorities
Communication & engagement objectives	• Maintain and strengthen TfSE's relevance during governance and policy shifts. • Build awareness and understanding of TfSE's role among new stakeholders while maintaining an ongoing focus on existing LA partners. • Support consistent, informed engagement across all levels of the organisation. • Track and respond to evolving stakeholder needs through evidence and feedback • Ensure mayors view TfSE as an enabler of regional success
Strategy	• Position TfSE clearly and confidently as an expert advisor and trusted regional collaborator in the evolving governance landscape. • Identify and understand these emerging audiences by mapping key stakeholders and monitoring shifts in governance structures and policy priorities. • Build and maintain strong relationships through early, proactive engagement with new authorities while sustaining trusted connections with existing partners. • Tailor communications and messaging to reflect new audience priorities, shared goals and regional distinctiveness, ensuring clarity and impact. • Maintain visibility and demonstrate leadership by actively participating in relevant policy conversations, events and media.
Audiences	• Mayoral candidates, newly appointed mayors, new local gov transport leaders / new partnership board members.
Tactics	• Draft a TfSE prospectus with TfSE narrative and timeline • Produce introductory briefings, slide decks and Q&As for new stakeholders. • Create stakeholder mapping identifying strategic priorities and preferences. • Establish a dialogue including welcome meetings and onboarding briefings with new authorities. • Generate audience-specific content (e.g. infographics, explainer videos, project spotlights). • Use the website, LinkedIn and sector media to amplify TfSE messages and promote those from the new authorities. • Track engagement and stakeholder feedback. • Monitor media, parliamentary activity and political shifts to inform ongoing comms

Measuring Success

Key Performance Indicators (KPIs):

- ❑ **Ensure that TfSE is seen as a trusted voice on strategic transport development in the region.**
- ❑ **Position TfSE as key partner and industry expert with emerging mayors and combined authorities.**
- ❑ **Increase our social media reach and engagement.**
- ❑ **Deliver two in-person Transport Forum events and two digital Transport Forum events.**
- ❑ **Further enhance our existing relationships and engagement with local transport authorities.**
- ❑ **Improve public affairs activities including monitoring of MPs and mayoral candidates.**

	2024/25 Targets	2024/25 Outcomes	2025/2026 Targets
LinkedIn	1500 followers	1322 31/3/25	1500
X	1500 followers	956 31/3/25	950 (manage decline despite good engagement)
Facebook	N/A	233 31/3/25	250
Podcast	100 average listens per episode	Reached 70 but inconsistent production in 2025	No longer monthly, future uncertain
Connections newsletter subscribers	N/A	3900	4300
MP Meetings	At least two per month	Met 21, but regular scheduling is difficult	Two per month
LTA Face to Face Meetings	At least one per month	Virtual meetings with 13 LTAs in Spring 2025	Meet reps of constituent LTAs at least once

Audience Outcomes

TfSE Members and Partners:

✓ Are confident speaking on behalf of TfSE and able to clearly and consistently communicate our vision, value and purpose.

Stakeholders:

✓ Feel informed about our work and able to advocate for us publicly and with their wider networks; recognise the value of a mutually beneficial relationship with TfSE.

MPs and Mayors:

✓ Understand our value to the region and to their constituents and are willing to advocate for us in public and with stakeholders and colleagues on funding and powers.

Media:

✓ See us as a respected source of insight and comment on relevant issues and a source of news of interest to their readers/viewers.

Public:

✓ Are aware of TfSE, know where to find out more about us and to how engage in conversation with us.

Agenda Item 12

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
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 comment on 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 Tuesday 8 July 2025. This report provides a summary of the discussions and actions to take forward.

2. Centre of Excellence Annual Report and Work Plan

2.1 The Committee received an update on the Centre of Excellence Annual Report, which covered qualitative feedback through surveys, outcomes of the capability survey, and value for money. The Committee also heard the proposal for the 25/26 budget allocation for the Centre of Excellence. The eight priority areas were discussed, alongside their goals, learning outcome, impact, and target audience. It was noted that the work plan represented good value for money, and would be presented at the 21 July Partnership Board.

2.2 The Committee agreed to advise the Board to approve the Centre of Excellence Work Plan for 2025/26 and the eight priority support packages identified, and noted the progress in developing and delivering the Centre of Excellence as set out in the Annual Report.

3. Annual Report 2024/25

3.1 The Committee reviewed the Annual Report 2024/25 and provided feedback on changes, which have been made on the version that is presented to Partnership Board. The Committee agreed the Annual Report 2024/25 and advised the Board to publish it on the Transport for the South East website.

4. Finance

4.1 The Committee reviewed TfSE's final budget for 2025/26 and the position to the end of May 2025, as the financial position to the end of June was not available at the time of the meeting.

4.2 The Committee discussed the forecast confidence ratings that officers have outlined and sought assurance on planned spend on budgets for salaries, governance, and operational expenses. After a discussion, the Committee agreed these budgets were correct but agreed to continue to monitor these budget lines at upcoming Committee meetings, to see whether savings can be made.

5. Strategic Risk Register

5.1 The Committee reviewed TfSE's Strategic Risk Register 2025/26, attached at Appendix 1, prior to presentation to the Board.

5.2 The Committee noted that no new risks have been identified, since the risk register was last reviewed by the Committee in February, and no changes have been made to risk scores.

5.3 The Committee noted that the risk around TfSE's funding for 2025/26 was closed, as TfSE has received its funding allocation for this year.

5.4 The Committee requested changes to the narrative for six risks, which are highlighted on the risk register.

- **Risk 6 – TfSE - Value**

TfSE's Communications and Engagement Plan 2025/26 has been updated, with a strengthened focus on public affairs, given the expected changes to TfSE's constituent authorities, as a result of devolution and local government re-organisation.

- **Risk 18 – 25/26 Budget**

This risk has been updated to reflect the 25/26 Budget, rather than the 24/25 Budget.

- **Risk 19 – Transport Forum - engagement**

New text: Members had two sessions of digital three in person events in 2024/25. Further events will be planned for 2025/26, to help meet TfSE's Business Plan and engage a wide range of stakeholders across the region.

- **Risk 21 – LEPs Dissolution**

New text: The Business Advisory Group are hosting their inaugural Business Summit on 9 July, bringing together a wider group of business stakeholders from across the South East, to tackle three top transport-related challenges (access to international connectivity, rural mobility, energy availability)

- **Risk 22 – Transport Policies**

New text: The recent Spending Review focused investment in the North and Midlands, although it did announce funding for the Lower Thames Crossing. TfSE will continue to engage with Government to make the case for funding transport investment in the South East, particularly through private finance and funding.

- **Risk 34 – Devolution affects legislative framework underpinning TfSE and affects buy-in from stakeholders**

New text: Furthermore, following the creation of Mayors, stakeholders may lose buy-in for TfSE and its work, as focus shifts to Mayoral Authorities.

New mitigation text: We will stay live to any changes and make sure that we engage with Local Authorities and Mayoral Authorities, once they form, to ensure we fulfil the functions that they want us to deliver, on their behalf.

5.5 The Committee recommended the Strategic Risk Register be presented to Partnership Board for its approval.

6. Update on TfSE Internal Audit

6.1 The Committee heard that TfSE have commissioned its accountable body, East Sussex County Council, to conduct an internal audit of TfSE's governance, procurement and supplier management processes. The Committee will receive this report, following the conclusion of this work.

7. Conclusions and Recommendations

7.1 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: Keir Wilkins

Email: Keir.Wilkins@transportforthesoutheast.org.uk

Risk Register

Programme Overview
July 2025

TRANSPORT FOR THE South East

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
2	**Government Policy - STBs** Government policy around STBs is uncertain, particularly in light of other changes to government policy.	4	4	16	Continue to monitor developments. Work with other STBs to produce a strategy for potential changes to government policy.	1	2	2	Rupert Clubb	Ongoing	SOG
3	**MP Engagement** Local MPs do not support TfSE and its strategy.	3	3	9	Following the general election, TfSE received 50 new MPs. Attended Liberal Democrat conference, 0 Lib Dem MPs pre election, now have 18. Scheduling meetings with all new MPs	2	2	4	Keir Wilkins	Ongoing	PB
4	**TfSE - Statutory Status** Maintaining the TfSE partnership without statutory status.	2	3	6	Ongoing engagement with Leaders. Secure indicative funding for future years to demonstrate DfT commitment to TfSE.	2	1	2	Rupert Clubb	Ongoing	PB
6	**TfSE - Value** Wider stakeholders do not recognise value of TfSE.	2	2	4	Use appropriate stakeholder forums as a route to engage stakeholders. Communication and Engagement Plan 2024/25 has been implemented. TfSE's Communications and Engagement Plan 2025/26 has been updated, with a strengthened focus on public affairs, given the expected changes to TfSE's constituent authorities, as a result of devolution and local government re-organisation.	1	2	2	Keir Wilkins	Ongoing	SOG
9	**Regional Inequality** Focus on regional inequality directs investment away from the South East. Grouping of London & SE not an accurate representation.	4	4	16	Continue to make the case for investment in the South East. We will continue to monitor distribution of project funding across STB regions as part of our value for money work within our Annual Report.	4	3	12	Keir Wilkins	Ongoing	PB
11	**TfSE Staff - Retention** Retaining staff in TfSE and plans to replace staff if the need arises.	2	2	4	Ensure succession planning is in place. Regular supervisions with staff, opportunities for further development and training. Advertising roles in key publications. Making roles region-wide and flexible approach to working. Using recruitment consultants as and when appropriate.	2	1	2	Rupert Clubb	Ongoing	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
12	**Procurement** Procurement unable to respond to adhoc needs from TfSE	1	2	2	Develop forward plan with procurement for future work. Majority of work will go through the technical call off contract. Technical Call off Contract will be in place until July 2026.	1	1	1	Keir Wilkins	Ongoing	PB
13	**SIP Delivery Plan** Constituent authorities do not support the SIP delivery plan.	2	2	4	Continued engagement with SIP delivery partners.	1	2	2	Sarah Valentine	Ongoing	SOG
15	**Infrastructure Investment proposals - challenges** Challenge to infrastructure investment proposals from stakeholders.	3	4	12	Robust evidence and processes to demonstrate approach. Exploring how to unlock private investment through our Funding & Finance Working group	2	4	8	Keir Wilkins	Ongoing	SOG
18	**25/26 Budget** Managing the 25/26 Budget to ensure the DfT grant and carry forward from 24/25 is fully spent	3	3	9	Effective budget monitoring on a monthly basis and demonstrate TfSE's performance to DfT through regular review meetings and annual report.	2	2	4	Keir Wilkins	Ongoing	SOG / PB
19	**Transport Forum - engagement** Transport Forum members engagement with the new structure	2	3	6	Members had two sessions of digital three in person events in 2024/25. Further events will be planned for 2025/26, to help meet TfSE's Business Plan and engage a wide range of stakeholders across the region. The Advisory Panel have met before the two recent board meetings, a forward programme is to be created for them to remain focussed. Engagement Manager is reviewing the membership of the group and preparing a refresh.	2	2	4	Jaimie McSorley	Ongoing	PB
20	**Scheme Promotors** TfSE members are not prepared to be scheme promotors to larger schemes with large risks. This could lead to failing to deliver the TfSE transport strategy.	4	4	16	Report on the impact of inflation on schemes, we will use the report to continue discussions with DfT and advocate for a resolution. Working with DfT to better understand cost overrun risk. Officers will explore private sector funding for schemes through the funding and finance meetings. Centre of Excellence work will support early scheme development. Continue development of the common analytical framework with other STBs.	4	3	12	Rupert Clubb	Ongoing	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
21	**LEPs Dissolution** The dissolution of Local Enterprise Partnerships (LEPs) in March 2023 leaves a gap in business representation within the Transport for the South East governance structure.	3	4	12	The Business Advisory Group (BAG) have now met twice, a terms of reference has been agreed and an agreed format of an agenda to ensure the business voice is heard at each meeting to feed back into the Partnership Board. The Business Advisory Group are hosting their inaugural Business Summit on 9 July, bringing together a wider group of business stakeholders from across the South East, to tackle three top transport-related challenges (access to international connectivity, rural mobility, energy availability) Partnership Board can assess the efficacy of the new BAG and Business Summit in capturing the business voice and whether any changes are needed.	1	1	2	Keir Wilkins	Jul-24	PB
22	**Transport Policies** Shifts in transport policies and funding allocations, meaning investment in the South East is paused or cancelled.	5	4	20	Maintain open and regular communication with DfT to ensure we are informed about any potential policy changes. The recent Spending Review focused investment in the North and Midlands, although it did announce funding for the Lower Thames Crossing. TfSE will continue to engage with Government to make the case for funding transport investment in the South East, particularly through private finance and funding.	4	3	12	Rupert Clubb	Ongoing	PB
23	**Delays in government policy direction.** There could be delays in decision-making processes that could impact the timely implementation of our work programme.	4	4	16	Ensure we maintain open communication with local authorities, stakeholders and the public to manage any expectations and address any concerns promptly. Ensure we are building in flexible timelines within our work in the programme.	4	3	12	Rupert Clubb	Ongoing	PB
24	**Transport Strategy Refresh - Constituent Authorities Support** Constituent Authorities do not support the Transport Strategy Refresh and does not agree to support the 'missions'.	4	4	16	Changes to local government control mean that the Transport Strategy Refresh will need the sign-off of different stakeholders than the original Transport Strategy. The Transport Strategy Task and Finish Group have now met four times. The Partnership Board have signed off the Strategy at their meeting in December, and it was formally launched on 10th December and is out for consultation for 12 weeks. A number of face to face support surgeries are being scheduled in around the TfSE area.	4	2	8	Mark Valleley	Dec-25	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
25	**Transport Strategy Refresh - Central Government Support** Central government does not support the Transport Strategy Refresh and does not sign off the 'missions'. The new government means that the Transport Strategy Refresh needs the sign-off of a different Government than the original Transport Strategy.	4	3	12	The Transport Strategy will align with the emerging Integrated National Transport Strategy. Ensure we continue to engage with DfT officials, and engage with new Ministers following the election. Session took place in October with DfT policy leads on the Transport Strategy Refresh.	4	2	8	Mark Valleley	Dec-25	PB
26	**Local Contributions** Constituent authorities are not able to pay Local Contributions from 2025 onwards.	5	4	20	Early agreement at Partnership Board. SOG members advised to work into operational budgets. October Board meeting, the Board agreed that the level of contribution would remain as it was in previous years recognising the pressures local authorities are facing. Officers produced work on demonstrating how TfSE delivers value for partners.	4	2	8	Keir Wilkins	Ongoing	SOG / PB
27	**South East Devolution** The lack of devolution in the South East means that the South East does not receive the same level of policy focus as the North and Devolved Administrations. The South East has no representation in groups such as the Council of Regions and Nations.	4	4	16	Transport for the South East will engage with DfT Ministers and Officials to ensure the South East and Local Authorities in the South East remain high on the Government's agenda. The devolution white paper was published in December, consultations are now live, TfSE need to consider if they wish to respond to these.	3	2	6	Keir Wilkins	Ongoing	SOG / PB
28	**Rail Reform** The impacts of the Government's plans for rail reform are uncertain. TfSE's role may need to develop to provide strategic advice and democratic accountability to a new Great British Railways body.	4	2	8	TfSE will continue to monitor Government plans and continue to engage with DfT, Network Rail and Great British Railways as plans develop. TfSE will explore options for playing a bigger role in rail, as part of next year's Business Plan. The Railways bill consultation went live on 18 February which TfSE will be responding too.	4	1	4	Keir Wilkins	Ongoing	SOG / PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
29	**Storage of Data** Consistency of data across TfSE geography. Plans if there was a loss of our key operational data and reliance on the ESCC data architecture	4	4	16	The analytical team are developing a data management plan. Clear documentation on any work produced by TfSE and what our data sources are. Backup of databases, with considerations to be made if we moved away from a particular software. Data architecture is being developed.	2	2	4	Sarah Valentine	Ongoing	SOG / PB
30	**Use of Data** Potential breach of GDPR or breach of data licences, which could result in prosecution/fines	4	4	16	Ensure proper governance in using our data. GDPR register to be completed and reviewed quarterly by the TfSE GDPR officer. Data catalogue to contain the licencsing details for each item. TfSE officers (and consultants) to be made aware of and adhere to the constraints set out.	2	1	2	Sarah Valentine	Ongoing	SOG / PB
32	**National Planning Policy Reform** Uncertainty on the impacts of National Planning Policy Reform and the Planning and Infrastructure Bill. The NPPF reforms could add extra requirements for housebuilding onto Local Auhthorities, without adequate transport funding, or a mechanism for raising revenues from housebuilding.	4	4	16	TfSE recently responded to the open consultation on the NPPF. Following the consultation, the NPPF was revised on 12 December 2024. It set out the government's planning policies for England and how these are expected to be applied. TfSE will continue to monitor government plans and continue to engage with MHCLG and DfT, as the government continues to develop their policy on planning.	4	3	12	Rupert Clubb	Ongoing	SOG / PB
33	**Devolution Delays Delivery** The Devolution White Paper was published on 16 December. Many Local Authorities in the TfSE area have made proposals for devolution, but it will take some time for devolution to take effect and Local Authorities may take on powers in phases. Whilst these changes are worked through, there is a risk that the implementation of transport improvements delays delivery.	5	4	20	TfSE will continue to monitor any Government updates and plans. TfSE notes the devolution priority programme and the current consultations for proposed Combined authority geographies across the region. TfSE provides continuity during this period of change and transition.	3	2	6	Rupert Clubb	Ongoing	PB

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)			Owner	Review date	Escalation route
		Impact	Probability	Risk score		Impact	Probability	Risk score			
34	**Devolution affects legislative framework underpinning TfSE and affects buy-in from stakeholders** STBs are underpinned in legislation by the Local Transport Act, as amended by Cities and Devolution act 2016. The English Devolution Act could amend the section of this legislation that sets out the role of STBs. Furthermore, following the creation of Mayors, stakeholders may lose buy-in for TfSE and its work, as focus shifts to Mayoral Authorities.	4	4	16	TfSE will continue to work with the 6 other STBs who together with TfSE make up the 7 STBs for England. TfSE will continue engagement with DfT officials and monitor any Government updates and plans. We will stay live to any changes and make sure that we engage with Local Authorities and Mayoral Authorities, once they form, to ensure we fulfil the functions that they want us to deliver, on their behalf. TfSE's Chair met with the Transport Secretary, to set out the role that TfSE play on behalf of our Members, and we will ask DfT Ministers to set this out in writing.	3	3	9	Rupert Clubb	Ongoing	PB
35	**Governance** As the South East area changes and any potential changes to our authorities our Constitution and Inter Authority Agreements would need to be amended.	3	2	6	TfSE Officers will work with Local Authorites ensuring engagement is timely in order to make the changes to the constitution and inter authority agremeent in a timely manner to ensure the governance of TfSE is correct.	2	1	2	Rupert Clubb	Ongoing	PB / SOG
36	**Spending Review** Without TfSE having a multiyear funding settlement it means it is difficult to plan a forward programme of support to our Local Authorities and work is delayed, because of stop-start funding.	2	2	4	TfSE will feed into the DfT Spending Review submission to make the case for us to receive a multiyear funding settlement which will provide more certainty	2	1	2	Rupert Clubb	Ongoing	PB / SOG
37	**TfSE Governance / Meetings** In response to devolution developments and Local Government Reform TfSE will need to adapt to changes that arise. Both through the formal constitution and ensuring the correct level of engagement with the key local authority officers. TfSE currently have 18 meeting groups.	3	2	6	TfSE officers will conduct a review of the current attendance at meetings attended by our Local Authority officers. TfSE officers will also review the terms of reference for each meeting group to ensure they remain relevant and are up to date. The findings and recommendations for the meeting groups will be taken to the TfSE management team to consider in light of the current changes due to devolution.	2	1	2	Keir Wilkins	Ongoing	Audit and Governance Committee

Risk Register - COMPLETED

Programme Overview

January 2025

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

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

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

	Additional work is identified that has not been accounted for in the budget.	3	2	6	Prioritisation process to be put in place. Small contingency allocated in budget.	2	2	4	TfSE Management Team	Ongoing
32	**National Planning Policy Reform** Uncertainty on the National Planning Policy Reform white paper contents which could add extra requirements for housebuilding onto Local Auhthorities, without adequate transport funding, or a mechanism for raising revenues from housebuilding	4	4	16	TfSE will continue to monitor Government plans and continue to engage with DfT. TfSE recently responded to the open consultation on the NPPF.	4	3	12	Chief Officer	Ongoing
8	**Reduced Funding for future years** Reduced funding in 2024/25 may impact on work programme as set out in Business Plan.	4	3	12	£200k reduction from the ask set out within the Business Plan for 2024/25. Agreed amended work plan delivering against this.	2	2	4	Keir Wilkins	Ongoing

Agenda Item 13

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
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**

RECOMMENDATION:

The members of the Partnership Board are recommended to:

(1) Note the final budget for 2025/26, following the final carry forward figure for 2024/25; and

(2) Note the financial update to the end of Quarter 1 2025/26.

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1. Overview

1.1 The purpose of this report is to update the Partnership Board on the final budget for Transport for the South East (TfSE) for 2025/26, following the final carry forward figure for 2024/25. This report also provides an update on the financial position to the end of May 2025.

2. Background

2.1 In March, the Partnership Board agreed TfSE's Business Plan for 2025/26, which set out how funding will be allocated to each of TfSE's technical work areas for the year ahead.

2.2 TfSE's Business Plan allocates DfT funding, local authority contributions, and our carry forward from the 2024/25 Financial Year.

2.3 At the time of the March Partnership Board, the financial year had not yet finished, so we could only forecast our carry forward figure at the end of 2024/25. Now that we have the final carry forward figure for 2024/25, we can set out the final budget for 2025/26.

3. Final budget for 2025/26

3.1 **Appendix 1** sets out our final budget for 2025/26, now that we have our final end of year figures for 2024/25.

3.2 Our final budget for 2025/26 is £4,304,052, based on DfT funding of £2,161,666, Local Contributions of £498,000, a Technical Programme Carry Forward of £1,237,656, and a Carry Forward for TfSE's reserve of £406,730

4. End of year figures for 2024/25

4.1 The end of year figures for 2024/25 are set out in full in **Appendix 2**.

4.2 In March, we forecast that our technical programme carry forward would be £1,106,054. £317,435 of this was uncommitted carry forward, based on savings that TfSE had made, which the Board re-allocated to new technical work at the Partnership Board in January. The other £788,619 of this forecast was committed carry forward, which is for technical work that is underway that will be completed in early 2025/26.

4.3 March's Partnership Board paper outlined where this committed carry forward came from. The bulk of this was committed carry forward is due to Strategic Investment Plan (SIP) implementation, Analytical framework, Freight and the Transport Strategy:

- Spend on SIP implementation was lower than expected because of delays in scheme development support work getting underway, but all work has now commenced and should be invoiced soon.
- Spend on the Analytical Framework was lower than expected as work on building the South East Highways Assignment Model (SEHAM) was more complex than initially profiled, but will be finished early in 2025/26. The procurement of mobile network data will also be finished in early 2025/26.
- Spend on the Transport Strategy was as expected. A small carry forward was planned into 2025/26, because the Transport Strategy is a project that spans multiple financial years.
- Spend on Freight was lower than expected, but work on warehousing and waterborne freight are approaching completion and will be invoiced imminently.

4.4 At the end of the Financial Year, the final carry forward figure was £1,237,656, £131,602 higher than forecast:

- £41,745 of this is because of additional income, as Southampton City Council made a £41,745 contribution to scheme development work, which is committed to be spent in 2025/26.
- £86,666 of the variance from the forecast was on salary costs, where we are waiting for an invoice from DfT to pay for a secondment that we had been expecting to receive in March.

4.5 Other than these two variances, our forecasts were accurate, and our forecast budget was only £3,191 away from our final position.

4.6 This additional £89,857 carry forward has been allocated to the salaries budget for 2025/26, to ensure the budget can pay for the invoice from DfT, which we are expecting to receive imminently. This is a one-off payment for a two-year secondment, which started in the 2023/24 Financial Year and continued into 2025/26. Our headcount is not increasing, and we continue to structure ourselves as efficiently as possible.

5. Financial Position to the end of Quarter 1 2025/26

5.1 **Appendix 3** sets out our financial position to the end of Quarter 1 2025-26, against our final budget. In April, May and June, TfSE spent £490,458 across all budget lines.

5.2 While salary spend is as expected, spend on the technical programme is lower than forecast at £225,665. This is because TfSE's accountable body, East Sussex County Council, changed finance systems from SAP to Oracle, and as the new system has been rolled out, this transition has delayed making payments. However, technical work has progressed as normal, and invoices are ready to be paid, so expenditure should get back on track in the coming months.

5.3 This Financial Year, following a request from TfSE's Audit and Governance Committee, TfSE have added a Forecast Confidence rating to our regular financial reports. This gives each budget line a confidence rating from 1-5, representing officers' confidence in meeting our financial forecast for that budget line (5 = virtually certain, 1= highly uncertain)

5.4 At present, all our budget lines are forecast to spend all their budgets, as budget lines have been profiled based on our experience of previous years, and each budget line has a strong work plan for the expenditure to take place.

5.5 We are most confident about meeting our forecast on the Transport Strategy, which is marked as 'Virtually Certain', as work is well underway, and we started this year with only £120,737, of a larger, multi-year budget, left to spend. Expenditure on Future mobility and Active Travel is marked as 'Uncertain', as TfSE's work plans in these areas may develop, to align with the missions identified in the Transport Strategy. We are currently undertaking work to identify how TfSE and its partner can best support the delivery of the Transport Strategy missions.

5.6 Our forecast on salaries is marked as 'Moderately Likely', as in the process of the Financial Year some staff may leave their posts, and it can take time to fill these posts. Similarly, our Other Costs and Technical Support forecast is also marked as 'Moderately Likely', as this budget is available for additional work within the Financial Year, e.g. the Department for Transport ask TfSE to undertake some work at short notice.

6. Conclusions and Recommendations

6.1 Partnership Board are recommended to note the final budget for 2025/26 and note the position to the end of Quarter 1 2025/26.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact officer: Keir Wilkins
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Appendix 1 – Final TfSE Budget for 2025/26

	Budget
EXPENDITURE	
Salaries (including on-costs)	1,319,857
Training	20,000
STAFFING	1,339,857
Transport Strategy	120,737
SIP Refresh	98,000
SIP implementation	482,473
Analytical framework	546,984
Future mobility	40,000
Active travel	45,000
Decarbonisation	40,000
Freight	185,758
Rail	75,000
Electric Vehicle Infrastructure	129,319
Centre of Excellence	251,759
Private Financing	104,435
Other costs/technical support	150,000
TECHNICAL PROGRAMME	**2,269,465**
Events	40,000
Communication (and Media Subscriptions)	14,000
Publications	5,000
Website	21,000
Stakeholder Database	18,000
COMMUNICATIONS/ENGAGEMENT	**98,000**
TfSE Governance	25,000
Operational Expenses	75,000
OTHER	**100,000**
TOTAL EXPENDITURE	**3,807,322**
MONEY HELD BACK FOR TFSE RESERVE	496,730
TOTAL BUDGET INCLUDING RESERVE	**4,304,052**
FUNDING	
Local Contributions	498,000
DfT Grant	2,161,666
Carry Forward	1,237,656
TOTAL FUNDING EXCLUDING RESERVE	**3,897,322**
Carry Forward for TfSE Reserve	406,730
TOTAL FUNDING INCLUDING RESERVE	**4,304,052**

Appendix 2 – Year-End Budget for 2024/25

EXPENDITURE FOR 2024/25	Budget	Expenditure	Carry Forward
Salaries (including on-costs)	1,300,000	1,051,659	248,341
Training	20,000	1,754	18,246
STAFFING	**1,320,000**	**1,053,413**	**266,587**
Transport Strategy	500,000	419,263	80,737
SIP implementation	656,745	324,272	332,473
Analytical framework	395,000	161,349	233,651
Future mobility	40,000	0	40,000
Active travel	56,000	13,750	42,250
Decarbonisation	55,000	15,000	40,000
Freight	185,000	130,885	54,115
Electric Vehicle Infrastructure	130,000	86,421	43,579
Centre of Excellence	260,000	269,177	-9,177
Other costs/technical support	204,997	171,254	33,743
TECHNICAL PROGRAMME	**2,482,742**	**1,591,370**	**891,372**
Events	41,000	40,057	943
Communications	17,500	730	16,770
Publications	5,000	1,469	3,531
Website	21,000	10,302	10,698
Stakeholder Database	18,000	8,925	9,075
COMMUNICATIONS/ENGAGEMENT	**102,500**	**61,483**	**41,017**
TfSE Governance	10,000	0	10,000
Operational Expenses	52,110	23,431	28,679
OTHER	**62,110**	**23,431**	**38,679**
TOTAL EXPENDITURE	**3,967,352**	**2,729,696**	**1,237,656**

FUNDING	
Local Contributions	498,000
DfT Grant	2,065,000
Carry Forward	1,362,607
Other Income*	41,745
TOTAL FUNDING	**3,967,352**
TfSE Reserve	406,730
TOTAL FUNDING INCLUDING RESERVE	**4,374,082**

Appendix 3 – TfSE Budget Position at end Q1 2025/26

	Budget	Actual YTD	Forecast	Forecast Confidence (1-5)
EXPENDITURE				
Salaries (including on-costs)	1,319,857	259,994	*1,319,857*	**3**
Training	20,000	0	*20,000*	**4**
STAFFING	1,339,857	**259,994**	***1,339,857***	**4**
Transport Strategy	120,737	34,630	*120,737*	**5**
SIP Refresh	98,000	670	*98,000*	**4**
SIP implementation	482,473	72,016	*482,473*	**4**
Analytical framework	546,984	54,118	*546,984*	**4**
Future mobility	40,000	0	*40,000*	**2**
Active travel	45,000	0	*45,000*	**2**
Decarbonisation	40,000	0	*40,000*	**4**
Freight	185,758	29,398	*185,758*	**4**
Rail	75,000	4,960	*75,000*	**4**
Electric Vehicle Infrastructure	129,319	19,714	*129,319*	**4**
Centre of Excellence	251,759	0	*251,759*	**4**
Private Financing	104,435	0	*104,435*	**4**
Other costs/technical support	150,000	10,159	*150,000*	**3**
TECHNICAL PROGRAMME	**2,269,465**	**225,665**	**2,269,465**	**4**
Events	40,000	3,419	*40,000*	**4**
Communication (and Media Subscriptions)	14,000	0	*14,000*	**4**
Publications	5,000	0	*5,000*	**4**
Website	21,000	305	*21,000*	**4**
Stakeholder Database	18,000	0	*18,000*	**4**
COMMUNICATIONS/ENGAGEMENT	**98,000**	**3,724**	***98,000***	**4**
TfSE Governance	25,000	0	*25,000*	**4**
Operational Expenses	75,000	1,075	*75,000*	**4**
OTHER	**100,000**	**1,075**	***100,000***	**4**
TOTAL EXPENDITURE	**3,807,322**	**490,458**	***3,807,322***	**4**

MONEY HELD BACK FOR TFSE RESERVE	496,730
TOTAL BUDGET INCLUDING RESERVE	4,304,052

FUNDING	
Local Contributions	498,000
DfT Grant	2,161,666
Carry Forward	1,237,656
TOTAL FUNDING EXCLUDING RESERVE	**3,897,322**
Carry Forward for TfSE Reserve	406,730
TOTAL FUNDING INCLUDING RESERVE	**4,304,052**

Confidence Ratings

5	*VIRTUALLY CERTAIN*
4	*HIGLY LIKELY*
3	*MODERATELY LIKELY*
2	*UNCERTAIN*
1	*HIGHLY UNCERTAIN*

Agenda Item 14

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

Date of meeting: **21 July 2025**

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 Letter of Support for Kent Sussex Connect;**
2) **Agree the draft response to East Sussex Coast and Marshlink Strategic Study's request for comment;**
3) **Agree the draft response to Department for Transport Consultation "A Railway Fit for Britain's Future";**
4) **Agree the draft response to the call for evidence from the Chartered Institute of Highways and Transportation concerning the challenges being faced with the roll out of Electric Vehicle Charging Infrastructure; and**
5) **Agree the draft response to the consultation from East Sussex County Council on both their Freight Strategy and Rail Strategy.**

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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:

- The proposal for Kent Sussex Connect
- East Sussex Coast and Marshlink Strategic Study request for comment
- Department for Transport Consultation "A Railway Fit for Britain's Future"- Response from Transport for the South East
- Call for evidence from the Chartered Institute of Highways and Transportation concerning the challenges being faced with the roll out of Electric Vehicle Charging Infrastructure; and

2. Letter of Support for Kent Connect by TfSE

2.1 Earlier this year the TfSE Chairman met with the Kent Sussex Connect team who have set out proposals to improve the Marshlink between Hastings and London

via Ashford. TfSE were subsequently asked whether we would be willing to provide a letter of support to their proposals. This letter is contained in **Appendix 1**.

2.2 Their proposals align well with our Strategic Investment Plan (SIP) and TfSE remains open to collaboration with Kent Sussex Connect, consistent with those objectives set out in our SIP.

3. East Sussex Coast and Marshlink Strategic Study request for comment

3.1 Network Rail shared the latest findings regarding the unpublished Draft East Sussex Coast and Marshlink Strategic Study, seeking TfSE's comment as key stakeholders. TfSE submitted a response on 04 June 2025 contained in **Appendix 2.**

3.2 The response sought the view of and incorporated the comments we received from both ESCC and KCC to ensure our alignment without repetition. The response states that TfSE is generally supportive of the approach Network Rail have taken in the current financial climate, however the response also encourages caution and discretion over the elements of the study that can raise expectations and that were not included in our SIP.

4. The Department for Transport Consultation "A Railway Fit for Britain's Future" Response from Transport for the South East

4.1 The Department for Transport undertook a consultation titled "A Railway Fit for Britain's Future". This consultation covers legislative measures that will form part of a new Railways Bill, which would create and empower Great British Railways, set up the new passenger watchdog, streamline the regulatory regime and carry out structural reform. TfSE have drafted an officer response that is contained in **Appendix 3.**

4.2 The response broadly supports the Government's proposals for the Railways Bill, establishment of GBR and the creation of a new passenger watchdog. However, the response highlighted the need for further clarification in places and are also pointed to significant omissions.

5. Call for evidence from the Chartered Institute of Highways and Transportation concerning the challenges being faced with the roll out of Electric Vehicle Charging Infrastructure

5.1 The Chartered Institution of Highways and Transportation launched their call for evidence on the Challenges in Rolling Out Electric Vehicle Charging Infrastructure (EVCI) on 21 May 2025. TfSE submitted the draft officer level response, contained in **Appendix 4**.

5.2 The draft response provided insight captured directly from local transport authorities through the engagement activity carried out as part of TfSE's recently completed EVCI 'state of the region' report. The draft response highlights the issue of

publicly available charging infrastructure needing to cater for commercial fleet vehicles, as well as privately owned electric vehicles.

6. East Sussex County Council consultations on both their Freight Strategy and Rail Strategy

6.1 East Sussex County Council have undertaken consultations on both their Rail Strategy and Freight Strategy. The draft East Sussex Rail Strategy 2025-2050 sets out the future vision for the delivery of improvements to rail travel in East Sussex, specifically on passenger journeys. The draft East Sussex Freight Strategy 2025 - 2050 sets out the future vision for the delivery of improvements to the movement of freight in East Sussex. TfSE submitted the draft officer level response contained in **Appendix 5**.

6.2 The draft response welcomes both the draft freight and rail strategies and the ambitions to deliver investment priorities that should greatly improve the movement of goods and passengers. Funding will be a key issue for the timely delivery of investment priorities, and this should be made more explicit in the strategies. While there may be funding opportunities available as a consequence of the creation of the new mayoral combined authorities, consideration will need to be given to exploring wider funding opportunities.

6.3 The draft response highlights how TfSE will look to support these plans, for example by facilitating contact with freight and logistics operators or their representatives, Network Rail/GBR and other stakeholders, and providing advice on the development of business cases.

7. Conclusions and recommendations

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

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Chief Officer
Transport for the South East

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Ray Chapman
Kent Sussex Connect
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By email: ray@raychapman.co.uk

Dear Ray,

Ref: Support for the Kent Sussex Connect Project

I am writing on behalf of Transport for the South East (TfSE), to lend our support to the Kent Sussex Connect project and highlight its alignment with our own objectives. This is a draft officer response that will be presented to our Partnership Board on 21 July 2025 for their approval. A further iteration may therefore follow.

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.

TfSE provides a mechanism for its constituent authorities and other partners to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE have published a Strategic Investment Plan (SIP) to help both government and LTAs prioritise investment in our region. The packages detailed in the SIP address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context. The SIP provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

The current SIP represents the culmination of five years of technical work, stakeholder engagement, and institutional development. It is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to:

- Understand the current and future challenges and opportunities in the south east.
- Identify stakeholder priorities for their respective areas of interest.
- Evaluate the impacts of a wide range of plausible scenarios on the south east's economy, society, and environment.
- Develop multi-modal, cross-boundary interventions.

- Assess the impact of proposed interventions on transport and socio-economic outcomes; and
- Prioritise the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

As we identified in our Outer Orbital Area Study Options Assessment Report which forms part of the evidence base for the SIP. The Marshlink railway is inadequate to meet future aspirations for stakeholders in East Sussex and Kent and is a key element supporting our vision.

The Marshlink railway currently faces constraints including limited capacity, lack of electrification, and relatively slow journey times. Operating services on this "island" of diesel operation is expensive and inefficient. The railway offers poor east-west connectivity for the communities it serves. It also contributes to the relative "isolation" of Bexhill and Hastings. Stakeholders believe this connectivity gap makes it harder to attract investment to these towns. There are aspirations to use this railway to run high speed services from London St Pancras to Hastings, Bexhill, and Eastbourne via Hastings. This would help develop Ashford as an international transport hub (and strengthen the case for the long-term sustainability of international rail services at this station). However, the quality (and traction) of this railway presents a significant barrier to this project.

In our SIP we have identified as part of our High Speed Rail East package for Kent, Medway, and East Sussex, proposal T2 - High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade which identifies the need for new high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line to markedly reduce journey times between these locations and London.

TfSE is committed to supporting strategic interventions that align with our long-term transport vision and investment priorities. While we acknowledge the current constraints around delivering high-speed services via the Marshlink Line, we welcome innovative approaches that could address these barriers. TfSE remains open to collaboration with Kent Sussex Connect and other partners to explore opportunities for accelerating the development and delivery of strategic solutions in this corridor, consistent with the objectives set out in our Strategic Investment Plan.

Your sincerely

Cllr Keith Glazier
Chair Transport for the South East

Draft East Sussex Coast and Marshlink Strategic Study Response from TfSE

Transport for the South East welcomes the opportunity to comment on Network Rail's Draft East Sussex Coast and Marshlink Strategic Study. This is an officer response following TfSE's involvement as a stakeholder and attendance of study meetings at the Depot Lewes and over Teams.

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. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE have published a Strategic Investment Plan (SIP) to help both government and LTAs prioritise investment in our region. The packages detailed in the SIP address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context. It provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

The current SIP represents the culmination of five years of technical work, stakeholder engagement, and institutional development. It is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to:

- Understand the current and future challenges and opportunities in the south east.
- Identify stakeholder priorities for their respective areas of interest.
- Evaluate the impacts of a wide range of plausible scenarios on the south east's economy, society, and environment.
- Develop multi-modal, cross-boundary interventions.
- Assess the impact of proposed interventions on transport and socio-economic outcomes; and
- Prioritise the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

As we identified in our Outer Orbital Area Study Options Assessment Report and Solent and Sussex Coast Strategic Programme Outline Case (which form part of the evidence base for the SIP), east – west rail connectivity (journey times and frequency) is poor, especially compared to radial rail services. Rail capacity is insufficient to accommodate the needs of long-distance passenger, local

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passenger, and rail freight customers. The Marshlink railway is inadequate to meet future aspirations for stakeholders in East Sussex and Kent and is a key element supporting our vision.

The Marshlink railway currently faces constraints including limited capacity, lack of electrification, and relatively slow journey times. Operating services on this “island” of diesel operation is expensive and inefficient. The railway offers poor east-west connectivity for the communities it serves. It also contributes to the relative “isolation” of Bexhill and Hastings. Stakeholders believe this connectivity gap makes it harder to attract investment to these towns. There are aspirations to use this railway to run high speed services from London St Pancras to Hastings, Bexhill, and Eastbourne via Hastings. This would help develop Ashford as an international transport hub (and strengthen the case for the long-term sustainability of international rail services at this station). However, the quality (and traction) of this railway presents a significant barrier to this project.

We agree that there are also multiple issues with level crossings on strategic highways along the South Coast. The A259 between Hastings and Ashford (East Sussex/Kent) is particularly hazardous in places, as shown in Figure 2.29. There are several steep inclines, tight bends, and level crossings on this highway between Hastings and Ashford. These present significant safety risks for all users on this highway.

TfSE also name East Coastway Line - Faster Services as a scheme in our SIP (ref J6) which is supported by this strategy. We have cited the need for Increased line speeds on the East Coastway Line, to reduce journey times between Brighton, Lewes, Eastbourne and Hastings.

Are TfSE happy with the direction of the strategy?
TfSE has consistently highlighted the importance of enhancing rail connectivity along this corridor. This route is vital for regional economic growth, reducing social exclusion, and improving access to high-speed rail services. TfSE are happy with the direction the strategic study is taking and its alignment with TfSE’s Strategy and SIP. Our Vision is for the South East to offer the highest quality of life for all 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.

Draft East Sussex Coast and Marshlink Strategic Study Response from TfSE

TfSE is committed to supporting strategic interventions that align with our long-term transport vision and missions set out in our new Transport Strategy. The Study is aligned with our strategy Missions of:

- Strategic Connectivity
  - Realistic consideration of reduced journey times along this important coastal corridor.
  - Reduction/improvement of the road/rail interface
  - The inclusion of Rail Freight connectivity and provision for the study area.
- Resilience
  - Consideration of coastal erosion between Eastbourne and Bexhill
- Inclusion and Integration
  - Consideration of ease of interchange at various stations along the route
- Decarbonisation
  - Consideration of the impact on climate change on the study area
  - The inclusion of ways to increase modal share to the train including through ticketing and Mobility as a Service through the Plus Bus service
- Sustainable Growth
  - Direction to make service more attractive to non-rail passenger and bring new markets to rail
  - Consideration of the future infrastructure requirements for the study area

We have identified in our Strategic Investment Plan (SIP) as part of our High Speed Rail East package for Kent, Medway, and East Sussex, proposal T2 - High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade which identifies the need for new high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line to markedly reduce journey times between these locations and London.

While we acknowledge the current constraints around delivering high-speed services via the Marshlink Line, we welcome innovative approaches that could address these barriers over the long term which are set out in the report. TfSE are keen to continue collaboration with Network Rail and other partners to explore opportunities for accelerating the development and delivery of strategic solutions in this corridor, consistent with the objectives set out in our Strategic Investment Plan. The Strategy looks at the entire line and we support the approach of looking at the six listed options and the proposition of options to resolve them:

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- Demand for additional trains
- Demand for faster journeys
- Improvements to interchange stations
- Aspirations for new and virtual stations
- Hampden Park level crossing issues
- Highspeed to Bexhill and Eastbourne.

TfSE are keen to engage further with Network Rail over the scheme/s and next steps as we refresh our SIP and draft our Rail Strategy for the TfSE area (both taking place this year). This provides us the opportunity to align our expectations and plans while supporting each other's priorities.

How would TfSE prioritise the investment in the Study Area?
TfSE supports the proposal of an incremental approach to delivery. Prioritisation of the easiest to deliver elements with greatest impact would be a sensible approach for early intervention. The approach should be mindful of current national funding constraints and the evolution of the planned rail reform and creation of Great British Railways. Local government reorganisation and devolution should also be a consideration as from May 2026 Sussex and Brighton will be a mayoral combined county authority and then Unitary Authorities will come into being from May 2027.

Alignment with the upcoming Integrated National Transport Strategy should be a consideration of the strategic study and its prioritisation. Continued alignment with the priorities outlined in our new Transport Strategy and the emerging TfSE Rail Strategy and SIP refresh would be precedent to TfSE and we are happy to collaborate as needed with Network rail to ensure we remain aligned. We would also state the importance of alignment with LTP's published by the relevant LTA's.

We would like to understand what can be delivered without majorly disrupting services while improvements are made and if changing scheduling can improve disruption. It would be disadvantageous to encourage modal shift away from rail through lengthy works and then encourage them back when complete.

How detailed should the strategic study be?

This would be dependent on the proposed audience and how the strategic study is planned to be used and what next steps get laid out as recommendations in the final study report. We would encourage you to tailor the report in the way the Gatwick study was done so that we (TfSE, KCC, East Sussex,) know what tangible action could be taken in partnership with Network Rail to support progress toward assessing the business case for the line speed improvements to facilitate further improvements in frequency. This could help

us assess whether there is anything TfSE can do to support further progress of the scheme.

We would encourage caution and discretion over the elements of the study that can raise expectations through their resurrection when they have failed to materialise in the past. While we support the approach Network Rail are taking to improve services for passengers, the Willingdon chord and some of the new stations are examples of elements that were not included in our SIP after consultation with stakeholders. TfSE are happy to collaborate moving forward to maintain alignment of our plans with yours and manage expectations of stakeholders.

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Department for Transport Consultation "A Railway Fit for Britain's Future"

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 Department for Transport's consultation on A Railway Fit for Britain's Future. This is a draft officer response that will be presented to our Partnership Board on 21 July 2025 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. 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.

1.4 TfSE welcomes the opportunity to respond to this consultation which requests feedback on a number of questions in relation to the Government's proposals for the Railways Bill: the establishment and duties of Great British Railways (GBR), the introduction of a new passenger watchdog and the role of the new devolved mayoral and combined authorities in supporting the renationalisation railway.

2. Responses to consultation questions

Please see below TfSE's responses to each of the questions raised in the consultation document.

Question 1 –

Do you agree that GBR should be empowered to deliver through reformed incentives and a simplified and streamlined regulatory framework?

TfSE supports the establishment of GBR and the powers it will have to deliver a simplified and streamlined regulatory framework. However, it would be useful to understand more about the 'clear role' of the Secretary of State in appointing GBR's board members. Without this it is difficult to see how the statement at para. 1.18 that GBR as the "….directing mind at the heart of the railway" can be "separated from day-to-day influence by the government……" can be substantiated. It is normal practice for board members of arms' length public

bodies to be appointed by ministers and overseen by the Commissioner of Public Appointments. If the Secretary of State is appointing the Board members, it is difficult to understand how GBR's separation from 'from day-to-day influence by the government' will be demonstrated to the public.

Question 2 –

Do you agree that the Secretary of State should be responsible for issuing and modifying a simplified GBR licence enforced by the ORR, and that the ORR's duties with respect to GBR should be streamlined to reflect the new sector model?

TfSE supports in principle the proposal for the Secretary of State to issue a modified licence which, as paragraph 1.22 states, is 'the guiding principle' and is 'specific and focused on a minimum viable set of conditions that are required for safety, performance (i.e. reliability and cancellations), efficiency, and passenger experience'.

However, while acknowledging there is no need for the number of conditions set out in the licences previously used for private bodies such as Railtrack, it omits specific references to at least other statutory responsibilities which TfSE believes should be included in the licence, as set out below.

- There is a need to include the specific GBR's statutory responsibilities to other users of the railway (e.g. freight and open access operators) whose exclusion may otherwise result in an undue focus on passengers at the expense of those other users.
- In addition, as 'the licence will be the only mechanism through which the ORR can take direct enforcement action against GBR' (paragraph 1.24), then this should clearly link the conditions on GBR not only to passengers but also to the Railway Bill's intention to create a statutory duty on GBR to promote rail freight. This intention is clearly set out in the Secretary of State's Foreword (page 6), at the bottom of page 9, and included as a proposed legislative measure "…that will form part of the Railways Bill giving us the tools we need to create and empower GBR…." on page 10.
- There is also a need for the railway to have consideration of their wider statutory responsibilities in relation to the government priorities of accessibility, the environment, social opportunity missions and economic growth as referred to at para. 3.12.

If these are not included, it is unlikely that GBR will be able to ensure that these specific duties are addressed.

Paragraph 1.22 also states that the licence contents will be 'subject to consultation as normal'. This should be extended to those who DfT recognise as having national and regional strategic transport planning functions, namely National Highways and Sub National Transport Bodies (STB). These bodies should be

named as consultees in relation to the new modified licence, as well as ORR, and the existing and new strategic authorities.

The legislation relating to the establishment and functions of STBs is set out in the Local Transport Act (2008), as amended. Under the Act, STBs are required to develop transport strategies for their areas and the Secretary of State must have due regard to these when determining national policies relating to transport and how such policies are to be implemented in relation to the area of the STB. By extension, therefore, the Secretary of State should also have regard to these strategies in determining the licencing conditions for GBR.

As recognised by the DfT, STBs are strategic transport planning bodies. The STBs' transport strategies and supporting daughter strategies, including those for rail and freight, and their strategic investment plans are based on firm evidence and analysis on a region-wide scale. These strategies and plans set out how investment in the transport system, including rail, will deliver economic growth, housing and net zero priorities through integrated and multimodal transport interventions. GBR's licencing conditions should therefore take account of these priorities which are aimed at delivering government priorities and those of the MSAs where these currently exist. A number of STBs cover areas that already include MSAs who are represented on their Boards. The White Paper on English Devolution published in December 2024, contains specific reference to the continued role of STBs in supporting Mayors and Combined Authorities at a regional level. Therefore, the STBs should be consulted when issuing guidance to the body that is responsible for the planning, management, operation and delivery of the rail network in the areas covered by STBs.

Question 3 –

Do you agree that the Secretary of State should be responsible for setting a long-term strategy for GBR to align with government priorities?

TfSE agrees that the Secretary of State should be responsible for setting the long-term strategy. However, the Secretary of State should be required to consult more widely when doing so, particularly with those that DfT recognise as having roles in national and regional strategic transport planning for road and rail planning, namely National Highways and STBs, in addition to the ORR, and the existing and new strategic authorities.

The STBs are the only strategic transport body that works across rail corridors and are able to represent MSAs and local transport authorities as well as the voices of local passengers through their elected local authority and MSA board members. If the STBs are not consulted , there is a risk that the devolved authorities, local transport authorities who are not part of the MSA 'city region' structure will be excluded.

It would also be useful to set a specific timeframe for the proposed Secretary of State's strategy. This is needed to enable both GBR as the network infrastructure

manager and its delivery partners e.g. rolling stock companies, equipment and building contractors and investors to establish clear investment pipelines. It would be preferable if the strategy covered at least a 25-year period. This would also facilitate the use of indicative funding allocations that would allow GBR and the MSAs to plan for passenger and freight improvements over a longer timescale which would also deliver better value for money to the taxpayer.

Question 4 –

What are your views on the proposed functions of the Passenger Watchdog?

TfSE welcomes with proposed functions of the Passenger Watchdog, particularly as it would act a 'one stop shop' with the function of monitoring passenger experience, championing improvements to service performance in passenger assistance, information, complaints and the upholding of consumer law currently carried out by the ORR.

However, this proposal also presents a good opportunity to extend the functions of a 'one stop shop' passenger watchdog through the inclusion of the functions of London Travel Watch, reducing the potential for passenger confusion about who to contact.

TfSE also welcomes the continuation of the multi-modal scope of the passenger watchdog to ensure that the performance of the whole passenger journey is covered 'door-to-door'. However, ferry passengers are not currently included, and it would be preferable to include this mode of transport too.

Question 5 –

Which of the approaches would best enable the establishment of the new passenger watchdog?

TfSE supports the establishment of the passenger watchdog as a statutory advisor with regulatory functions. However, the regulatory function should remain with ORR. This will ensure that the operators, appointed by GBR and therefore indirectly by the Secretary of State, are held to account by a distinct organisation and not one seen as responsible for the management of those same operators. If the ORR does not retain its regulatory function it will be difficult for the passenger watchdog to be seen as independent.

The establishment of the watchdog would still enable the setting of a common set of regulatory requirements and monitoring standards against which to measure the performance of GBR and its operators, whether within the public or private sector. Transparency and accountability would be improved if the ORR were to consult on the operators' performance with the devolved governments, MSAs and STBs.

This approach would still give the passenger watchdog a clear role 'to support the Secretary of State in delivering [the reformed railway]' and in advising both the

Secretary of State and GBR on decisions affecting how services are delivered to passengers. TfSE would welcome some further clarity on the relative priority that the Secretary of State would give to the watchdog's advice when set against other statutory consultees' advice, such as that received from those involved in the planning and delivery of rail services to passengers. To ensure fairness and equity, it should be made clear that for the purposes of rail planning and performance, each consultees' advice will carry equal weight.

Question 6 –

Which of the options to establish the Alternative Dispute Resolution function as part of the passenger watchdog would deliver the best outcome for passengers in your view?

TfSE supports the alternative dispute resolution function currently held by the Rail Ombudsman (RO). As the consultation document explains, this is likely to be the simplest option with the least disruption to the RO or the passenger experience. More importantly, it ensures the independence of the dispute resolution body, as it distinguishes the Ombudsman's decision from a body with a recognisable association with government.

Question 7 –

Does the proposed new access framework enable GBR to be an effective directing mind that can ensure best use of network capacity?

TfSE supports the principle behind the new, simpler access framework that will provide a clearer understanding of the framework to the other users of the railway e.g. open access and freight users.

The consultation document states that GBR's access and use functions will be governed by its duties to deliver whole system benefits, government priorities, and the goals of devolved governments and MSAs. However, it omits reference to the strategic and regional priorities set out in the STB strategies and investment plans, particularly those that specifically relate to rail.

These strategies and plans already address how all forms of transport, including rail, will deliver economic growth, housing and net zero priorities through integrated and multimodal transport plans for each of our regions. Given that the rail network extends beyond the boundaries of MSAs into the surrounding region, it is important that GBR also takes into account the evidence provided by STBs in addition to those from devolved governments and the MSAs.

Like the licence requirements, it is important that the priorities of rail passengers outside of the areas covered by the devolved administrations and MSAs, as well as those who are part of the less well-resourced devolved authorities, are reflected in the access and use functions of GBR, as well as its duties to deliver whole system benefits and government priorities. STBs are the only bodies recognised by the DfT as national strategic planning authorities who can represent, the priorities of

local communities that are not part of the devolved government authorities and those whose devolved government is not well-resourced.

Therefore, the goals and priorities as set out by the STBs' strategies and strategic investment plans must be included as part of "the whole system benefits, government priorities, and the goals of devolved governments…." that govern the access and use functions of GBR.

For these reasons, it is also important to include STBs in the consultation process, particularly for those regulations in which STBs have an interest in GBR's access use policy, including:

- International Paths
- Access to GBR facilities, especially timetabling decisions
- Publication of Information
- Performance and compensation regime
- Railway Performance Data

Paras. 3.19 and 3.20 state that "GBR will set policy and standard contracts transparently and in consultation. GBR will be required to consult (and have regard to consultee responses) on how it fulfils its duties for access to and use of the network. This will include setting out timescales, information requirements, and decision-making criteria - making it clear how other parties are involved and consulted on decisions. This will be achieved through the development of GBR's Access and Use Policy (AUP)….", in line with para. 3.20 "The development of GBR's AUP will be an important mechanism for operators, transport bodies and other railway undertakings. It should transparently outline how GBR will collaborate with all parties, including devolved leaders, to deliver social and economic benefits."

If STBs are not included in the consultation on these policies and contracts, it is not clear how GBR can purport to take into account the needs of those passengers and freight users who are not represented by those devolved leaders as set out above and demonstrate that their priorities as set out in the STB strategies and plans will be delivered.

Question 8 –

What - if any - key access rules and requirements for GBR should be updated and included in legislation?

As TfSE is not an operator on the railway network it has no specific comments in relation to the access management framework proposals as set out in the consultation document.

However, as a proposed statutory consultee in relation to setting the strategic priorities and operational planning of the rail network, it supports the inclusion of the following regulations in the access use policy to be set out by GBR:

- International Paths: Requirements for GBR to accommodate international paths in line with international obligations.
- Access to GBR facilities: Obligations to offer access to GBR facilities (stations, depots, etc.) when granting access, with fair charges.
- Obligations to publish information to ensure fairness and non-discrimination, and information for prospective applicants for access and railway undertakings to support capacity allocation and other processes covered in the Railways Act 1993.
- Performance and compensation regime: Requirements on GBR to develop and offer a performance regime to non-GBR operators on its network. The regime should include provision for reasonable penalties and compensation.
- Railway Performance Data: Recognising the need to protect commercial information, GBR should be required to collect and assess railway performance data with operators on the network. It should develop methodologies and schemes with operators to inform improvement actions.
- Collaboration with other infrastructure managers and facilities operators: Requirements on GBR to collaborate and cooperate with other infrastructure managers, and for GBR and the ORR to align on duties for access and charging.
- Standard Contract Terms and policies: Requirements to publish and consult on standard contract terms and policies that cover GBR's access and use functions.

Question 9 –

Does the proposed role of the ORR acting as an appeals body to ensure fairness and non-discrimination provide sufficient reassurances to operators such as freight and open access wishing to access the GBR-managed network?

No response.

Question 10 –

Do you foresee any unintended consequences of the ORR retaining its existing powers with regard to other infrastructure managers which might affect the smooth passage of trains between the GBR and non-GBR network?

No response.

Question 11 –

The government intends to include in primary legislation a power to enable amendments to the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016 to ensure consistency between GBR's processes and those used by other infrastructure managers. Do you agree with this approach?

No response.

Question 12 –

Do you agree with the proposed legislative approach regarding a 5-year funding settlement for Great British Railways?

It is TfSE's view that provision should be made for longer-term indicative funding allocations beyond the 5-year funding settlement period as part of these legislative changes. The 5-year funding settlement should be part of a longer-term funding pipeline aligned with the long-term, rail strategy developed by the Secretary of State. This would enable both GBR as the network infrastructure and operations manager and its delivery partners e.g. rolling stock companies, equipment and building contractors and investors to establish longer term investment plans. These would not only stimulate economic growth in the rail industry and professional trade sector and would also allow those responsible for planning rail improvements at national, regional and local levels to plan for passenger and freight improvements on a more effective and efficient basis..

TfSE would also encourage the government to broaden its consultation in relation to the development, assessment and monitoring of the effectiveness of GBR's business plan. Paragraph 4.5 states that "Core settlements will last 5 years, and the ORR will retain a role in assessing business plans and settlement viability." The statutory consultees involved in setting the Secretary of State's strategy for the railway and whose priorities and goals are those by which GBR's access and use functions will be governed should also be consulted, including, STBs. Collectively, we and the devolved governments and MSAs are the only bodies who could assess and monitor the effectiveness of GBR's business plan, in delivering our own goals and priorities, as set out in our respective strategies and plans.

If national rail planning is going to reflect the Secretary of State's five priorities, particularly that of "transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality", then omitting those bodies representing the passengers from the opportunity to assess the appropriateness of the network and operating management's business plan would be an oversight.

Question 13 –

Do you agree with the legislative approach set out above to retain the Secretary of State's role in securing the overall affordability of fares and continuing to safeguard certain railcard discount schemes?

While TfSE supports the general approach for securing the overall affordability of rail fares, there should be clear guidance in relation to how the fares and discounts managed by GBR and the open access and devolved operators are integrated. This will ensure that there is no significant difference or discrimination between different UK regions or groups of passengers, particularly in relation to journey affordability and accessibility.

The Secretary of State should already be mindful of the priorities set out by STBs in relation to accessibility and affordability, but GBR and open access operators should have to consult with STBs to ensure that their discount schemes and fares policy address the priorities of the STBs. The Partnership arrangements already in place between GBR and STBs would be able to accommodate this function.

Question 14 –

What, if any, safeguards are needed to ensure a thriving and competitive rail retail market while also ensuring GBR can deliver a high-quality offer to its customers?

TfSE recommends that local or regional transport integrated, multimodal and/or other ticketing initiatives and apps, such as an extension to Solent Go and the Bee Network ticketing model, are included in those ticketing options that GBR should support. These should be included in addition to those currently supported by private or open access operators and will support the implementation of the National Integrated Transport Strategy.

Question 15 –

The government intends that GBR's statutory duty in relation to devolved leaders should strike a balance between enhancing their role whilst also ensuring that GBR has the appropriate flexibility to direct the national network. Do you agree with this approach?

TfSE supports the broad approach to the balance between the management of the national rail network "….to better deliver for passengers, taxpayers, and freight customers, and to unlock growth" (para. 6.3) while ensuring that the devolved leaders have the opportunity to "…integrate local railways with other transport modes….[and] create unified transport networks that serve their cities and regions….." (para. 6.3).

However, as stated in the response to Questions 3 and 7, the approach to the involvement of other tiers of local government in England is inadequate. It is not enough to let GBR engage with other strategic transport planning bodies outside

the legislation. This runs the risk of exclusion of those bodies that produce regional strategies and strategic plans to which the Secretary of State must have due regard. GBR should be consulting with STBs in the same way as it will do with other devolved leaders set out in para. 6.7 rather than just "working with STBs….on matters of wider regional interest." (para. 6.4).

The strategic nature of rail planning, and also of the freight and logistics industry, means that the region wide perspective provided by the STBs' strategies and plans is vital to enable GBR to deliver better outcomes for its passengers and freight customers across that region, the taxpayer and to unlock growth in their areas.

The STBs are the only regional strategic transport planning body representing the voices of local and region-wide passengers through their elected local authority and likely MSA board members. STBs already have established productive links with the freight and logistics industry through their freight forums.

STBs are also already in established partnerships with GBR. For example, the Wider South East Rail Partnership includes TfSE, England's Economic Heartland, Transport East, Network Rail and TfL. This Partnership enables us to discuss and agree wider strategic and delivery priorities and plans for a recognised economic region as a whole as well as "engagement on strategic priorities, close collaboration on the delivery of rail elements of Local Transport Plans……" (para. 6.23). The Wider South East Rail Partnership:

- provides a framework for bringing together strategic partners at the right scale to co-ordinate investment and policy priorities across this significant part of England's rail network.
- works with all partners to provide a coherent single voice to government and GBR on investment, policy and systems approaches required to enable the wider south east rail network, including London to work as an integrated network.
- enables STBs, existing and future strategic authorities, Transport for London, the Department for Transport, and the rail industry to plan an integrated rail network in the south east and
- presents a 'ready-made' framework to lead the strategic debate and coordinate planning for rail across the South East of England, for all strategic planning authorities, including the new MSAs.

This Partnership is also particularly important in relation to the main operator, GTR in the Wider South East Region. It is not only one of the biggest operators in England, carrying one in five passengers, but its network geography closely matches that of the Partnership. It is difficult to see how smaller GBR partnerships based on the MSAs in the region would be able to have sufficient

oversight of the priorities and planning requirements delivered by this operator across the region.

This Partnership already "…enable[s] GBR to have bespoke relationships with devolved leaders based on the needs of the local community to deliver the best results for passengers and freight users" (para. 6.6). It also allows the STBs and MSAs a "….statutory role [to be] appropriately consulted [about] GBR's activity (including the development of railway plans, strategies, and services), [and] are able to scrutinise GBR's performance, and that GBR has due regard to devolved transport strategies." (para. 6.7)

If the STBs are excluded from this level of consultation, there is a risk that the impacts of GBR's planned interventions will not benefit from "….drawing on……experiences and expertise" of the STBs and their local and regional communities in the same way as that expected of the devolved authorities, (para. 6.3). There is also the risk that the oversight of the operator will be divided between numerous MSA partnerships with differing priorities. In addition, there is the risk that the priorities of the freight and logistics industry will go unheard as they are not represented in the new devolved local government structures., However, they are very much part of the STBs partnerships.

Question 16 –

Do you agree with the proposed approach in Scotland on enabling further collaboration between track and train while preserving the devolved settlements?

No response.

Question 17 –

Do you agree with the proposed approach in Wales on enabling further collaboration between track and train while preserving the devolved settlements?

While TfSE has no comments on the way that the mechanics of the proposed joint working arrangements between GBR and Transport for Wales will operate, there should be a mechanism by which Transport for Wales and GBR should have due regard to and take into account the effects of any proposed interventions on the surrounding rail networks which are part of other regional strategies and plans.

Question 18 –

Do you agree with the government's approach of making targeted amendments to existing legislation to clarify the role of devolved leaders in relation to GBR?

TfSE agrees that the most appropriate way forward for the government is to make targeted amendments via secondary legislations to enable a "'right to request'.

This will provide a new and transparent process for the Secretary of State to make decisions on further devolution where Established Mayoral Strategic Authorities believe they could more effectively run rail services and/or assets." The planning, management and operation of the railway requires strategic oversight, There must be clear and well-defined evidence presented to government that where MSAs and potentially others wish to run railway services they do so in a way that will not have detrimental effects on the services and communities served by the adjoining parts of the rail network.

As stated in the response to Question 15, it will be expected that STBs, as recognised regional strategic transport planning bodies, will be consulted in relation to any such request made by MSAs or other more locally devolved local government bodies to ensure these potential impacts are taken into account for wider regions and not just those areas covered by MSAs.

Question 19 –

The government intends to create a new delegated power that would enable the Secretary of State to update, amend or revoke provisions in TDLCR [*Train Driving Licences and Certificates Regulations (TDLCR) 2010 (as amended)*] and related assimilated law in Great Britain, subject to public consultation. Do you agree with this approach?

No response.

Question 20 –

Please provide evidence on anticipated transitional or ongoing costs or benefits for you or your business resulting from these proposals. For example, please provide evidence on the scale of transitional costs associated with familiarising with the new proposals and structure, changes to administrative burden resulting from these proposals, or any other direct impacts associated with the proposed changes.

There will be no transitional or ongoing costs or financial benefits to TfSE as a business.

3. Summary

TfSE broadly supports the Government's proposals for the Railways Bill, establishment of GBR and the creation of a new passenger watchdog. However, we believe that there is the need for further clarification in places and are also some significant omissions.

- GBR should be able to demonstrate clearly it is an arm's length government body through the use of the Commissioner of Public Appointments in appointing its board members without the influence of the Secretary of State.

- GBR's licence should reflect its statutory duty to promote rail freight so that it can be held to account by its planning, investment and rail freight stakeholders and the ORR.

- Its licence should reflect better the wider statutory responsibilities of the government priorities of in relation of accessibility, the environment, social opportunity missions and economic growth.

- The Secretary of State's long-term strategy should have a specific timeframe, for example 25 years. This would enable the government, GBR as the network infrastructure manager and its delivery partners e.g. rolling stock companies, equipment and building contractors, devolved and regional authorities and investors to establish clear planning, funding and investment pipelines.

- TfSE supports the establishment of the passenger watchdog and its multimodal approach but would suggest that the opportunity is taken to include London TravelWatch within its remit to ensure that there is only one clear 'watchdog' for all users. TfSE would also prefer the line of separation is kept between the 'watchdog' and an alternative dispute resolution function and therefore supports the retention of the Rail Ombudsman.

- TfSE supports the general approach for securing the overall affordability of rail fares, but there should be clear guidance in relation to how the fares and discounts managed by GBR and the open access and devolved operators are integrated to ensure that there is no significant difference or discrimination between different UK regions or groups of passengers.

- TfSE recommends that local or regional transport integrated, multimodal and/or other ticketing initiatives and apps, such as an extension to Solent Go and the Bee Network ticketing model, are included in those ticketing options that GBR supports. These will play a key role in supporting the implementation of the National Integrated Transport Strategy.

- TfSE supports the broad approach to the balancing the management of the national rail network and ensuring that the devolved leaders are consulted widely about the management of the network in their areas. However, as highlighted throughout our submission, it is a serious omission not to include the STBs in the statutory duties to consult and decision-making processes of GBR and/or ORR. It is not enough to let GBR simply 'engage' with other strategic transport planning bodies outside of the legislation. This runs the risk of exclusion of those bodies that produce regional strategies and strategic plans to which the Secretary of State must have due regard such as those of the STBs. The STBs are the only regional strategic transport planning body

which works across rail corridors and represents the voices of local and region-wide passengers through their elected local authority and likely MSA board members. STBs also have established productive links with the freight and logistics industry through their freight forums.

- The STBs already have established partnerships through which the STBs, GBRTT, NR and the DfT are already engaging. For example, the Wider South East Rail Partnership includes the STBs and devolved authorities of TfSE, England's Economic Heartland, Transport East and TfL. In due course it will also include the MSAs in the region. This Partnership is already set up to "...enable[s] GBR to have bespoke relationships with devolved leaders based on the needs of the local community to deliver the best results for passengers and freight users" (para. 6.6). It will also allow the STBs and MSAs a "....statutory role [to be] appropriately consulted [about] GBR's activity (including the development of railway plans, strategies, and services), [and] are able to scrutinise GBR's performance, and that GBR has due regard to devolved transport strategies." (para. 6.7)

- The Wider South East Rail Partnership is also important in relation to the main operator, GTR in the Wider South East Region. It is not only one of the biggest operators in England, carrying one in five passengers, but its network geography closely matches that of the Partnership. It is difficult to see how smaller GBR partnerships based on the MSAs in the region would be able to have sufficient oversight of the priorities and planning requirements delivered by this operator across the region.

- If the STBs are excluded from this level of consultation, there is a risk that the impacts of GBR's planned interventions will not benefit from "....[the] experiences and expertise" of the STBs and their local and regional communities in the same way as that expected of the devolved authorities (para. 6.3). There is also the risk that the oversight of the region's main operator will be divided between numerous MSA partnerships with differing priorities.

- TfSE agrees that the "right to request" through secondary legislation will provide a new and transparent process for the Secretary of State to make decisions on further rail devolution to established MSA. However, the planning, management and operation of the railway requires strategic oversight. There must be clear and well-defined evidence presented to government to ensure that where MSAs and potentially others wish to run railway services they do so in a way that will not have detrimental effects on the services and communities served by the adjoining parts of the rail network. As a result, it will be expected that STBs, as recognised regional strategic transport planning bodies, will be consulted in relation to any such request to ensure these potential impacts are taken into account for wider regions and not just those areas covered by MSAs.

09 June 2025

Transport for the South East's Response to the CIHT Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure.

This is Transport for the South East's (TfSE) draft response to the CIHT's Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure. This call for evidence is part of a wider research project aimed at understanding the issues and challenges associated with rolling out EV charging infrastructure across the UK. This is a draft officer response that will be presented to our Partnership Board on 21 July 2025 for their approval, therefore a further iteration may follow.

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.

We have recently completed a 'state of the region' report that aims to establish the progress being made with the rollout of EV charging infrastructure across the TfSE area. The study included engagement with local transport authorities to identify the key issues and challenges being faced with the rollout of future EV charging infrastructure across the region. The results of this engagement have fed into our response to the CIHT's Call for Evidence.

In addition to the table below, one specific topic that TfSE would like to highlight as part of this response is the need for more consideration being given to the needs and requirements of commercial fleet vehicles as part of the rollout of publicly available charging infrastructure. TfSE has recently completed a study which aimed to understand the impacts of commercial fleet vehicles on a future publicly available charging infrastructure network.

This work highlighted that whilst passenger cars have been making steady progress in the transition to electric vehicles, the progress amongst light and heavy duty commercial vehicles and fleets has been much slower. Although commercial vehicles comprise only around 15% of the total vehicle fleet on UK roads, they make up 26% of the miles driven and 42% of greenhouse gas emissions. As a consequence, when the total fleet is fully electrified, it is anticipated commercial vehicles will consume half of the total electricity demand from all types of electric vehicles. Further information on this study can be found here.

📣 Call for Evidence: Challenges in Rolling Out Electric Vehicle (EV) Charging Infrastructure

We are seeking evidence from stakeholders involved in the planning, funding, deployment, or use of EV charging infrastructure. This call for evidence is part of a wider research project aimed at understanding the **issues and challenges associated with rolling out EV charging infrastructure** across the UK. The report aims to be a one stop information point for those rolling out EV charging infrastructure

Please consider the following themes and questions to guide your response (*you do not have to answer all questions; they are a guide)*

Organisation	Transport for the South East
Name	Benn White
Email address	benn.white@transportforthesoutheast.org.uk
Location where EV charging infrastructure was installed/ attempted to be installed (if applicable)	N/A

	General issues or challenges to consider	On- street specific considerations or challenges	Off- street specific considerations or challenges
Funding	- Delays experienced in receiving funding from government due to election periods and funding cycles. - Securing LEVI funding involves multiple governance groups and a lengthy procurement route. - LEVI process is holding local transport authorities back from delivering more commercially viable chargers. - LEVI requirements are challenging due to scope changes. Lack of clarity from LEVI support body impacts the Council's ability to submit ITT documents for approval. - Securing public sector subsidies is difficult due to budget constraints and political priorities. - The capability fund of the LEVI pot has been helpful but does not stretch far enough in some cases. - Lack of transparency and coordination over publication of LEVI tenders. - Slow approval timescales of LEVI applications, in some cases applications are overengineered which delays the process. - LEVI requirements are challenging due to scope changes.		

Commercial Models and Procurement	- Councils often lack resources (time/skill/experience) to run procurement exercises. - CPOs are saturated with Requests for Proposals, meaning they can select their preferred LA. Smaller LAs are finding they need to make their tenders less beneficial to the authority to attract bidders, there is concern that they will not be able to run successful LEVI tenders. - Conflicts experienced between the non-negotiable terms of LEVI and the ability of third-party CPOs to fund or operate charge points on the network. - Questions from the CPOs around return on investment in case of early termination of infrastructure of the infrastructure (CPOs don't like break clauses)		
Planning applications and licences	- Changing direction (i.e. Section 50 and 155 of the Highways Act) and delayed guidance from support bodies (i.e. DfT, ORCs) and government, especially on heads of terms and approval process.		
EV charging bay Location			
EV charging bay network design			

EV charging infrastructure location	- High density housing areas have parking constraints that makes putting in EV bays difficult, especially ahead of demand.		- Those living in leasehold accommodation with off-street parking face issues getting landlord permission for EVI installation.
EV charging infrastructure design	- Poor accessibility of EV bays.	- Lamp columns have a finite life, which can result in abortive work on lamp column chargers if the lamps need replacing.	
Public consultation		- The need to run appropriate level of public consultation for on-street bays before projects are agreed to avoid backlash and manage expectations of residents.	
Traffic Order considerations (if applicable)			
Power Requirements and Grid Upgrades	- Significant DNO delays e. g. grid connections		

Customer Accessibility		- Liability and safety concerns with cross-pavement solutions, particularly for disabled users.	
Physical implementation of charging point issues or challenges			
Post implementation issues or challenges			
Private charging, i.e. where vehicle is parked on-street but charging point is privately owned			
Use of EV Charging Apps			
Any other issues or challenges to consider	- Generally, LAs have a shortfall in staff (e.g. / GIS / Procurement and Legal) and expertise in EV/EVIs. - Challenges with rollout due to lack of project dedicated resources for the LTA, DNO and CPO.		

General comments	- More consideration needs to be given to accessibility for larger commercial vehicles (vans/HGVs) when installing EVCI. TfSE's recent fleet vehicle forecasting work suggests there will be almost a 50/50 split on energy demand in the year 2050 between private vehicles and commercial vehicles on a publicly available charging network.		

Organisation	Name of document (if applicable)	Website link
TfSE	TfSE EVCI Fleet Forecast Methodology	Link

We will also be compiling a list of useful documents and websites for anyone considering rolling out EV charging infrastructure and would be grateful for any you can recommend.

Submitting Your Evidence

Please submit responses by filling in the tables above and return this document via email by **Friday 13th June 2025.**

Email submissions to: technical@ciht.org.uk
For any questions please feel free to contact sara.zuin@ciht.org.uk

TRANSPORT FOR THE South East

James Harris
Assistant Director
Economy, Transport and Environment Department
East Sussex County Council
County Hall
Lewes
BN7 1UE

25 June 2025

Dear James

TfSE Response to the East Sussex Draft Freight and Rail Strategies

Thank you for the opportunity to review and comment on East Sussex County Council's (ESCC) draft Freight and Rail Strategies. This is a draft officer response that will be presented to our Partnership Board on 21 July 2025 for their approval. Therefore, a further iteration may follow.

Each strategy sets out clear evidence of the challenges facing East Sussex including the increasing numbers of heavy and light goods vehicles (HGVs and LGVs) on congested A and B roads and the lack of an accessible and reliable rail network that provides an attractive alternative to the car for all parts of the county. TfSE welcomes the ambitious range of investment priorities that are identified to address these and other challenges as set out in the strategies.

Draft East Sussex Freight Strategy

We support the ambition set out in the freight strategy as it aligns well with our Transport Strategy's missions for sustainable growth and decarbonisation as well as the strategic actions outlined in our Freight, Logistics and Gateways Strategy. We look forward to working with the ESCC on those priority investments that represent common areas of interest.

<u>Comments on the draft freight strategy's priority investment areas</u>

- TfSE welcomes the recognition of issues faced by the freight sector, for example the lack of suitable lorry parking and provision of driver welfare facilities and the need to increase these in East Sussex.
- We also welcome the plans to decarbonise the freight transport by promoting more HGV and LGV electric vehicle recharging facilities,

collaborating with others such as Network Rail to increase the capability and capacity of the rail freight terminal at Newhaven Port, and planning for zero-emission vehicles for the Council's own vehicle fleet.

- We agree with the need to introduce better freight-related planning through the mandated use of construction and business-related logistics and delivery and servicing plans, but we recognise that it will require extensive engagement with the stakeholders concerned.
- We welcome the recognition of the need for better freight awareness in the public sector, particularly for those working in local planning authorities. We will support ESCC's plans to address this through the delivery of freight knowledge and understanding workshops that highlight the importance of implementing freight initiatives.

Draft East Sussex Rail Strategy

We support the County's rail strategy as it aligns well our own Transport Strategy's goals for strategic connectivity, resilience, inclusion and integration, decarbonisation and sustainable growth. Some of investment priorities align well with those contained in the current TfSE Strategic Investment Plan.

<u>TfSE comments on the rail strategy priority investment areas</u>

- TfSE welcomes the plans for improved accessibility through integrated and active travel projects, and the plans for behavioural change projects to promote mode shift and increase rail use.
- TfSE supports ESCC's desire to roll out the mobility hubs at Uckfield and Polegate stations and recognises the challenges in better integrating train and bus journeys. In particular, these include the need to work with bus operators to improve connection reliability, align multiple train and bus arrivals, and provide more onward journey destinations.
- We support the ambition to encourage multimodal planning information provision, enhanced multimodal and contactless ticketing, and better cycle storage provision.
- We support collaboration with train operating companies to enhance the customer experience at stations as the projects included in the strategy could be achieved with limited funding.
- TfSE supports the County's ambitions for improving rail resilience and reliability, but many of the interventions listed will be dependent on the availability of government funding to Network Rail and Great British Railways (GBR) once established.

- TfSE also supports ESCC's desire to achieve the electrification of the Hurst Green to Uckfield and Ore to Ashford routes, the re-opening of the Uckfield-Lewes and Spa Valley lines and improvements to the Marsh Link line. However, these and the plans for journey time improvements included in the strategy will rely heavily on the availability of funding, additional staff, rolling stock, and changes to rail infrastructure. Therefore, they will also depend on Network Rail and their train operators, whether commercially run as now or re-nationalised in the future. The Council should consider making these constraints much clearer in the strategy to manage residents' expectations.

Rail Strategy delivery timescales and funding options

The strategy presents strong evidence to support the need for many of the infrastructure and operational improvements on the East Sussex rail network and recognises the long delivery times. However, it is likely the delivery times will be longer than those currently anticipated. This is because the constrained funding position of both National Rail now, and GBR in the future, as well as the government's prioritisation of other regional projects means many of these projects are unlikely to be delivered until Control Periods nine and 10.

The Council should consider making it explicit that while private funding may be available for some of the planned rail priorities in the future, there is currently little appetite amongst private investors to take on the risk associated with building new rail lines or running new rail services. This will make it difficult to attract private funding.

Rail scheme business cases

ESCC recognises the current focus on the value of travel time in the government appraisal methodology, particularly regarding rail business cases. However, it should be noted that connectivity itself is not a benefit which is valued as part of its appraisal process. Therefore, it is almost impossible to produce benefit-cost ratios sufficiently high (2 or above) for rail schemes solely focused on connectivity. The Council should consider developing business cases for these types of rail schemes alongside other modal and economic improvements to help produce better benefit-cost ratios. Although revisions are expected to the appraisal guidance as a result of changes to the HM Treasury Green Book, these are not likely to make appreciable differences for rail-only connectivity schemes.

Delivery proposals for both strategies

We acknowledge that the staged approach described in the strategies is key to the successful delivery of the interventions. We also share the Council's belief that the ongoing engagement and dedicated partnerships outlined in both strategies are essential to ensuring that these investment priorities are well understood and supported by the delivery partners. This is particularly important for external partners such as planning authorities, freight and logistics operators or their representatives, Network Rail and GBR. Ongoing engagement with the Department of Transport and other decision-makers, including the new mayoral combined authorities and other regional and local authorities will also be paramount acknowledged in both strategies.

Funding

As acknowledged in both strategies, funding will be a key issue for the timely delivery of investment priorities and this should be made more explicit in the strategies. While there may be funding opportunities available as a consequence of the creation of the new mayoral combined authorities, consideration will need to be given to exploring wider funding opportunities from organisations such as Innovate UK and the Community Rail Network.

In summary, TfSE welcomes both the East Sussex draft freight and rail strategies and the ambitions to deliver investment priorities that should greatly improve the movement of goods and passengers. Despite some of the constraints mentioned above, TfSE will look to support these plans, for example by facilitating contact with freight and logistics operators or their representatives, Network Rail/GBR and other stakeholders, and providing advice on the development of business cases.

We also have some suggested text changes. These will be shared with the Local Transport Planning Team separately.

Yours sincerely

Kate Over
Transport Strategy Manager
Transport for the South East.

Agenda Item 15

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**17 March 2025**
By:	**Co-Chairs, Business Advisory Group**
Title of report:	**Business Advisory Group**
Purpose of report:	**To update the Partnership Board on the recent work of the Business Advisory Group**

RECOMMENDATION:

The members of the Partnership Board are recommended to review and comment on the recent work of the Business Advisory Group.

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1. Introduction

1.1 The Business Advisory Group (BAG) was formed in October 2024. It is co-chaired by Vince Lucas and Daniel Ruiz. The group provides a business voice to support, advise and contribute to the Partnership Board.

2. Business Advisory Group – recent meetings

2.1 The BAG met on Wednesday 18 June virtually.

2.2 The BAG received an update on TfSE activity that has taken place since our last meeting, including the announcement of DfT funding for 2025/26, and the conclusion of Transport Strategy consultation. The Business Advisory Group heard about TfSE's Business Plan for 2025/26, including plans the develop of a Rail Strategy, refresh the Strategic Investment Plan, and develop a model for funding and financing the A27.

3. Business Advisory Group – Progress

3.1 Since forming in October 2024, TfSE's Business Advisory Group has identified and made progress on a number of issues, including:

- Facilitating a case study on hydrogen buses, which was hosted on TfSE's Centre of Excellence.
- Beginning exploratory work on rural connectivity, in collaboration with Transport East, who are currently developing a strong evidence base, with this challenge to be a key focus at the upcoming Business Summit.

- Supporting the Western Rail Link to Heathrow by contributing funding to a case study and participating in the working group.
- Engaging with Great Western Railway (GWR) on electrification of the North Downs Route, including sending formal support for the initiative.
- Funding initial work to support improvements to Isle of Wight ferry services.
- Joining up discussions on access to international rail links, to try to progress this issue.

4. Business Summit

4.1 As set out within the Terms of Reference the Business Advisory Group will come together in person at least once a year, at an in-person event where senior figures from the wider business community will be invited. The first meeting of this kind, TfSE's Business Summit, took place in Guildford on Wednesday 9 July.

4.2 The Business Summit was a success, with over fifty business stakeholders in attendance, from a wide range of sectors, and parts of the TfSE region.

4.3 The Business Summit sought business views' on tackling three key challenges that have been identified by the Business Advisory Group:

- Rural Transport
- Energy Availability
- Access to International Connectivity

4.4 More details about the Business Summit, and the initial outputs from the day, are set out in **Appendix 1.** Initial feedback from attendees was that TfSE have a key role to play in allowing businesses to speak on these issues and building an evidence base and consensus on changes that need to be made.

4.5 TfSE will draft a report for Government, setting out businesses' asks in this area, which will be brought to an upcoming Partnership Board.

5. Conclusions and recommendations

5.1 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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Appendix 1 – TfSE Business Summit – Initial Outputs

TfSE Business Summit, Guildford, 9 July 2025

Following the Summit, the Business Advisory Group will produce a report for Government, which will go to Board for sign-off. This appendix aims to give the Board an initial summary of the day.

Attendance

- The Business Summit was attended by over 50 senior business stakeholders, including construction companies, technology companies, and creative industries, as well as transport operators, who TfSE engage with more regularly.
- TfSE purposefully sought a diverse audience of business stakeholders and focused on the eight sectors that the government has identified as high potential in the recent industrial strategy.
- The event was also attended by TfSE Board Members, Cllr Dennis and Cllr Bowerman.

Structure

- The day was introduced and closed by Vince Lucas and Daniel Ruiz, Business Advisory Group Co-Chairs, as well as Rupert Clubb, TfSE's Chief Officer.
- The day focused on three workshops, asking business stakeholders to identify solutions to three top transport-related challenges that have been identified by the Business Advisory Group:
    - Access to International Connectivity
    - Energy Availability
    - Rural Transport
- We were pleased to have two industry experts facilitating the sessions:
    - Access to International Connectivity was facilitated by Ruth Bagley, Chair of the Western Rail Link to Heathrow Group, and Member of the British Chamber of Commerce's Infrastructure Policy Group.
    - Energy Availability was facilitated by Dr Phil Evans, an independent consultant with experience as a Director at Capita, focusing on transport and energy, and a former Chair of Tech UK's Intelligent Mobility and Transport Steering Board.

Initial Outputs

- The consistent call from business stakeholders was that TfSE's Business Summit was filling a gap, that has been there since the dissolution of LEPs.

- Stakeholders said that TfSE should have a key role in helping to bring out the business voice on these issues and building an evidence base and consensus on changes that need to be made.
- It was acknowledged that TfSE is uniquely positioned to act as a thought leader for the region, as it brings together a coalition of local authorities, business leaders, transport providers, and communities who are closer to the South East's distinct challenges and opportunities than central government – it was noted there was no other equivalent body that could do this.
- While government provides funding and policy direction, TfSE has the credibility, local intelligence, and convening power to shape the long-term vision. By stepping up as a thought leader, TfSE can ensure the region speaks with one voice, challenges outdated assumptions, and secures the integrated investment needed to deliver genuinely transformative transport outcomes.
- A number of stakeholders said that the South East lacks a clear, unified identity when it comes to transport and place-based investment often overshadowed by the London or misunderstood as uniformly affluent.
- There was a call for a distinct regional brand, championed by TfSE, to help change this narrative. Much like Transport for the North has done in articulating a shared northern voice, TfSE is well placed to define and promote what the South East stands for: a complex and diverse region encompassing global gateways, rural communities, high-growth corridors, and coastal economies – and that this brand must deliberately distinguish the South East from London, recognising that the region's infrastructure, funding needs, and growth pressures are fundamentally different.

Workshop Outputs

- **Access to International Connectivity** – Participants agreed that the South East have exceptional international connectivity, and that it is one of our key strengths as a region, but that to maximise this advantage, we need to ensure access to international connectivity is strengthened, with more reliable road connections, and more options to travel to international gateways by rail. Participants felt that TfSE have a key role in making the case for funding for these improvements, to maximise economic growth and opportunities for business. Participants felt that TfSE should focus on work to unlock private financing and funding for road and rail improvements, given government funding constraints.
- **Energy Availability** – One of the strongest messages to emerge from the workshop was the clear interdependence between energy and transport strategies. Participants emphasised that it is increasingly difficult and counterproductive to separate the two. Whether it's the availability of EV charging infrastructure, the future of hydrogen for freight, or the resilience of the electricity grid to support decarbonised public transport, energy and

transport decisions must now be made in tandem. TfSE is well positioned to take a leading role in this space, acting as a regional convenor across transport, energy, planning and industry. By promoting a whole-systems approach to decarbonisation encompassing electricity, hydrogen, digital, and modal shift

- **Rural transport** – This was acknowledged as one of the trickiest issues to address, given overall funding constraints. However, businesses recognised the contribution that the rural economy makes to the South East's GDP. Stakeholders explored a number of solutions to make the most of the transport capacity that already exists in rural areas, to better connect people to employment and tourism, including through the use of technology. TfSE has a key role in developing potential policy solutions and a stronger evidence about rural issues, and submitting this to government, as Transport East have done in their region.

Next Steps

- TfSE will collate all the evidence from the day, to prepare a report on "Transport Asks for Government" that will be reviewed by the Business Advisory Group, and will then go to Partnership Board, before submission to government.
- TfSE will also request for feedback from attendees and will use this to inform plans for the next Business Summit, and plans to further engage with the business community, and make it integral to the work we undertake.

Agenda Item 16

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

Date of meeting: **21 July 2025**

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.

---

1. Introduction

1.1 The second meeting in 2025 of the Transport Forum will be scheduled for Autumn, with prospective topics such as the Regional Active Travel Strategy and Action Plan and the refresh to TfSE's Strategic Investment Plan.

1.2 The recent meeting of the Advisory Panel focused on thematic group updates, and the plans to find new representatives to attend, once wider TfSE thematic groups have been defined.

2. Transport Forum

2.1 The first session of the Transport Forum for 2025 took place in January and focussed on the Transport Strategy Refresh. The aim of the session was to produce a collaborative consultation response to the draft Transport Strategy which could be submitted. This response has now been considered as part of the consultation analysis.

2.2 The second in-person meeting of the Transport Forum will take place in the Autumn. TfSE will look to give Transport Forum members the chance to hear about the recently published Regional Active Travel Strategy and Action Plan. The planning of this session is in direct response to requests from Transport Forum members to hear more about this TfSE workstream.

2.3 There is also a plan to engage with Transport Forum members on the development of the next Strategic Investment plan (SIP) before the end of the year. The method and timeline for this will be determined by project plan for the SIP.

3. Advisory Panel

3.1 In the meeting on July 11 the Advisory Panel provided feedback from their thematic groups. The Advisory Panel in particular, noted that the Bus Forum was working well with high levels of attendance and interest, noting useful discussions around franchising and devolution.

3.2 There was good discussion around the reinvigoration of the Advisory Panel. TfSE officers agreed to take away an action to look at increasing the attendance, in line with the streamlining and restructuring of the wider thematic groups, which will enable new representatives to join the Advisory Panel.

3.3 TfSE officers also updated the Advisory Panel on the upcoming Partnership Board and the papers being taken for decision, including the Transport Strategy Refresh Consultation.

4. Conclusions and recommendations

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

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

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Agenda item 17

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Delivery of the Strategic Investment Plan**
Purpose of report:	**To provide an update on work to support the delivery of the Strategic Investment Plan**

RECOMMENDATION:

The members of the Partnership Board are recommended to comment on 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 Department for Transport (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 at and the resources available to both TfSE and delivery partners to progress.

2.2 This report provides an update on work that supports delivery of the interventions in the SIP, ensuring the required analytical tools are available, our partners have the support they need as they develop and deliver schemes, and that the reporting on benefits realisation arising from both the place-based and global interventions included in the SIP is taking place.

3. Scheme Development Work

3.1 This workstream supports delivery partners to progress schemes through the feasibility study or Strategic Outline Business Case (SOBC) stage where they are not able to fund or resource the work themselves.

3.2 The schemes that have been funded across the three financial years since inception are shown in Tables 1, 2 and 3 in Appendix 1. Through this programme TfSE has been able to support 14 schemes to date, which supports the building of a pipeline of schemes ready for delivery in the coming years.

3.3 Work is underway to review the support provided to date, and to refine and develop a more holistic offer for future financial years, including support that can be provided through the Centre of Excellence alongside direct funding for scheme development work

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

4.1 TfSE continues to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, through support to local transport authority promoters and liaison with DfT. TfSE can offer training and guidance on business case development, through the Centre of Excellence and Analytical Framework.

5. Third Road Investment Strategy (RIS3)

5.1 The Draft RIS3 has been delayed, National Highways have been given a one-year extension of RIS2 with an interim settlement. We will be maintaining a dialogue with both National Highways and DfT. As the process evolves, to ensure that our regional priorities are considered as they finalise their plans.

6. Monitoring and Evaluation

6.1 Work is ongoing to gather and analyse data in readiness for the publication of a second “State of the Region report”, which will update the information in first version published in 2023. This will be brought to the Board for consideration in October 2025.

7. Financial Considerations

7.1 The work set out in this report is being funded from the DfT grant allocation awarded to TfSE for 2025/26.

8. Conclusions and recommendations

8.1 The Partnership Board is recommended to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Mat Jasper
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Item 17 – SIP Delivery - Appendix 1

Table 1 - Development support schemes – 2023-24

Promoting Authority	SIP ref	SIP Scheme Name	Status	Support for:	Award
Kent County Council	V2, V3 & V17	Fastrack Optimisation and Extension	Complete	Feasibility Study	£51,297
Medway Council	S16	New Strood Interchange	Complete	Pre-Feasibility Study	£20,000
Portsmouth City Council	B5	Cosham Station Mobility Hub	Complete	SOBC	£30,000
Southampton City Council	I10	West Quay Road Realignment	Complete	SOBC	£100,000
				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)	Finalising Contracts	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	Underway	Feasibility Study	£50,000
Brighton & Hove City Council	A2 & A3	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	Underway	Feasibility Study	£50,000
Solent Authorities - NR	G2 & G3	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	Underway	SOBC	£50,000
Kent County Council	S22	Gatwick-Kent Service Enhancements	Scoping & Legal Review	SOBC	£25,000
				TOTAL	**£450,000**

Table 3 - Development support schemes – 2025-26

Leading Authority	SIP ref	SIP Scheme Name	Status	Support for:	Award
Southampton City Council	C1	Southampton Mass Transit	Scoping	Feasibility Study	£100,000
Portsmouth City Council	C2	South East Hampshire Rapid Transit Future Phases	Scoping	Feasibility Study	£50,000
				TOTAL	**£150,000**

Item 17 – SIP Delivery - Appendix 1
Table 1 - Development support schemes

Authority	Year awarded	SIP ref	Scheme	Support for	Status	Level of Support
Kent County Council	2023/24	V2, V3 & V17	Fastrack Optimisation and Extension	Feasibility Study	Complete	£51,297
Medway Council	2023/24	S16	New Strood Interchange	Pre-Feasibility Study	Complete	£20,000
Portsmouth City Council	2023/24	B5	Cosham Station Mobility Hub	SOBC	Complete	£30,000
Southampton City Council	2023/24	I10	West Quay Road Realignment	SOBC	Complete	£100,000
West Sussex County Council	2024/25	I16	A259 Chichester to Bognor Regis Enhancement	SOBC	Underway	£100,000
Surrey County Council	2024/25	N1	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Feasibility Study	Finalising Contracts	£50,000
East Sussex County Council	2024/25	N3b & N18	A22 North of Hailsham to Maresfield (MRN Pipeline) Corridor SOBC	SOBC	Underway	£50,000
Berkshire - Wokingham Borough Council	2024/25	P7, P9, P12, P18, Q1	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	Feasibility Study	Underway	£75,000
Hampshire County Council	2024/25	E2	South East Hampshire Area Active Travel	Feasibility Study	Underway	£50,000
Brighton & Hove City Council	2024/25	A2 & A3	A27/A23 Patcham Interchange & Falmer Strategic Mobility Hub	Feasibility Study	Underway	£50,000
Solent Authorities - NR	2024/25	G2 & G3	A2 Botley Line Double Tracking & A3 Netley Line Signalling and Rail Service Enhancements	SOBC	Underway	£50,000
Kent County Council	2024/25	S22	Gatwick-Kent Service Enhancements	SOBC	Scoping & Legal Review	£25,000
Southampton City Council	2025/26	C1	Southampton Mass Transit	Feasibility Study	Scoping	£100,000
Portsmouth City Council	2025/26	C2	South East Hampshire Rapid Transit Future Phases	Feasibility Study	Scoping	£50,000
					Total 2023/24	**£201,297**
					Total 2024/25	**£450,000**
					Total 2025/26	**£150,000**
					Total	**£801,297**

Agenda item 18

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

Date of meeting: **21 July 2025**

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

Title of report: **Analytical Framework**

Purpose of report: **To provide an update with the development on analytical framework**

RECOMMENDATION:

The members of the Partnership Board are recommended to comment on the progress with the development on analytical framework.

---

1. Introduction

1.1 This report provides an update on the development of an analytical framework to support business cases and the delivery of the schemes within the Strategic Investment Plan (SIP).

2. Background

2.1 The analytical framework route-map was initially approved at the Partnership Board meeting on 23 January 2023, followed by an endorsement of the refreshed route-map on 13 July 2024 to ensure its continued relevance and alignment with local challenges, while also ensuring value for money.

3. Data

3.1 We have been continuing our requirements gathering with our host authority's IT team for our data architecture build. The data architecture will consist of a virtual machine hosting a database to store modelling data produced by various TfSE workstreams. Various software tools required to produce, interrogate and visualise the data will also be available on the virtual machine creating a back office solution appropriate for the future direction of TfSE that will enable efficient sharing amongst our partners. Building of the system is due to start imminently.

3.2 The regional travel survey data collection has been completed, with almost 7,000 responses collected across the region. This provides a statistically robust sample for analysing evolving travel behaviour at the local transport authority level. The data is currently undergoing validation, and the final raw dataset and summary dashboards will be shared via the Centre of Excellence platform.

3.3 We have conducted a due diligence review of mobile network data options, which is a key source of information for understanding travel demand in the region and a critical input for building transport models. Once the data has been acquired, the raw

dataset will be made available to all LTAs in our region to assist their modelling and strategic planning work.

3.4 We have conducted a due diligence review of network planning tools available, leading to our preferred choice of Podaris. The proposal negotiated with Podaris would give LTA stakeholders a discounted rate for access to the tool.

4. Analytical tools

4.1 The final report for the proof-of-concept study of the North Regional Transport Modelling System (NorTMS) has been received. The study evaluates the effectiveness of the NorTMS, comparing it against traditional methods, particularly elasticity-based approaches (e.g. MOIRA), across three key types of rail interventions.

4.2 The study concludes that NorTMS provides comparable and robust demand forecasts relative to traditional methods. Its comprehensive and flexible nature makes it particularly well-suited to transformative rail interventions or cases with minimal baseline demand. However, its value for TfSE depends on the scale of planned schemes, the potential cumulative benefits of evaluating multiple projects simultaneously, and the associated setup and maintenance costs.

4.3 Given that TfSE is not planning large-scale transformational projects akin to Northern Powerhouse Rail, a reasonable approach would be to build the components of NorTMS incrementally, in line with what has already been planned within TfSE's analytical framework. In the meantime, rail scheme assessments can continue to be supported using traditional methods until the full analytical framework has been developed. The full report is attached in Appendix 1, and will be shared with other STB's as part of the Common Analytical Framework to help inform their analytical plans.

4.4 We have commenced the Travel Market Synthesiser project, this project aims to develop an analytical tool to generate synthetic travel demand for a specified year, tailored to TfSE's area. It involves replicating Transport for the North's (TfN) Travel Market Synthesiser, enhancing it with local data and parameters, and validating the outputs against TfSE's observed data in line with Department for Transport guidance.

4.5 We are progressing with the development of the South East Highway Assignment Model (SEHAM) as planned, the initial stage is due to complete by the end of August.

5. Engagements

5.1 We contributed to the Department for Transport's study on overcoming barriers to AI adoption. The report highlights key obstacles, including data quality, infrastructure and workforce readiness, public trust, costs, and environmental concerns, while also recognising AI's potential to enhance safety, efficiency, and sustainability. A copy of their report is available at the following link **TRL | Bridging the gap: Overcoming the barriers to AI adoption in transport** Over the coming months, through our Centre of Excellence, TfSE will develop a targeted support programme to help local authorities build confidence in using AI for policy development, reporting, and data analysis. This

initiative aims to boost day-to-day productivity and support the effective integration of AI into local government operations.

5.2 The fourth TfSE Modelling and Appraisal Forum was held on 2nd July 2025. As a number of LTAs are currently updating or considering update their strategic transport models, this session focussed on the experiences and lessons learned during these updates. A presentation was given by Jon Wheeler from East Sussex County Council, whose team has recently completed updates to their strategic transport model.

6. Financial Considerations

6.1 The work set out in this report is being funded from the DfT grant allocation awarded to TfSE for 2025/26.

7. Conclusions and recommendations

6.1 The Partnership Board is recommended to comment on the progress with the development on analytical framework.

RUPERT CLUBB
Chief Officer
Transport for the South East

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Report
May 2025

NorTMS Rail Modelling Proof of Concept Study – Final Report



Transport for the South East (TfSE)
24544801

steer

Report
May 2025

NorTMS Rail Modelling Proof of Concept Study – Final Report

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Executive Summary

Overview

Transport for the South East (TfSE) has produced a Strategic Investment Plan (SIP) which includes proposals to enhance the rail network in the South East of England. Conducting comprehensive demand, revenue, and benefit analyses is essential to make the case for investment in these proposals and to secure the required support and funding. While rail industry forecasting methods such as MOIRA are often suitable, some interventions require alternative approaches due to significantly large improvements in service, or the development of new markets where rail options currently do not exist.

In these cases, the traditional elasticity-based modelling approach, as outlined in the Passenger Demand Forecasting Handbook (PDFH), may be less effective due to the scale of rail journey time changes or minimal base rail demand. Alternative modelling methods, such as four-stage demand modelling tools, become more relevant.

Transport for the North (TfN) has developed the Northern Transport Modelling System (NorTMS), which includes the Northern Rail Modelling System (NoRMS) and the Northern Highway Assignment Model (NoHAM). NoRMS considers pan-northern rail passenger movements and longer-distance strategic passenger movements, while NoHAM focuses on highway travel. This suite could be applied to other Sub-National Transport Body (STB) areas with necessary adjustments to account for differences to northern England.

To determine the suitability of adopting a similar model to NorTMS, TfSE requested a study to compare this model against a traditional PDFH-based approach using case studies of similar schemes in the north of England to those which form part of the SIP. Steer collaborated with TfN and TfSE to analyse how demand forecasts derived from NorTMS compares to alternative methods. Analysis was undertaken for three types of interventions affecting heavy rail infrastructure:

- Infrastructure improvements aimed at reducing journey times.
- Service enhancements to increase frequency and punctuality.
- Projects designed to open up new markets or serve previously unserved areas.

The analysis demonstrated that NorTMS provides comparable demand forecasts to traditional methods for all interventions tested. The findings suggest that the NorTMS model offers a viable alternative to traditional demand forecasting methods. The flexibility and comprehensiveness of the NorTMS suite make it particularly well-suited for capturing the impacts of transformative and multimodal interventions, supporting TfSE's strategic objectives effectively. However, this functionality needs to be considered alongside the cost of establishing and then maintaining a NorTMS suite of models for the South East.

1 Introduction

1.1 Transport for the South East's (TfSE) Strategic Investment Plan (SIP) sets out an ambitious programme of potential rail network enhancement schemes. To develop those schemes a range of demand, revenue and benefit analysis will need to be undertaken, both to refine the scheme definition and to make the case for funding by supporting a value for money assessment. For many interventions typical rail industry demand, revenue and benefit modelling approaches will be suitable.

1.2 However, there are other interventions, as well as the full programme of interventions taken together, that have the potential to materially improve the service offer or serve markets where there is no current rail option. In such cases the typical elasticity approach to modelling set out in the Passenger Demand Forecasting Handbook (PDFH) becomes less robust, either because of the magnitude of journey time change, or because there is a very low level of base rail demand against which to model.

1.3 While PDFH does set out approaches to forecast demand in these situations, it may be appropriate to make use of a different modelling approach, such as four-stage demand modelling tools.

1.4 Transport for the North (TfN) has developed the Northern Transport Modelling System (NorTMS), which includes Northern Rail Modelling System (NoRMS) and Northern Highway Assignment Model (NoHAM). NoRMS focuses on modelling pan-northern rail passenger movements as well as more strategic modelling of longer distance passenger movements whilst NoHAM is a highway model.

1.5 TfN is able to make the NorTMS modelling suite available for other Sub-National Transport Bodies, although further development to cover different geographies outside the north of England would be required.

1.6 To inform the decision on whether to adopt a similar model to NorTMS, Transport for the South East (TfSE) has set out a scope of work to test the NorTMS model against a typical PDFH-based modelling for a set of case studies based on comparable 'twin' schemes in the north of England.

1.7 Steer has worked with TfN and TfSE to undertake a comparison of how demand forecasts derived from NorTMS compare to alternative approaches for three different types of intervention affecting heavy rail infrastructure. This note describes the findings of this comparison.

2 Identifying Case Studies

2.1 To identify suitable interventions to model in NorTMS we have reviewed the TfSE SIP to identify proposed interventions for which comparable interventions in the North can be found. The initial sift included:

- Route upgrades – including a mixture of reduced journey times and increased frequency.
- Additional station capacity provision to support additional services.
- Relocated stations or improved walking route between near-by stations – to allow better interchange between different lines.
- New stations.
- New chords to allow new direct services.
- Reopened lines.

2.2 There are some interventions which are out of scope of this work. These include those where NorTMS is not the right tool to model the benefits, including freight interventions, safety-focussed schemes, station quality and schemes delivering performance benefits or rail decarbonisation. We have not proposed to test interventions in the South East that are primarily focused on London commuting, as there are no comparable markets in the North.

2.3 Possible twin schemes considered included:

- **Route upgrades**: previously delivered schemes enhancing the Liverpool – Manchester route via St Helens, and the Bolton corridor. Planned route upgrades such as the TransPennine Route Upgrade and Hope Valley upgrade.
- **Additional station capacity**: Platform 0 at Leeds or Platform 5 at Bolton. Planned schemes could include elements of the above route upgrades; Huddersfield station or Dore Station.
- **Relocated stations or improved walking routes**: The most recent scheme of this kind was Liverpool South Parkway, which opened in 2006. Conceptual schemes could be modelled at locations including Wigan, Warrington, Wakefield
- **New stations**: recent new stations openings include Warrington West (2019), Low Moor (2017), Kirkstall Forge (2016) and Apperley Bridge (2015). A new station at major city centre station is being planned at Bradford and NorTMS analysis will be available for this.
- **New chords**: Halton Curve opened in 2019 and the Todmorden Curve opened in 2015.
- **Reopened lines**: TfN has recently developed forecasts for the Skipton-Colne reopening which included NorTMS modelling. The Northumberland Line opened in December 2024.

2.4 The proposed twin schemes were revised following discussion with TfN. It was then proposed the above list should be grouped into three potential scenarios to model which are:

- A Route Upgrade
- A New Station
- A New Line/Line Reopening

Route Upgrade

2.5 The chosen route to model for this case study is the Preston to Leeds corridor. The TfSE SIP includes proposals to improve line speed and service frequency on a number of routes including on the Brighton Main Line, Arun Valley, North Kent, Chatham Main and East and West Coastways, The TfSE Transport Strategy highlights the need to improve cross-regional services, such as Brighton - Southampton and Ashford - Gatwick- Reading as a key policy to improve connectivity in the region. In comparison Preston-Leeds has similar characteristics to those routes in terms of geography, distance, service frequency, average speed, and population of towns and cities on the corridor.

2.6 Preston to Leeds is a similar distance to Brighton to Southampton and has a similar average speed. Both have 1 train per hour (tph) end to end but up to 5 or 6 tph on intermediate route sections. Selected statistics shown below for comparison.

Figure 2.1: Comparison of key metrics between "twinned" route corridors

Preston - Leeds

Route	Distance (Miles)	Journey time (mins)	Average speed (mph)	Frequency (tph)
Preston - Leeds	60	103	35	1
Man Vic - Bradford	40	58	41	3

Station	Entries/exits 2019 (m)
Leeds	19
Bradford	3
Halifax	2
Burnley	1
Blackburn	1
Preston	5

Brighton - Southampton

Route	Distance (Miles)	Journey time (mins)	Average speed (mph)	Frequency (tph)
Brighton - Southampton	62	109	34	1
Brighton - Littlehampton	20	55	22	2
Brighton - Portsmouth	45	82	33	1
Portsmouth - Southampton	25	45	33	2

Station	Entries/exits 2019 (m)
Brighton	17
Littlehampton	0.9
Barnham	0.9
Havant	2.2
Portsmouth S	2
Portsmouth H	2
Southampton	6.3

Ashford - Reading

Route	Distance (Miles)	Journey time (mins)	Average speed (mph)	Frequency (tph)
Ashford - Tonbridge	26	35	45	1
Tonbridge - Redhill	20	31	39	1
Gatwick - Reading	53	85	37	2

Station	Entries/exits 2019 (m)
Ashford	4
Tonbridge	4.4
Redhill	3.6
Gatwick	21
Guildford	6.9
Reading	16.7

2.7 The Route Upgrade consists of an increase in service frequency and a reduction in journey time. This is a conceptual scenario that is agnostic of infrastructure capacity. In this case the focus of the analysis is on uplifting an established existing base rail demand. For this purpose an elasticity approach to modelling as set out in PDFH is appropriate.

2.8 The impacts of such changes in frequency and journey time have been quantified as passenger generalised journey time (GJT) changes. This is a measure of passengers' perceived station to station journey time which includes an in-vehicle time, a frequency penalty and, where necessary an interchange penalty.

2.9 The demand resultant from the change in GJT (in terms of user time savings), has been forecast using MOIRA, the industry standard rail demand and revenue forecasting tool. This uses an elasticity based approach to calculate the uplift in demand based on the change in GJT.

New Station

2.10 TfSE SIP includes consideration to create a number of new stations including a new station north east of Horsham, new stations east and west of Guildford, Canterbury Interchange and Strood Interchange.

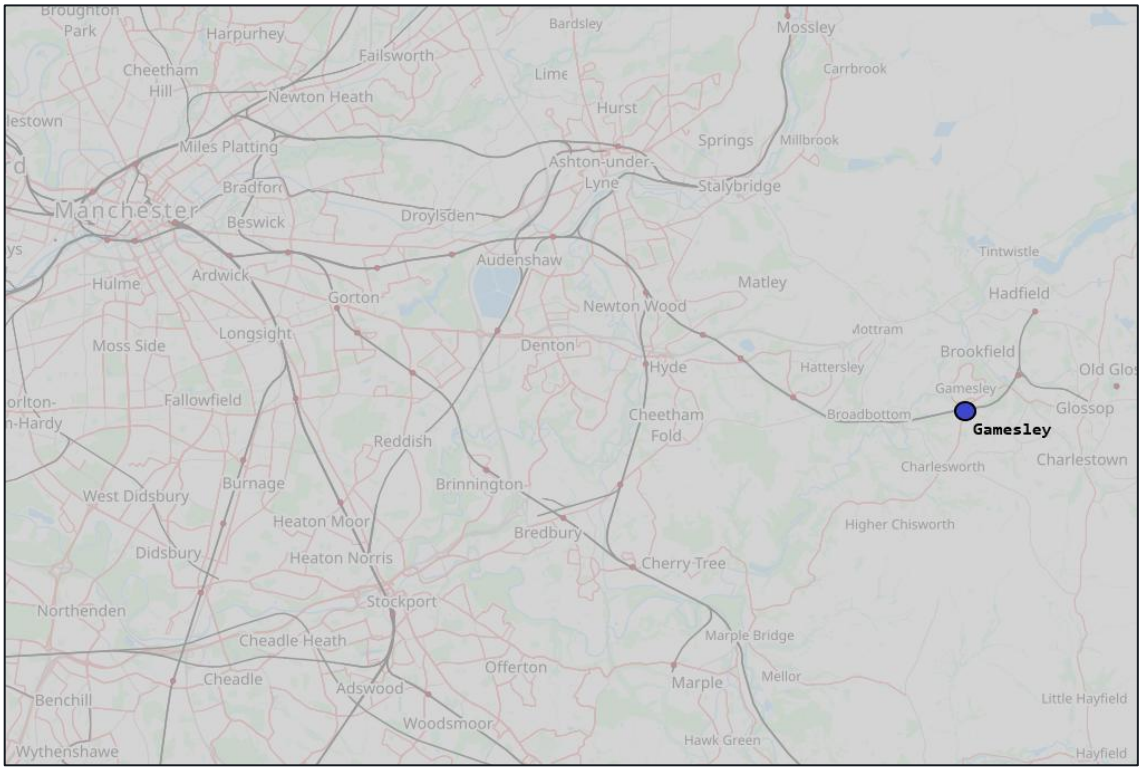
2.11 TfN has already coded a set of proposed new stations into the NorTMS network. These have no services stopping in any time period but have services passing through which can be amended to stop. The initial sifting process produced a list of four potential comparator new stations:

- Cottam Parkway
- Dinting
- Gamesley
- Skelmersdale

2.12 Steer has previously produced a business case for Gamesley and therefore this was chosen as a suitable case study. Gamesley is located just one mile outside the Greater Manchester boundary in Derbyshire, but has poor transport links to the city.

2.13 The community at Gamesley is situated in the Derbyshire borough of High Peak, adjacent to the border with Greater Manchester. It is a short distance (circa. two miles) from the towns of Glossop and Hadfield, however the Peak District National Park then separates the community from Derbyshire's principal economic centres in the centre and east of the county. Derby, for example, is 50 miles away and around 90 minutes travelling time by car. The community is therefore reliant on the Greater Manchester city region for much of its employment, higher education, healthcare and other opportunities.

Figure 2.2: Proposed Gamesley station location



2.14 The rail corridor provides a half-hourly off-peak service to and from Manchester Piccadilly station, rising to a 20-minute frequency at peak times. This study assumes all services passing the proposed location will be amended to call at Gamesley.

2.15 In comparison with proposals for new stations in the TfSE SIP the size of the catchment is likely to be larger for those than for Gamesley and the frequency of service greater. However the modelling approaches would be similar.

New Line/Line Reopening

2.16 TfSE has identified potential line re-openings in the SIP including the Waterside Line (Fawley), Uckfield – Lewes and establishing a rail link to Heathrow from the region.

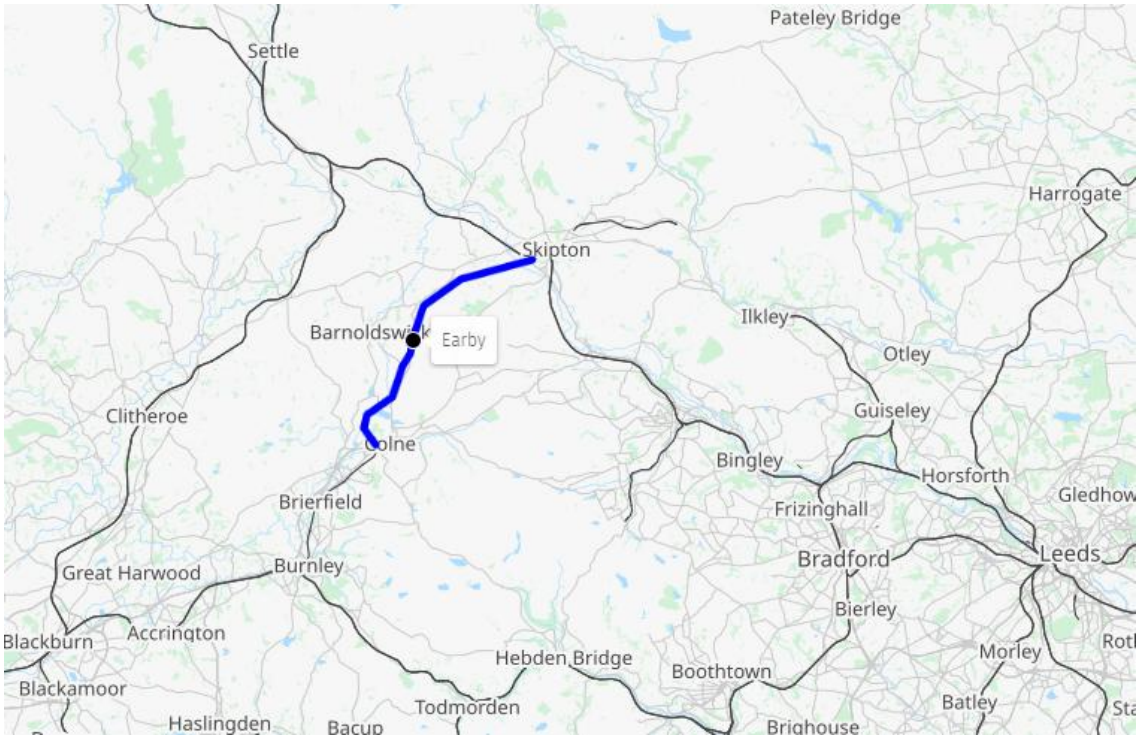
2.17 The NorTMS model network already included proposed line reopenings at Skipton- Colne and the Northumberland Line. The Northumberland Line is an example of a reopening of a branch line with seven stations, whereas Skipton Colne is a link between two existing railways with a single station.

2.18 Steer has previously supported the business case for Skipton – Colne and it was deemed most appropriate with similarities to Uckfield - Lewes.

2.19 By connecting the Aire Valley Line at Skipton with the Blackburn and Colne Line at Colne, reopening the line would provide a further trans- Pennine railway that has the potential to be used by passenger and freight services. A railway between Skipton and Colne was opened in October 1848 as part of the Leeds and Bradford Railway. By April 1849 it was part of a through route from Leeds to Liverpool. There were stations at Elslack, Thornton-in-Craven, Earby and Foulridge. A branch from Earby to Barnoldswick was opened in 1871. The Barnoldswick Branch closed to traffic in September 1965 and the route between Skipton and Colne closed to traffic in February 1970. In February 2018, the

Secretary of State for Transport announced that a feasibility study would be undertaken to look at the case for reinstating a railway line between Skipton in North Yorkshire and Colne in Lancashire.

Figure 2.3: Map of proposed Skipton – Colne line



2.20 The option assessed here is the reinstatement of a twin track railway between Skipton and Colne with a new station at Earby, doubling of the current single line section between Colne and Gannow Junction to permit a two trains per hour passenger service.

3 Introduction to NorTMS

3.1 Transport for the North (TfN) commissioned development of NorTMS to model large-scale rail improvements across the North of England. NorTMS is part of TfN's Analytical Framework which aims to provide consistency between modelling approaches used across studies covered by TfN.

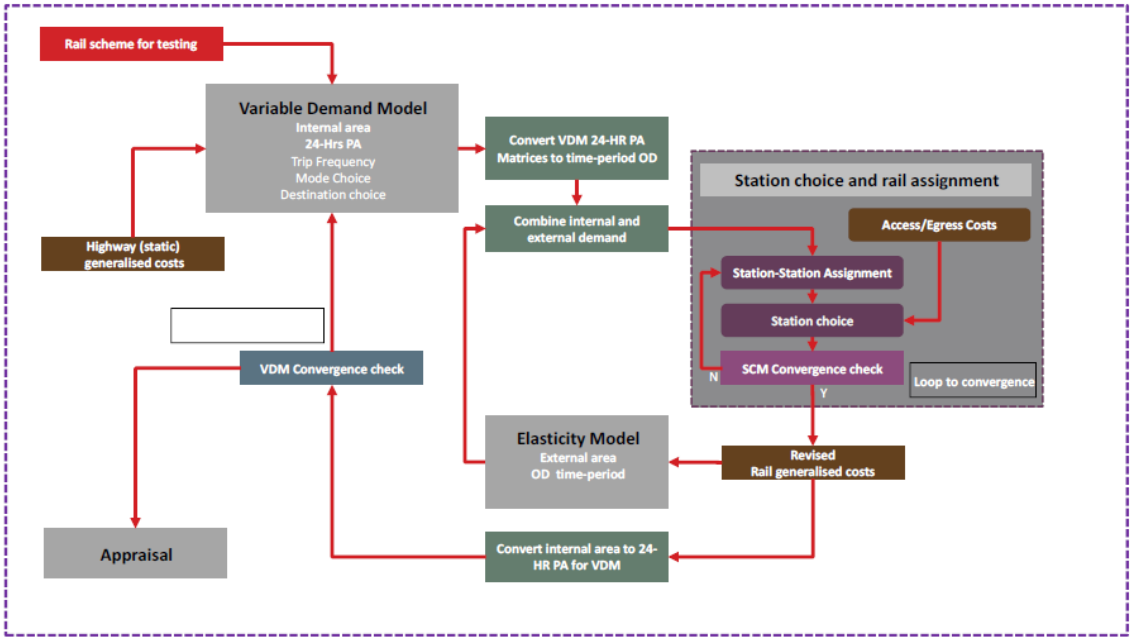
3.2 Primarily NorTMS was developed to support the business case for Northern Powerhouse Rail (NPR). NPR aims to improve journey frequency and reduce journey times between key cities in the north including Liverpool, Manchester, Bradford, Leeds, Sheffield, Hull, York and Newcastle. The NPR scheme is a combination of route upgrades and new high speed rail line sections.

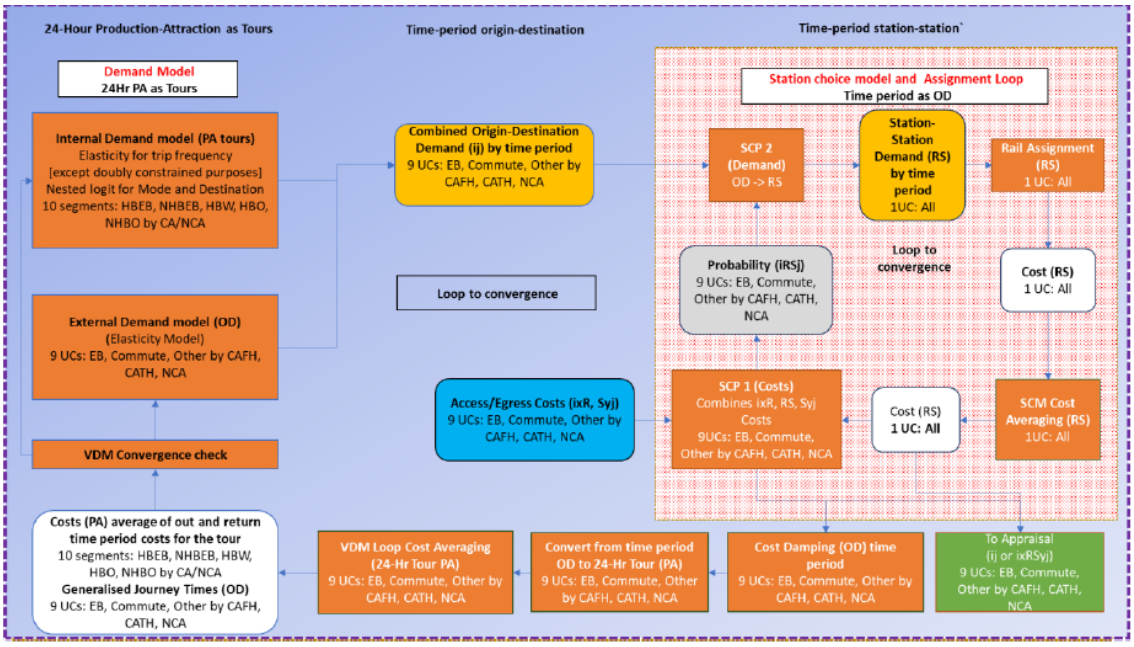
3.3 The Passenger Demand Forecasting Handbook (PDFH) recommends that an elasticity based approach to forecasting demand as provided by the industry standard MOIRA modelling software is less appropriate where the change in generalised journey time (GJT) is greater than circa 30%, and in particular where there is not a significant base demand to build from.

3.4 In the case of NPR, due to the amount of new infrastructure proposed, it was decided a multi-modal form of model following the guidance in TAG would be more appropriate than solely an elasticity-based approach. The High Speed 2 (HS2) project has adopted the PLANET modelling suite as its core demand forecasting software. PLANET was trialled on the NPR scheme, but was observed to be more focussed on North-South movements and was not giving what were considered to be plausible results for east-west intercity trips in the north.

3.5 NorTMS has been developed as a multi-modal variable demand model which also takes account of the interaction with highway competition. It has been developed using Cube transport modelling software. It consists of a nested set of applications, the relationship between each application is shown in detail in the figure below:

Figure 3.1: NorTMS Model Map





3.6 NorTMS primarily has two models working together:

- **Internal**: Demand forecasts for trips entirely within the internal study area are made using the Variable Demand Model (VDM), a four-stage model (generation, mode choice, destination choice and assignment), which runs at 24-hour Producer-Attractor level. The Variable Demand Model (VDM) subgroup processes the destination choice, modal choice, and trip frequency as well as the external elasticity to generate new demand. This demand is then assigned and new costs produced. This process is run iteratively until the convergence criterion is met.
- **External:** Demand forecasts for trips with one or both trip-ends outside the internal area are made using an elasticity model that runs in Origin - Destination form by time period. This uses PDFH GJT elasticities.

3.7 Demand forecasts from the two approaches are combined for the station choice model that includes rail assignment. The station choice and rail assignment run at OD level by time period.

3.8 The station choice model is a key element of the model and forecasts the usage at new stations and the level of abstraction from other stations using a catchment model using the distance and mode of access/egress. The station choice model represents the decision as to the most appropriate stations to travel between on the rail network for each journey given rail travel and access/egress costs. This functionality allows a rail route choice response to significant service changes and new stations.

3.9 NorTMS model includes modelling of crowding. Each rail service has a rolling stock formation allocated and the model applies a penalty to the in vehicle journey time to reflect passenger perception of crowding. Crowding curves are derived from PDFH. The crowding model iterates to a convergence allowing passengers to re-route to avoid or reduce crowding penalties.

4 Alternative Methodologies

4.1 This section provides a summary of the alternative approaches to NorTMS for the three agreed Case Studies:

- A Route Upgrade
- A New Station
- A New Line/Line Reopening

4.2 In each case we are comparing the calculation of changes in demand, and the drivers of that change (for example generalised cost or generalised journey time). The assessment does not consider infrastructure cost, operating cost or revenue.

4.3 The approaches used are consistent with:

- Passenger Demand Forecasting Handbook and Transport Appraisal Guidance (TAG)
- DfT guidance on demand forecasting for rail schemes

Route Upgrade

4.4 The Route Upgrade in this case is assumed to consist of an increase in service frequency and a reduction in journey time. This is a conceptual scenario that is agnostic of infrastructure capacity. In this case the focus of the analysis is on uplifting an established existing base rail demand. For this purpose, an elasticity approach to modelling as set out in PDFH is deemed appropriate.

4.5 The impact of such changes in frequency and journey time have been quantified as passenger generalised journey time (GJT) changes. This is a measure of passengers' perceived station to station journey time which includes an in-vehicle time, a frequency penalty and, where necessary an interchange penalty.

4.6 The demand resultant from the change in GJT (in terms of user time savings) has been forecast using MOIRA, the industry standard rail demand and revenue forecasting tool.

New Station

4.7 For a new station the typical elasticity approach to modelling set out in PDFH is not directly applicable because there is no or minimal base rail demand against which to model demand changes. In this case, a "catchment model" approach has been used. .

4.8 This type of model is often used in relation to new station demand forecasting and uses estimates of the number of people living within a particular station catchment area. The catchment model allocates hex cells to rail stations based on the shortest overall journey time to a selected destination. The baseline rail station demand is then allocated to each hex in the Do Minimum scenario. The allocation to each hex is based on population and a weighted access time from the hex to the station.

4.9 The model is re-run with the new station included. Each hex is re-allocated to take into account the revised access times and rail GJTs from the new station. This estimates the existing demand that will be abstracted from currents stations to the new station.

4.10 Demand uplift is then calculated based on the difference between the GJT and access time change between the Do Minimum and Do Something scenarios for each Hex.

4.11 Stopping existing rail services at new stations creates an increase in journey time for existing rail users. In order to calculate this disbenefit, MOIRA has been used to calculate the impact in terms of change in GJT to existing users and subsequent impact on demand.

Re-opening/New Line

4.12 A reopened or new line can have two specific impacts in terms of connectivity benefits. It will serve new rail users, for whom no rail mode currently exists and in some cases, the line may also connect to the existing network at each end. In this case there may also be benefits to established rail markets from quicker journey times. Different tools are applicable in each case, summarised as follows:

- Where there are benefits to existing established flows MOIRA has been used.
- For new and significantly improved rail flows, catchment analysis and a direct demand gravity model has been applied;

4.13 The theory behind the MOIRA elasticity approach is summarised previously. However, PDFH 6.0 suggests using alternatives to MOIRA where there are large GJT changes which it states are “traditionally taken to be more than ~30%”.

4.14 A Gravity Model is a suitable approach to forecasting new flows. A gravity model estimates passenger demand between localities based upon the respective localities’ characteristics such as GVA, as well as the characteristics of the rail and road journeys made between the pair of localities. The methodology undertaken for Skipton-Colne is detailed further below.

Sample Methodology

4.15 The benefits appraisal analysis is calculated using the projected levels of passenger demand, driven by a combination of exogenous and endogenous factors. This section details the modelled user benefits, and the underlying passenger demand.

4.16 The following key benefits are quantified:

- Passenger generalised journey time (GJT) savings. This is a measure of passengers perceived journey time which comprises:
  - In-vehicle time,
  - A frequency penalty,
  - Changes in station access time, and,
  - Where relevant, an interchange penalty;
- The change in passenger miles and journeys for the consequential impacts on highway users; and
- Additional revenue to franchised operators as a result of the additional demand.

4.17 In the Scenario described below two models are used to develop the GJT benefits for passengers, one for existing flows, and one for new flows.

Inputs to the Model

4.18 Key inputs to the model were:

- GVA data for 2015, sourced from ONS
- BRES data for 2016 sourced from NOMIS
- Rail generalised journey times for the do minimum and test scenarios, from MOIRA;
- Car journey times (from drivetime software); and
- Value of time parameters from TAG.

4.19 These explanatory variables were regressed against historical journey and revenue data (2017/18) for each in-scope rail flow, and a gravity model produced.

Specification and Calibration of the Model

4.20 The specification of our direct demand model in its basic form is as follows:

4.21 $$\ln(Demand) = \ln\left(\alpha GVA_{Origin} + \beta BRES_{Destination} + \gamma GJT_{Rail} + \delta JT_{Road}\right) + \varepsilon_1 XMC_{Origin} + \varepsilon_2 XMC_{Destination} + \varepsilon_3 LDS_{Origin} + \varepsilon_4 LDS_{Destination} + \varepsilon_5 XLP_{Origin} + \varepsilon_6 XLP_{Destination} + C$$

4.22 Where:

- GVA_{Origin} is the annual Gross Value Added of the area around the origin station;
- $BRES_{Destination}$ is a measure of employment in the area around the destination station;
- GJT_{Rail} is the generalised journey time between the origin and destination via rail;
- JT_{Road} is the drive time between the origin and destination;
- XMC_{Origin} to $XLP_{Destination}$ are binary flags for the origin/destination stations being Manchester (XMC), Leeds (LDS) or Liverpool (XLP); and
- C is a constant.

4.23 The areas around the stations are defined using a layer of hexagonal cells of side length 1333 m. The following rules were used to assign these hex cells to stations:

- Hex cells are assigned to the station for which the sum of the drive time, and the minimum of the rail GJTs to key O_Ds. Including rail GJTs in this allows passengers to 'prefer' stations with regular, fast connections to the wider network.
- Passengers are assumed not to travel more than 7 km at the origin end, and 3.5 km at the destination end.

4.24 The model derived was statistically sound, with all explanatory variables significant at the $p<0.01$ level, and an R-squared statistic of 0.491, indicating that around half of the observed variation in demand was captured by the explanatory variables used.

4.25 The table below shows the values of the coefficients used in the modelling.

Table 4.1: Gravity model coefficients

Coefficient	Value
A	0.19
B	0.21
Γ	-3.75
Δ	0.70
ε_1	2.53

ε_2	3.69
ε_3	1.87
ε_4	2.73
ε_5	1.76
ε_6	3.02
C	15.00

Existing Flows Model

4.50 The Existing flows model uses MOIRA to determine benefits for the flows that will experience changes in GJT less than 30% as a result of the new service.

5 Comparison of Models

5.1 In order to compare 'like with like' it is necessary to understand the difference in base data between the models.

Definitions

Base

5.2 In this note the **Base** refers to actual timetable or demand data used to build the future year timetables.

- The Base demand is the actual number of rail journeys made in a particular year.
- The Base timetable is a published timetable which operated at a particular time.

Do Minimum

5.3 A Do Minimum is a future year projection of rail demand and a timetable assumption that assumes committed changes are made, for instance due to the completion of on-going enhancements to the network.

Do Something

5.4 The amended rail service offer enabled by the specific infrastructure enhancement being modelled is referred to as the Do Something scenario.

Reference Case

5.5 The **Reference Case** refers to the modelled position that the Scenario is compared against. In the case of the alternative modelling approaches, the Reference Case is always the same as the Base position. This applies to demand and timetable assumptions.

5.6 In the case of the NorTMS modelling the Reference Case is a future year "Do Minimum" position, with a different level of demand and a different timetable compared to the Base.

5.7 The NorTMS Do Minimum includes a change to the timetable and underlying demand year to represent a future position with known timetable amendments and a forecast change in demand.

Assumptions

Timetables

NorTMS

5.8 The NorTMS model has a Reference Case that has been used to compare all scenarios against. This represents a future position, in this case the 2028 Do Minimum. This has

been built from the December 2021 public timetable as a Base, but with amendments to services to represent future committed schemes, including:

- Manchester Recovery Task Force December 2022 service changes.
- Thorpe Park new station.
- PFM Hybrid Minimum timetable for East Coast Mainline long distance services.
- Additional 1 tph Sheffield-Wakefield Westgate-Leeds semi-fast service.
- PFM Hybrid Minimum timetable for long distance services including restoration of 2 tph CrossCountry via Sheffield.
- Magna Templeborough (Rotherham) new tram-train stop.

Alternative Modelling

5.9 The Reference Case timetable for the alternative modelling approaches is different depending on the case study, however in each case the Reference Case timetable is the same as a Base, that is there is not a separate Do Minimum.

5.10 The Reference Case timetables are:

- **Case Study 1**: Preston – Leeds Route Upgrade uses the June 2024 Base Timetable.
- **Case Study 2**: Gamesley New Station uses the December 2019 Base Timetable.
- **Case Study 3**: Skipton-Colne uses the May 2018 Base timetable.

5.11 There are differences therefore in the rail service offer used in the Reference Case timetables for each Case Study, however the with respect to the findings of this work, the differences should not be significant in the geographical areas covered by the three case studies.

Table 5.1: Timetables used as the Reference Case

CS	Case Study	Scheme Name	NorTMS	Alternative Model
1	Route Upgrade	Preston – Leeds	2028 DM	June 2024 Base
2	New Station	Gamesley	2028 DM	December 2019 Base
3	Route Reopening	Skipton - Colne	2028 DM	May 2018 Base

Demand

NorTMS

5.12 The NorTMS model is built upon base rail demand from 2017/18 with exogenous growth to rail journeys applied using DfT's Rail demand forecasting tool EDGE (Exogenous Demand Growth Estimator) to create a 2028 Reference Case/Do Minimum. This is the same model parameters used for all case studies.

5.13 The exogenous growth observed in the NorTMS model shows an average increase to rail journeys of 30% between 2017/18 and 2027/28.

5.14 In addition to this the Do Minimum timetable adds another 10% of growth in journeys on average compared to the Base. In total when considering endogenous and exogenous growth the NorTMS 2028 Do Minimum shows an average increase to rail journeys of 40% between 2017/18 and 2027/28.

Alternative Modelling

5.15 Base demand year for alternative modelling is different depending on the Case Study. In each case there is no separate Do Minimum or Reference Case, the demand is taken directly from the Base.

- **Case Study 1**: the Preston – Leeds Route Upgrade uses a Base year of *2023/24* for the demand.
- **Case Study 2**: the Gamesley New Station uses a Base year of *2018/19*, and
- **Case Study 3**: the Skipton-Colne route reopening uses a Base year of *2017/18* for the Do Minimum/Reference Case.

Table 5.2: Demand used as the Reference Case

CS	Case Study	Scheme Name	NorTMS	Alternative Model
1	Route Upgrade	Preston – Leeds	2028 DM forecast	2023/24 actual
2	New Station	Gamesley	2028 DM forecast	2018/19 actual
3	Route Reopening	Skipton - Colne	2028 DM forecast	2017/18 actual

5.16 The model results are therefore not directly comparable between NorTMS and the alternative modelling methodology without adjustment.

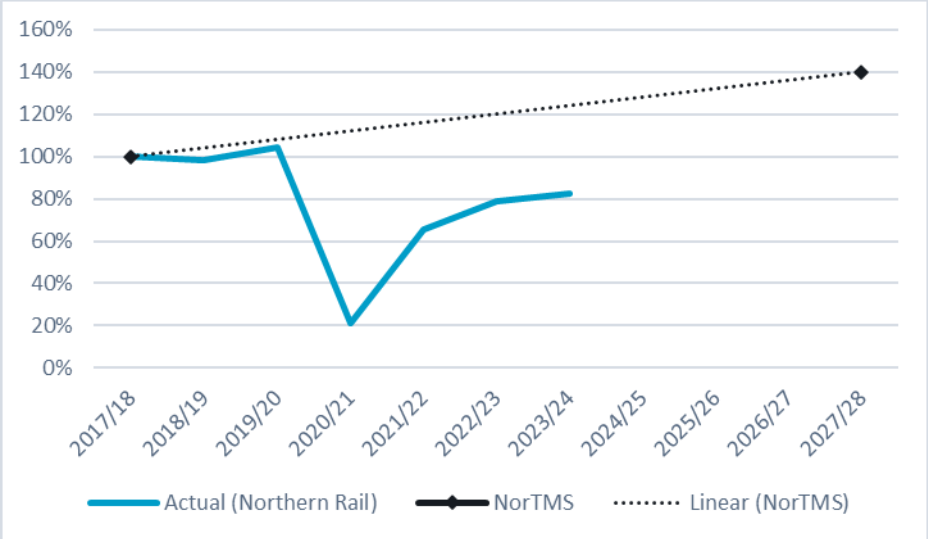
Growth

5.17 For the purposes of this project the impact of exogenous and endogenous growth has been removed from the NorTMS modelling in order to improve the comparison with the Alternative approaches.

5.18 Prior to the COVID-19 pandemic, actual rail demand had seen year on year growth each year since the economic recession around 2008. Future growth forecasts continued this trend. However, the pandemic saw rail demand in 2020/21 fall to around 22% of 2017/18 levels. Since then, rail demand has grown back towards but in the North of England still short of the levels seen prior to the pandemic. Further growth is forecast.

5.19 The chart below (Figure 5.1) shows the NorTMS forecast used to create the 2028 Do Minimum as a percentage change compared to the 2017/18 Base demand. Alongside this is the actual observed demand for the Northern Rail TOC from the ORR as a percentage change compared to the 2017/18 base.

Figure 5.1: NorTMS modelled growth in rail demand since 2017/18 compared to actual.



5.20 The chart shows that the Base demand levels used in the alternative modelling will be lower than the NorTMS model. In reality growth will differ by geography, sector and journey purpose however for the purposes of providing a high level estimate a single average growth figure has been used. The following reductions are applied to compare the Alternative modelling with the NorTMS results.

Table 5.3: Factors applied to NorTMS results for comparison

CS	Case Study	Scheme Name	Base Demand (Alternative)	Estimated factor required to NorTMS results
1	Route Upgrade	Preston – Leeds	2023/24 actual	-41%
2	New Station	Gamesley	2018/19 actual	-30%
3	Route Reopening	Skipton - Colne	2017/18 actual	-29%

Differences in Approach

5.21 There are some further key differences between the MOIRA and NorTMS approaches including:

- NorTMS uses a headway approach to rail service analysis, focussed on the average interval between services, whereas MOIRA uses the exact timings of the train service at each station.
- The NorTMS model includes modelling of crowding, the alternative approach using MOIRA does not. A newer iteration of MOIRA, MOIRA2, does include crowding as an option however it has not been used for this study.

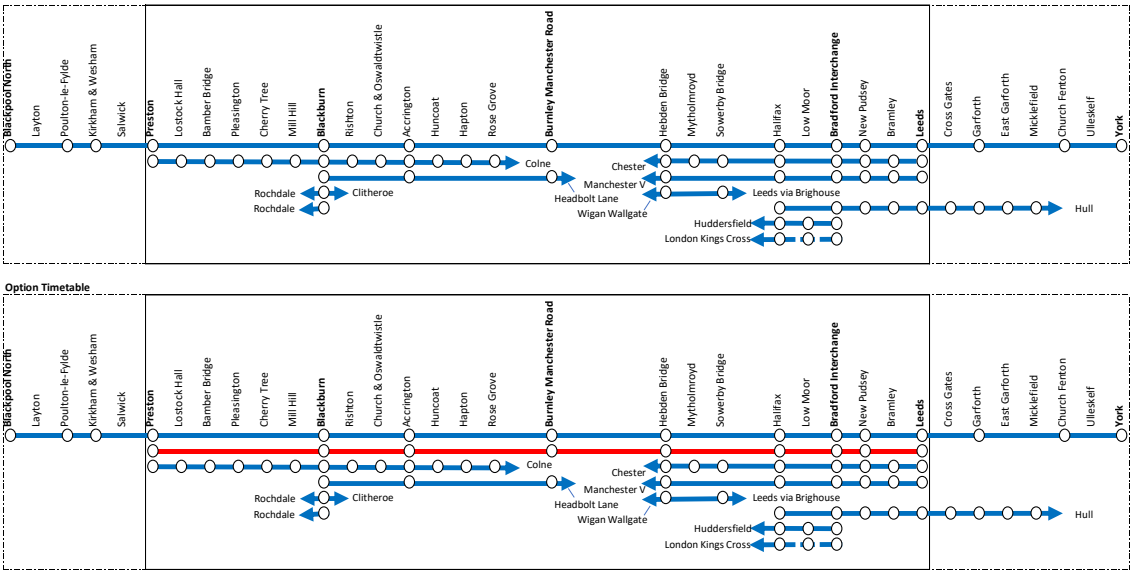
- Different wait times and interchange penalties are used. NorTMS applies an interchange penalty of 5 minutes at all stations, with boarding penalties of 15 minutes giving a total penalty of 20 minutes, whereas MOIRA uses varied interchange penalties based on the size of the station.
- The modelling of fares not included in NorTMS or the alternative modelling approaches. The impact of fare change is included in NorTMS forecast demand as it is included in the EDGE forecast. The farebox impact of demand changes are also included in appraisal. There is not however an ability to test the impact of fare/fare policy change.

6 Route Upgrade

Scenario Specification

6.1 The proposal is to model infrastructure upgrades which allow an increase from 1 tph to 2 tph between Preston and Leeds in both directions. It is assumed that line speed upgrades will allow a circa 10% reduction in journey time between Preston and Leeds. Line speed upgrades take effect for the faster services, local services assumed not to benefit.

Figure 6.1: Service specification



Results Comparison

Test 1 – Journey Time Reduction

6.2 Test 1 reduced journey times in existing services on the Leeds – Preston corridor by 10% but did not increase the frequency of services.

NorTMS

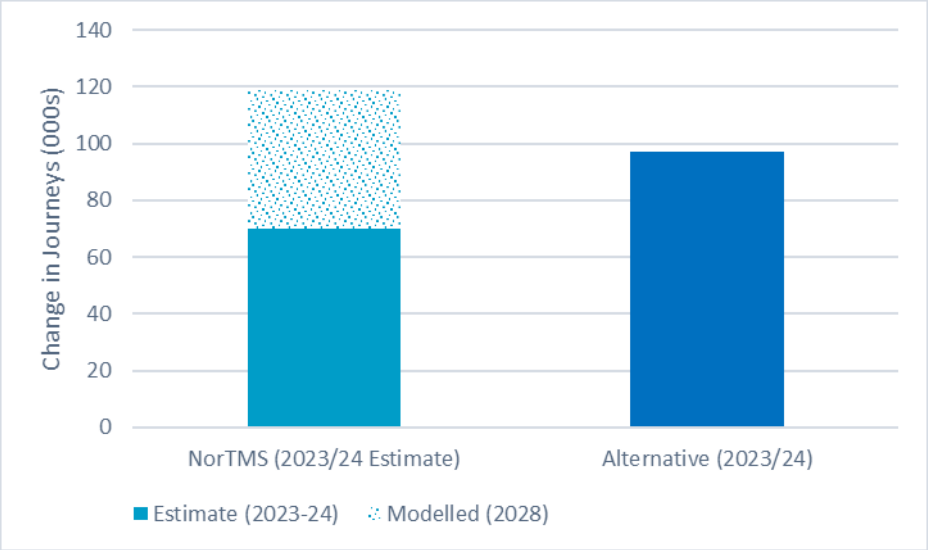
The NoRMS/NorTMS model produced an increase in journeys of **119,000** per annum in 2028. Removing growth would produce an estimate of **70,000** journeys in 2023/24.

Alternative Method

The MOIRA approach produced an increase in demand between Base and Do Something option of approximately **97,000** additional journeys per annum in 2023/24.

6.3 The overall change in demand is shown in the chart below.

Figure 6.2: Change in demand between DS and Reference Case for Test 1



6.4 The range of results for the journey time reduction test appears to be a similar order of magnitude between both modelling approaches. There is, however, a difference in the make up of those results which is analysed further for Test 2 below.

Test 2 – Adding New Services

6.5 In addition to reducing journey times on existing services, Test 2 increased the frequency between Leeds and Preston from 1 tph to 2 tph by adding an hourly Leeds – Preston service in both directions.

NorTMS

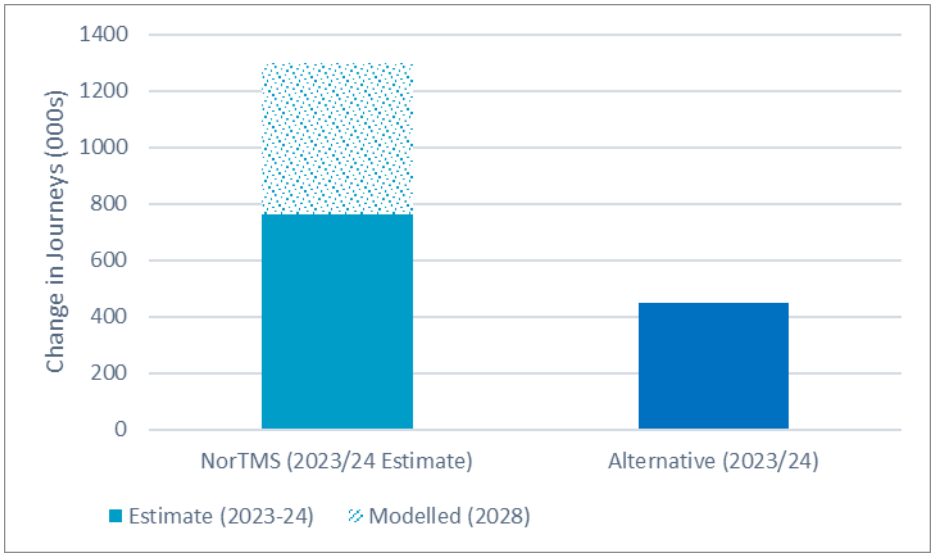
The NorMS/NorTMS model produced an increase in journeys of **1.3m per annum**. Removing growth would produce an estimate of **765,000** journeys in 2023/24.

Alternative Method

The MOIRA approach produced an increase in demand between Base and Do Something option of approximately **450,000** additional journeys per annum in 2023/24.

6.6 The range of results for the journey time reduction and service frequency improvement combined test shows a larger disparity show between methods compared to Test 1 (Journey Time Reduction). The overall estimated change in demand is shown Figure 6.3.

Figure 6.3: Change in demand between DS and Reference Case for Test 2



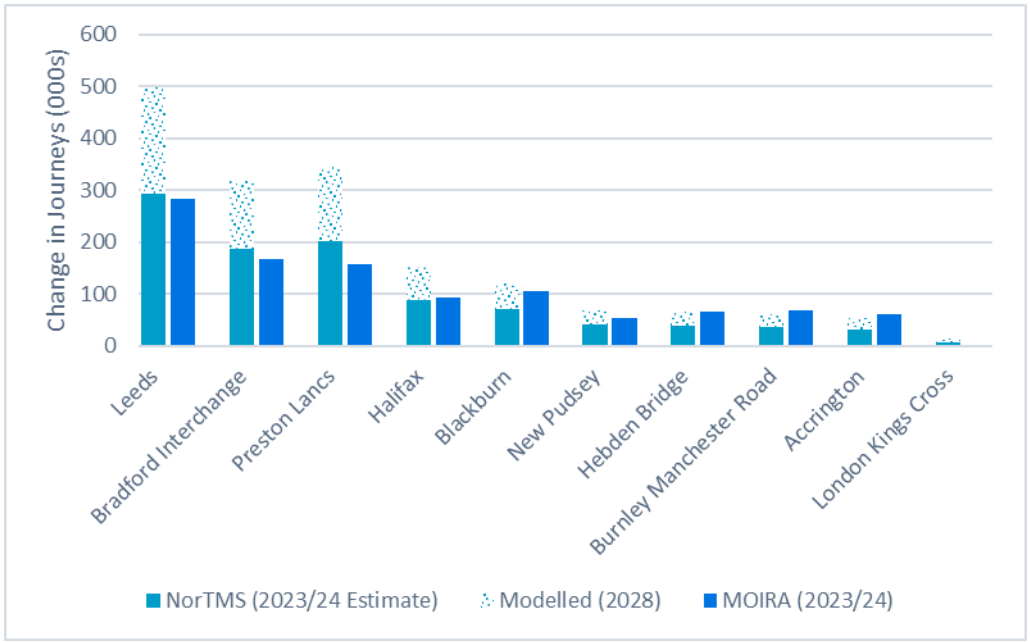
6.7 Further analysis of the results has been undertaken to establish where the large differences in demand present themselves.

Comparison by location

6.8 NorTMS results have been provided by TfN as list of changes to boarders and alighters at individual stations. In contrast the default output from MOIRA is the change in passengers by station to station flow. In order to compare the change in journeys at individual stations the number of flows starting/ending at each station plus the number of interchanges in MOIRA has been calculated in order to estimate total change in use of each station. This allows a comparison to be made with the NorTMS output.

6.9 A comparison by location is included in Figure 6.4. This shows the 10 stations with the largest increase from the NorTMS modelling (with adjustments made to reduce the growth in the NorTMS results).

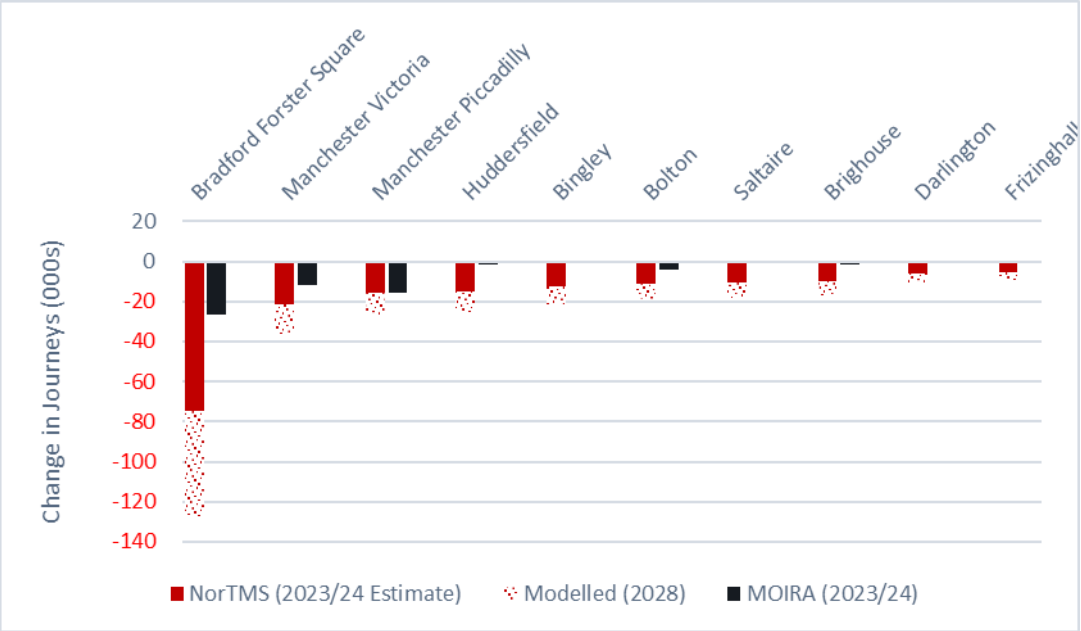
Figure 6.4: Change in demand between DS and Reference Case (Top 10 increases in NorTMS)



6.10 The chart shows similar levels of increase across both models for the stations shown in the chart. The top three, which are the three largest stations on the route, show slightly higher forecasts in NorTMS than MOIRA. In contrast the smaller 'medium sized' stations of Blackburn, Hebden Bridge and Accrington are slightly higher in the MOIRA run than the NorTMS estimates (when factored to remove growth).

6.11 The top 10 largest reductions in use at stations from the NorTMS results are shown in Figure 6.5, along with the comparable reductions shown in MOIRA.

Figure 6.5: Change in demand between DS and Reference Case (Largest decreases in NorTMS)



6.12 The reductions modelled are greater in the NorTMS modelling with close to 75,000 passengers per annum no longer travelling to/from Bradford Forster Square compared to less than 30,000 shown in MOIRA. This will mostly be the abstraction of passengers from Bradford Forster Square to Bradford Interchange due to the improvement in service offer, particularly to/from Leeds.

6.13 Travelling to/from and interchanging at Manchester stations (Victoria, Piccadilly and Oxford Road) is also affected. This is considered to be a result of a change in interchange location for flows between Yorkshire and stations north of Preston. The largest reduction in the MOIRA model is at Manchester Oxford Road with a loss of 37,000 uses per annum. Analysing the MOIRA results further, it is possible to see that the reductions in the use of stations in Manchester is mostly related to interchanging flows. Flows starting and ending at the stations are largely unaffected.

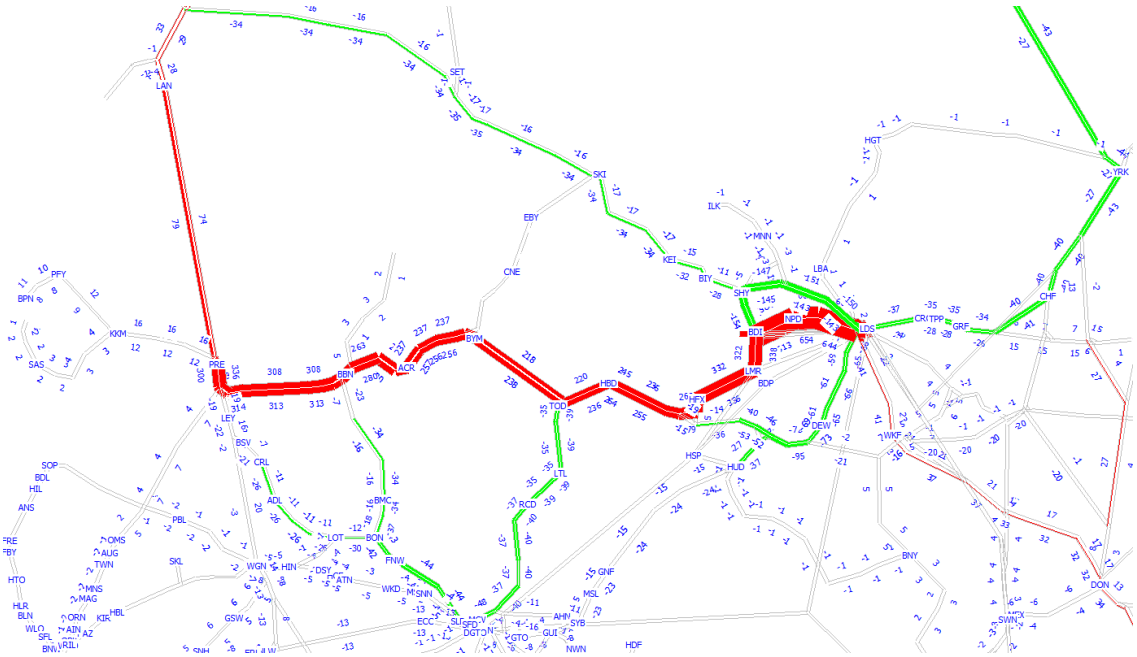
Table 6.1: Change in use of Manchester BR stations in MOIRA model run

	Starting/Ending	Interchanging	Total Impact
Manchester Piccadilly	0	-15,838	-15,838
Manchester Victoria	5,241	-16,824	-11,583
Manchester Oxford Road	-4,799	-32,281	-37,080

6.14 Other locations showing reductions in usage in NorTMS include Huddersfield, Bingley, Bolton and Brighouse where passengers will be using other routes. Again, the impact is less pronounced in the MOIRA model.

6.15 The NorTMS results provided by TfN also included plots of change in journeys along route sections. This shows the effect of abstraction of demand from other routes. This effect is shown geographically below where green denotes a reduction in demand between the reference case and the red shows an increase.

Figure 6.6: Change in demand between DS and Reference Case in NorTMS Inter-peak period (green = reduction, red = increase).

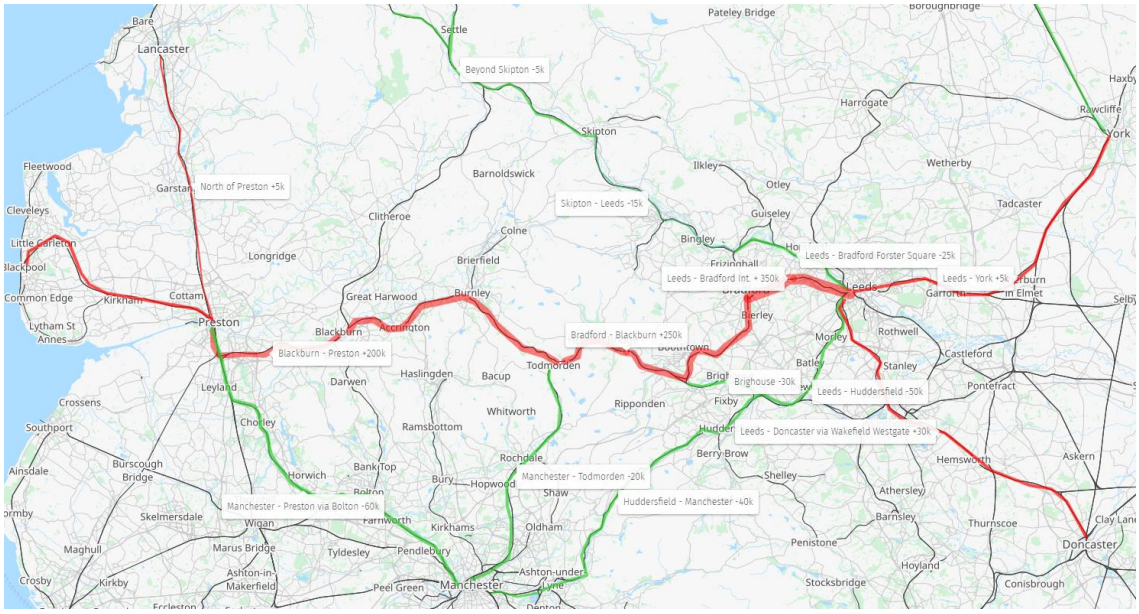


Source: TfN

6.16 Whilst Leeds to Preston is shown to increase in demand, to some extent this is extracted from alternative routes including Leeds – Skipton - Lancaster.

6.17 The NorTMS output above has been replicated in Figure 6.7 using the MOIRA outputs showing the change in number of journeys by 'arc'. The colour key of green showing reduction in journeys and red showing an increase in journeys has been replicated.

Figure 6.7: Change in demand between DS and Reference Case in MOIRA modelling (green = reduction, red = increase).



6.18 The pattern shown in the NorTMS modelling broadly matches the MOIRA results which show between 200,000 and 350,000 additional annual journeys along the Preston – Leeds corridor. Also observed is a reduction in journeys along the Transpennine route, including a reduction of 40,000-50,000 journeys along the route between Leeds and Manchester via Huddersfield and a reduction of 60,000 journeys along the route between Manchester and Preston via Bolton

6.19 Noticeable differences between the NorTMS map and the alternative approach is the Leeds – York corridor, where MOIRA shows an increase in journeys and NorTMS a decrease.

Summary

6.20 The results of the two rail modelling approaches to the Route Upgrade Case study show many similarities. Both models show a significant increase in demand on the Preston – Leeds corridor. Both models also show a level of abstraction from other route corridors, in particular abstraction of demand away from Bradford Forster Square and abstraction of demand from the North Transpennine route between Leeds and Manchester.

6.21 MOIRA results show between 200,000 and 350,000 additional annual journeys along the Preston–Leeds corridor. They also show reductions elsewhere: 40,000–50,000 journeys on the Leeds–Manchester route via Huddersfield and 60,000 on the Manchester–Preston route via Bolton.

6.22 The NorTMS model broadly aligns with this. These shows reductions in usage in locations such as Huddersfield, Bingley, Bolton, and Brighouse, with a notable abstraction effect where demand is diverted from alternative routes. For instance, Leeds to Preston shows an increase in demand, partially extracted from the Leeds–Skipton–Lancaster route.

6.23 However, there is a discrepancy in the Leeds–York corridor, where MOIRA shows increased journeys compared to a decrease in NorTMS.

6.24 The difference of close to 300,000 additional journeys in NorTMSNorTMS compared to MOIRA appears to be primarily driven by differences in demand at locations away from the core study area. NorTMS appears more sensitive to changes in demand on other route corridors. This is perhaps expected due to the functionality and the models ability to change the origin or destination of trips.

6.25 This test highlights the similarities in the rail demand forecasting models and their implications for use on Route Upgrade studies.

7 New Station

7.1 The case study chosen for the new station was Gamesley. The rail corridor offers a half-hourly off-peak service to Manchester Piccadilly, increasing to every 20 minutes during peak times. This study assumes all services will stop at Gamesley.

7.2 The Base Timetable used was the December 2019 timetable.

NorTMS

The NorTMS modelling suggests between **98,000** and **148,000*** journeys per annum would be made from a new Gamesley station. However, the overall impact on the rail network would be an overall reduction in journeys of approximately **-17,000** journeys per annum in 2028.

Removing growth to estimate a comparable figure to the Alternative modelling would give an estimate of between **69,000** and **104,000** journeys per annum at Gamesley, and a net position of **-12,000** journeys per annum in 2018/19.

7.3 * The NorTMS forecast included a larger difference between boardings and alighting's for this test than the other tests, therefore forecasts for the proposed new station at Gamesley are shown as a range.

Alternative Method

Steer previously undertook a Business Case assessment for this station using a Trip Rate model to calculate new and abstracted demand, and a GJT based approach to calculate the impact on existing users.

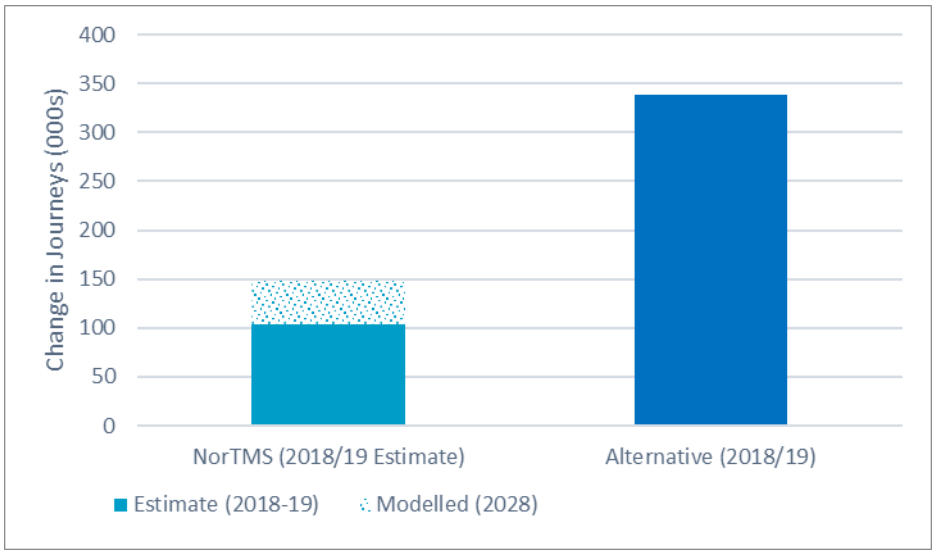
This approach produced an estimate of trips using Gamesley of **338,000** journeys per annum in 2018/19. However, 319,000 journeys were abstracted from existing stations and only 41,000 journeys were estimated to be new journeys. This is then offset by the disbenefit to existing users who pass through the new station experiencing a longer journey time. This reduces journeys by **46,000**. The net impact of adding Gamesley was therefore calculated at **-5,000** journeys per annum.

- Reduced demand MOIRA: -46,000
- Abstracted Demand from Existing stations: 319,000
- New journeys estimate: +41,000
- Net journeys estimate: **-5,000**

7.4 The results show similarities in forecasting the total net impact of adding Gamesley to the network would be a small reduction in overall rail demand (-12,000 using NorTMSNorTMS and -5,000 using the Trip rate approach). The total number of journeys using the new

station is estimated to be between 65,000 and 350,000 (see Figure 7.1). This is a larger range than the net reduction figures, with NorTMS forecasting the lower figure.

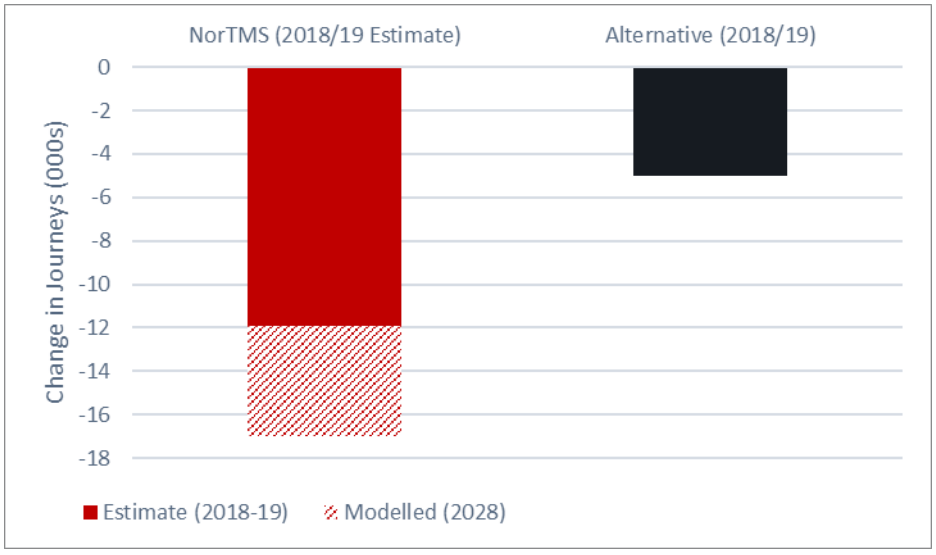
Figure 7.1: Estimated annual journeys to/from Gamesley



7.5 The Trip rate approach results in a similar level of annual demand as observed at Davenport (338,000 journeys in 2018-19) and Mossley (337,000 journeys in 2018-19) stations. However, the alternative modelling suggested the majority of this demand would be abstracted from nearby Broadbottom, Dinting and Glossop stations.

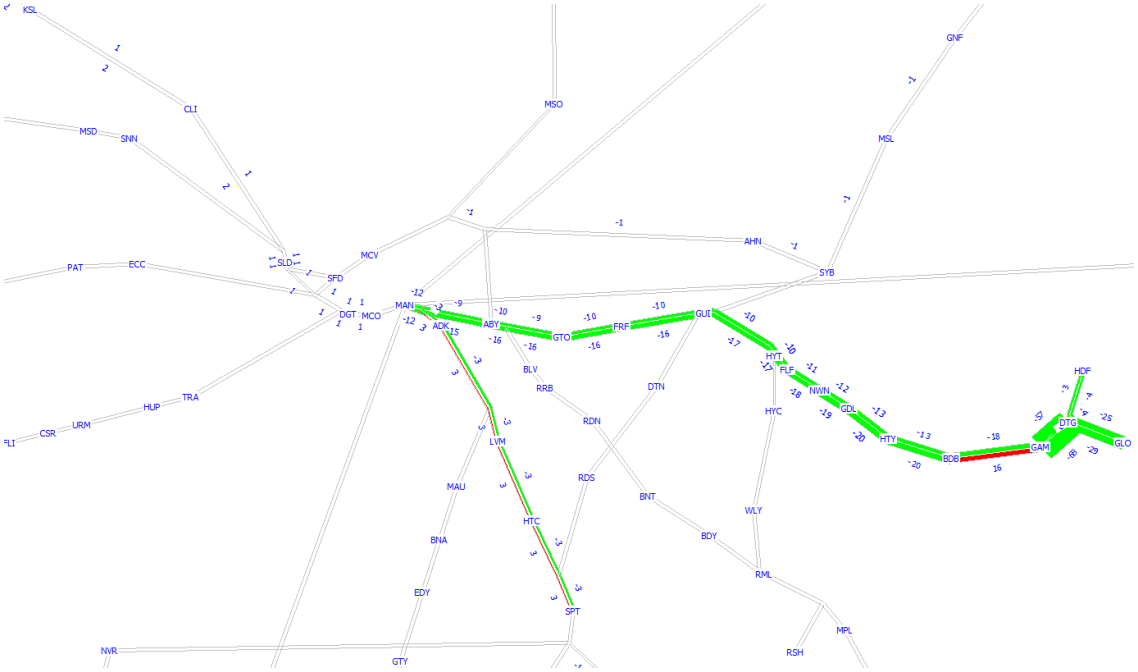
7.6 Coupled with the disbenefit to existing users who would experience longer journey times the net impact of opening the station is forecast to result in a reduction in overall rail demand as shown in Figure 7.2. The chart shows the overall net reduction to be of a similar magnitude in NorTMS and in the alternative approach.

Figure 7.2: Net impact of Gamesley on Annual rail demand



7.7 NorTMS outputs provided by TfN (Figure 7.3) show the change in journeys by route section. The chart shows an overall disbenefit on all relevant arcs with the exception of Gamesley to Broadbottom which shows an increase in demand in one direction only.

Figure 7.3: Change in annual journeys (inter-peak) shown in NorTMS model (green = reduction, red = increase).



Source: TfN

Summary

7.8 Both NorTMS and the Alternative approach forecast that a new station at Gamesley would result in a decrease in overall rail demand, despite different estimates of the number of annual journeys starting/ending at Gamesley.

7.9 NorTMS estimates a lower range of annual journeys to/from Gamesley, between 65,000 and 105,000. It indicates that the addition of Gamesley to the network would primarily lead to longer journey times for existing users, resulting in a net reduction in overall rail demand. It highlights an overall disbenefit on all relevant route sections except Gamesley to Broadbottom, which shows an increase in demand in one direction.

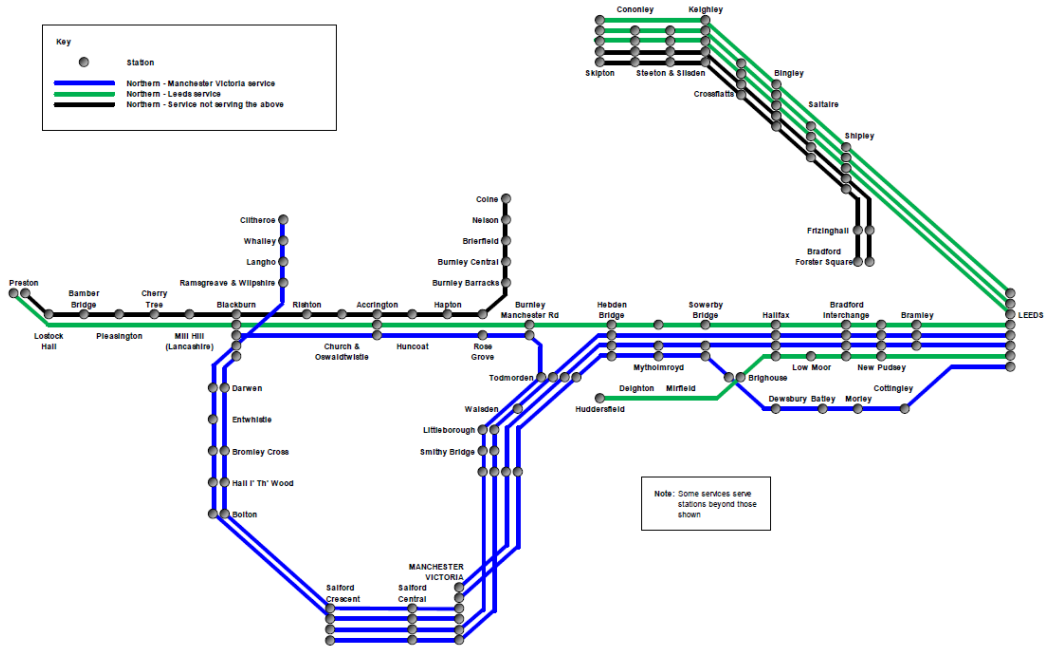
7.10 The Alternative Method forecasts a higher level of annual demand, comparable to nearby stations such as Davenport and Mossley. It suggests that most of the demand would be abstracted from nearby Broadbottom, Dinting, and Glossop stations.

8 New Line/Line Reopening

8.1 This case study models the reopening of the Skipton-Colne line. The typical off-peak service pattern in the Base timetable is shown in Figure 8.1. It includes:

- 3 trains per hour between Leeds and Skipton
- 2 trains per hour between Bradford Forster Square and Skipton
- 1 train per hour between Preston and Colne.

Figure 8.1: Base service pattern

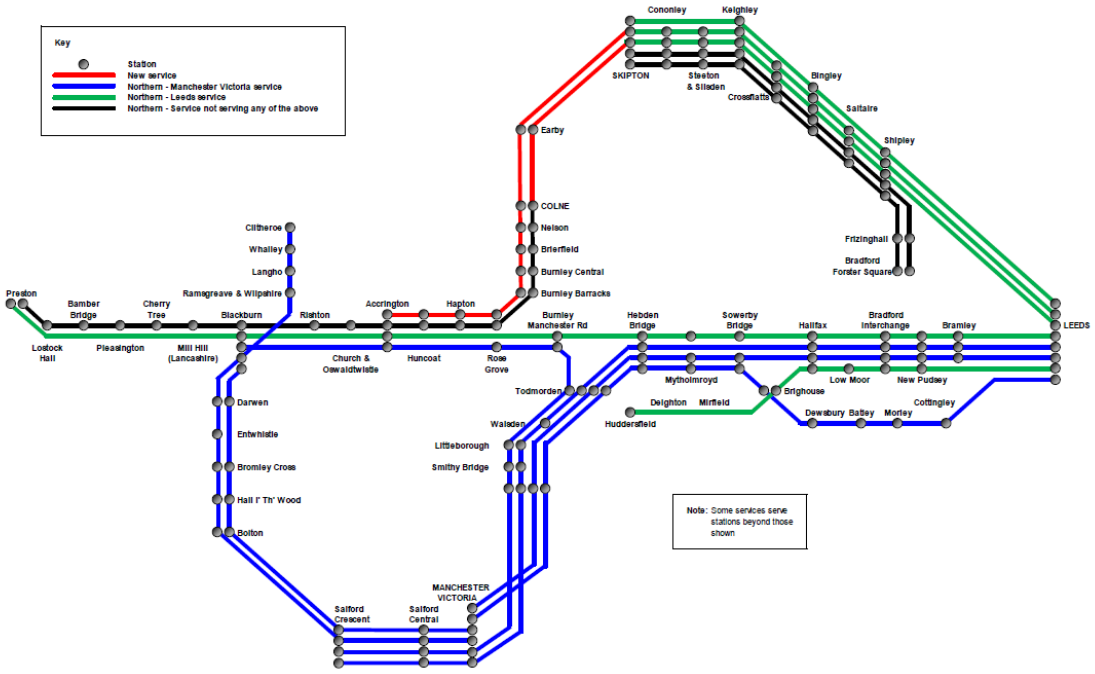


8.2 As part of the project to reconnect Skipton and Colne, a new station is planned for Earby. This station would provide local residents with improved access to the rail network, potentially generating new trips and accommodating some of the existing demand from nearby stations, such as those in Skipton or Colne. Additionally, the station is anticipated to serve people from Barnoldswick and the surrounding areas.

8.3 The Do Something service pattern chosen to be modelled for this test is shown in Figure 8.2. It includes two trains per hour each way using the Skipton to Colne Line:

- Combining the Preston – Colne service and one of the Leeds – Skipton services into a single through service via Earby.
- Extending another of the Leeds – Skipton services to Accrington via Earby.

Figure 8.2: Do Something Service Pattern showing 2 tph between Skipton and Colne



8.4 Tests were undertaken using this proposed service pattern in NorTMS and compared with the alternative modelling.

Results

NorTMS

The NorTMS modelling suggests approximately **205,000** journeys per annum would be made due to the new rail link. Earby station was estimated to have **35,000** journeys per annum including trips abstracted from existing stations in 2028.

Removing growth to estimate a comparable figure to Alternative Modelling would give an estimate of **25,000** journeys per annum at Earby, and a net position of **146,000** journeys per annum resultant from the scheme in 2017/18.

Alternative Methods

Steer undertook Business Case assessment for this scheme previously using two models:

- 1. Existing flows benefit model, using MOIRA; and
- 2. New flows "gravity" model

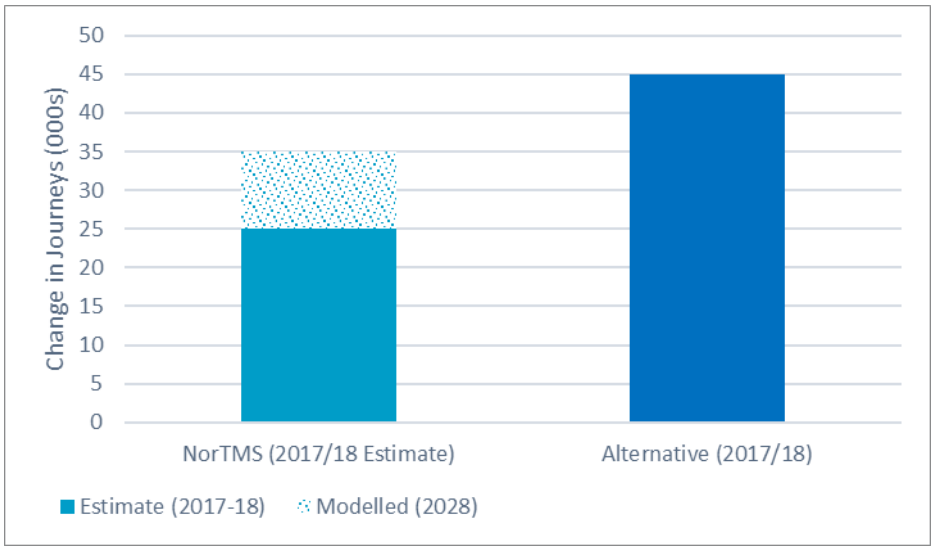
This approach produced an estimate of:

- **36,000** additional journeys per annum from Existing flows and**:**
- **49,000** additional journeys per annum from New flows.
- Thus a total of **87,000** net new journeys per annum.

The new station at Earby was estimated to have **45,000** journeys per annum in 2017/18. However, this includes trips abstracted from existing stations.

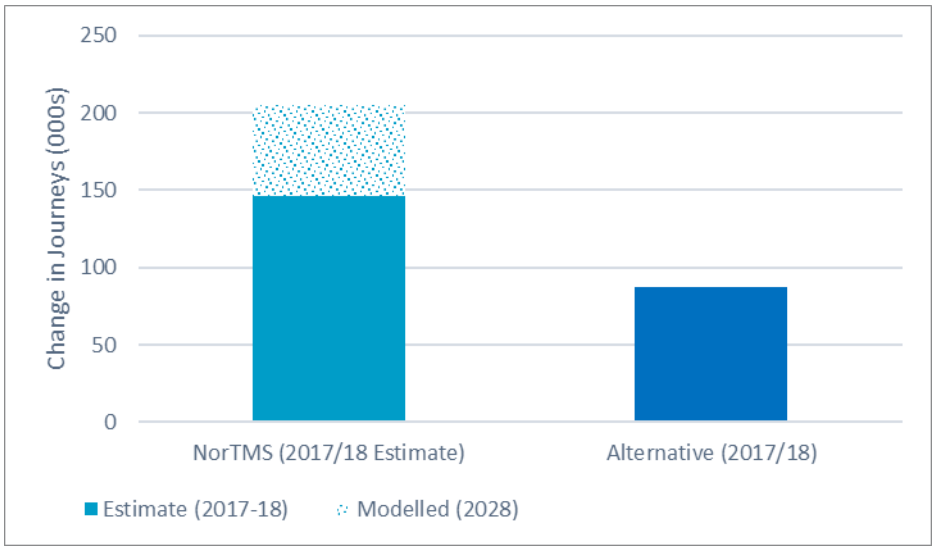
8.5 The results show similarities in the magnitude of the impact of reopening Skipton – Colne. The total journeys forecast at Earby (Figure 8.3) is 25,000 (alternative approach) and 45,000 (NorTMS) journeys per annum. The two forecasts have a similar magnitude of demand at a proposed new Earby station. Earby is a small town with a population of around 5,000. Its forecast patronage would be comparable to similar sized stations at Ravensthorpe (42,548) near Dewsbury, Dodworth (46,244) on the Penistone Line between Huddersfield and Sheffield or Sherburn in Elmet (47,488) between Leeds and York.

Figure 8.3: Comparison of forecast annual demand at Earby



8.6 The total net additional journeys is forecast between 87,000 (alternative approach) and 150,000 (NorTMS). This is shown in Figure 8.4.

Figure 8.4: Annual forecast change in demand between DS and Reference Case for Skipton - Colne



8.7 NorTMS outputs showing the change in journeys by route corridor form Figure 8.5 . The figure shows that demand increases significantly on the route between Leeds, Skipton and Colne. This trend continues between Colne and Burnley and Accrington. The magnitude of the increase decreases between Accrington and Preston. It can be seen that some demand is abstracted from alternative routes, in particular the Copy Pit route

between Burnley, Todmorden and onto the Calder Valley route between Halifax, Bradford and Leeds.

Figure 8.5: NorTMS forecast annual change in inter peak demand resultant from the Skipton – Colne scheme (green = reduction, red = increase)



Source: TfN

8.8

Summary

8.9 Both the NorTMS and Alternative approaches indicate a net increase in total rail demand will result from the scheme.

8.10 NorTMS shows the demand on the route between Leeds, Skipton, and Colne will increase with a trend of increasing demand between Colne and Burnley, as well as Accrington, but with some demand abstracted from alternative routes, particularly from the Copy Pit route between Burnley and Todmorden, extending onto the Calder Valley route between Halifax, Bradford, and Leeds.

8.11 Both approaches provide comparable forecasts of annual demand at the new station at Earby, with expected annual journeys ranging between 25,000 and 45,000.

9 Overall Summary and Conclusions

Summary

9.1 TfSE requires demand, revenue, and benefit analyses for its identified proposed rail enhancement schemes. Comparison of the Northern Transport Modelling System (NorTMS) against traditional forecasting methods for rail network enhancements has been undertaken, focusing on three case studies:

- Route Upgrades,
- New Stations, and
- Line Reopenings.

9.2 NorTMS and traditional methods showed similarities in the results of the demand forecasting. These are summarised below.

9.3 **Case Study 1: Route Upgrade**: The Preston-Leeds route upgrade involved increasing service frequency and reducing journey times, with similar results found. NorTMS showing a slightly larger demand increase compared to the traditional MOIRA model, particularly at the larger stations.

9.4 **Case Study 2: New Station**: The new station at Gamesley was evaluated, with NorTMS and traditional methods both predicting a net reduction in overall rail demand. Forecasts for overall station usage at the proposed new station were not as close, but while a full appraisal would need to be done to confirm this view, it is not considered that the differences would lead to different conclusions on the value for money of the proposal.

9.5 **Case Study 3: Line Reopening**: The reopening of the Skipton-Colne line showed both methods predicting an increase in total rail demand, with similar forecasts for the total annual patronage at the proposed new Earby station. Again while a full appraisal would need to be done to confirm this view, it is not considered that the differences would lead to different conclusions on the value for money of the proposal.

9.6 The findings suggest that NorTMS is a viable alternative to traditional methods for certain rail network enhancements, effectively supporting TfSE's strategic objectives. The choice therefore depends on factors including the number of schemes to evaluate in total, and the number of schemes to evaluate which would involve transformational changes to the current rail usage. Additionally, the overall cost of procuring modelling would be a consideration.

9.7 The TfSE SIP is a portfolio of proposed schemes each at a different stage of development. A full list is included in Appendix A. It includes:

- Over 30 route upgrades with potential service enhancements

- Up to 10 potential new stations
- Approximately 15 New Lines/Line reopenings.

9.8 Each of the service enhancements would be relatively simple to model with a traditional elasticity approach to GJT as provided by MOIRA. Whilst a similar tool to NorTMS would also be capable of successfully modelling these schemes, there is likely to be little benefit in procuring a tool such as NorTMS to undertake such a test for a single scheme. The need to test numerous schemes together may result in time saved by creating a single large model, similar to NorTMS, for testing these schemes. It would also allow cumulative effects of different proposals to be assessed.

9.9 There are some new station studies proposed. An out-of-the-box model such as MOIRA is not appropriate for these cases on its own and a bespoke trip rate, trip end model with catchment analysis would be required. Alternatively, a tool such as NorTMS would be appropriate.

9.10 Line reopenings are limited to the Waterside branch and Lewes-Uckfield. Again, an out of the box model such as MOIRA is not appropriate for these cases on its own and a bespoke gravity model with catchment analysis is likely to be required. A tool such as NorTMS would also be appropriate.

9.11 TfSE is not proposing a project of the same scale as NPR, which is a new high speed line offering transformational changes to frequency and journey time for many cities across the north.

Attributes		NorTMS	Alternative Approaches
Overview of Approach		Multi-modal Variable Demand Model	A choice of bespoke models with use of MOIRA/MOIRA2 where appropriate
Chosen Approach for Comparison Study	Route Upgrade	NorTMS	MOIRA
	New Station		Catchment model + MOIRA
	New/Reopened Line		Direct Demand Model + Catchment Analysis + MOIRA
Model Functionality	Demand	Demand forecasts for internal trips use a four-stage model (generation, mode choice, destination choice and assignment) Demand forecasts for external trips (1 or both trip-ends outside the study area) use an elasticity approach to GJT.	Bespoke models using PDFH principles with use of MOIRA/MOIRA2 where appropriate. MOIRA and MOIRA2 use an elasticity approach to GJT.
	Crowding	Included	Use of MOIRA2 or a separate bespoke model required.
	Fares	Impact of fare/fare policy change not included	PDFH spreadsheet based revenue model

	Revenue	Included in NorTMS	Build bespoke models or use of MOIRA/MOIRA2
	Appraisal interface	RailEval tool included in NorTMS	Build bespoke TAG compliant model
Key differences in approach	Rail Demand Approach	Frequency or "Headway" approach to rail service analysis + boarding penalty.	MOIRA uses clock face timings of service at each station mapped against rooftop model
	Wait times & interchange penalties	5 minute interchange penalty with boarding penalty of 15 minutes (total interchange penalty of 20 minutes)	Interchange penalties based on the size of the station and timings of arrival and departure times at stations.
Cost/Procurement		Up front cost to procure model + maintenance/licence fees + set up and run time for individual studies	Cost to procure analysis and creation of bespoke models on a case by case basis

Conclusions

9.12 The comparison of the Northern Transport Modelling System (NorTMS) with traditional forecasting methods for rail network enhancements has shown that NorTMS provides comparable demand forecasts to traditional methods for rail interventions. Whilst NorTMS would primarily be used for schemes that significantly alter the service offer or introduce new rail options to the market, it also provided comparable results for the Line Upgrade case study.

9.13 Overall, the findings suggest that the NorTMS model offers an alternative to traditional demand forecasting methods. The flexibility and comprehensiveness of the NorTMS suite make it particularly well-suited for capturing the impacts of transformative interventions, effectively supporting Transport for the South East's (TfSE) strategic objectives. Using NorTMS would enable a number of different types of intervention to be assessed within a single modelling platform.

9.14 TfSE is not proposing a large transformational new rail project of the same scale as NPR. The case for TfSE procuring a tool similar to NorTMS is therefore less clear and likely to come down to a decision driven by cost and timescales. Procuring a model such as NorTMS is likely to incur a large up-front cost, compared to analysing schemes individually which will likely incur costs on an "as required" basis when modelling is requested. Moreover, there would be a period where a NorTMS model is calibrated and validated for the South East's geography before it becomes available for general use.

9.15 There is no question that traditional modelling approaches can be used to underpin business cases for the types of scheme in TfSE's programme. Using traditional modelling approaches scheme assessment could begin as soon as TfSE wishes. It would also avoid the up-front costs of setting up NorTMS for the South East. On the other hand, a NorTMS approach would allow a wide range of options to be tested within a single model platform and schemes would be assessed on a consistent basis. However, in the absence of an intervention that would be more challenging to assess than schemes that currently make

up the TfSE programme, from this work it is not clear that the advantages of NorTMS outweigh the costs and time required to create a South East application.

9.16 The need to test numerous multimodal schemes together may result in time savings by creating a single, large model, similar to NorTMS. It would also allow the cumulative effects of different proposals to be assessed. However, the upfront costs of developing a multimodal model like NorTMS are significant, and TfSE does not currently have a scheme such as NPR to provide funding for such development.

9.17 While TfSE is not proposing a large, transformational new rail project like NPR at present, the refreshed transport strategy promotes a more multimodal approach and prioritises sustainable travel modes. Additionally, the ongoing development of the rail strategy and the SIP refresh may offer new insights into investment priorities in the region. Therefore, a NoRTMS-like integrated multimodal solution presents a promising long-term approach.

9.18 A reasonable approach would be to build the components of the NorTMS (Figure 3.1) incrementally, in line with what has already been planned within TfSE's analytical framework. In the meantime, rail scheme assessments can continue to be supported using traditional methods until the full analytical framework has been developed.

A TfSE Strategic Investment Plan – Rail Schemes

Table A.1: TfSE Strategic investment Plan Rail Schemes

Proposal Name	Proposal Category
A1 Solent Connectivity Strategic Study	Other
A2 Botley Line Double Tracking	Route Upgrade with potential service enhancements
A3 Netley Line Signalling and Rail Service Enhancements	Route Upgrade with potential service enhancements
A4 Fareham Loop / Platform	Route Upgrade with potential service enhancements
A5 Portsmouth Station Platforms	Route Upgrade with potential service enhancements
A6 South West Main Line - Totton Level Crossing Removal	Infrastructure only
A7 Southampton Central Station Upgrade and Timetabling	Route Upgrade with potential service enhancements
A8 Eastleigh Station Platform Flexibility	Route Upgrade with potential service enhancements
A9 Waterside Branch Line Reopening	New/Reopened Line
A10 West of England Service Enhancements	Service Enhancements
A11 Additional Rail Freight Paths to Southampton	Freight
South Hampshire Rail Enhanced	
B1 Southampton Central Station - Woolston Crossing	Infrastructure only
B2 New Southampton Central Station	New Station
B3 New City Centre Station	New Station
B4 South West Main Line - Mount Pleasant Level Crossing Removal	Infrastructure only
B5 Cosham Station Mobility Hub Medium	Infrastructure only
B6 Eastleigh to Romsey Line - Electrification	Route Upgrade with potential service enhancements
B7 Havant Rail Freight Hub	Freight
B8 Fratton Rail Freight Hub	Freight
B9 Southampton Container Port Rail Freight Access and Loading Upgrades	Freight

B10 Southampton Automotive Port Rail Freight Access and Loading Upgrades	Freight
London - Sussex Coast	
J1 Croydon Area Remodelling Scheme	Route Upgrade with potential service enhancements
J2 Brighton Main Line - 100mph Operation	Route Upgrade with potential service enhancements
J3 Brighton Station Additional Platform	Route Upgrade with potential service enhancements
J4 Reigate Station Upgrade	Route Upgrade with potential service enhancements
J5 Arun Valley Line - Faster Services	Service Enhancements
J6 East Coastway Line - Faster Services	Service Enhancements
J7 Brighton Main Line - Reinstate Cross Country Services	Service Enhancements
J8 New Station to the North East of Horsham	New Station
J9 Newhaven Port Capacity and Rail Freight Interchange Upgrades	Freight
J10 Uckfield Branch Line - Hurst Green to Uckfield Electrification	Route Upgrade with potential service enhancements
J11 Redhill Aerodrome Chord	New/Reopened Line
London - Sussex Coast Reinstatement	
K1 Uckfield - Lewes Wealden Line Reopening - Traction and Capacity	New/Reopened Line
K2 Uckfield - Lewes Wealden Line Reopening - Reconfiguration at	New/Reopened Line
"K3 Spa Valley Line Modern Operations Reopening - Eridge to	
Tunbridge Wells West to Tunbridge Wells"	New/Reopened Line
Wessex Thames Rail	
O1 Western Rail Link to Heathrow	New/Reopened Line
O2 Southern Access to Heathrow	New/Reopened Line
O3 Reading to Basingstoke Enhancements	Route Upgrade with potential service enhancements
O4 North Downs Line - Decarbonisation	Route Upgrade with potential service enhancements
O5 North Downs Line - Level Crossing Removals	Route Upgrade with potential service enhancements
O6 North Downs Line - Service Level and Capacity Enhancements	Route Upgrade with potential service enhancements
O7 Guildford Station Redevelopment Medium	Route Upgrade with potential service enhancements
O8 New Station Guildford West (Park Barn)	New Station

O9 New Station Guildford East (Merrow)	New Station
O10 Redhill Station Track Capacity Improvement	Route Upgrade with potential service enhancements
O11 Dorking Deepdene Station Upgrade	Route Upgrade with potential service enhancements
O12 South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Route Upgrade with potential service enhancements
O13 South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Route Upgrade with potential service enhancements
O14 Cross Country Service Enhancements	Service Enhancements
O15 Portsmouth Direct Line - Line Speed Enhancements	Route Upgrade with potential service enhancements
O16 Portsmouth Direct Line - Buriton Tunnel Upgrade	Route Upgrade with potential service enhancements
O18 Theale Strategic Rail Freight Terminal	Freight
O19 West of England Main Line - Electrification from Basingstoke to Salisbury	Route Upgrade with potential service enhancements
O20 Reading to Waterloo Service Enhancements	Service Enhancements
Kent Medway and East Sussex	
S1 St Pancras International Domestic High Speed Platform Capacity	Route Upgrade with potential service enhancements
S2 London Victoria Capacity Enhancements	Route Upgrade with potential service enhancements
S3 Bakerloo Line Extension	New/Reopened Line
S4 South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Route Upgrade with potential service enhancements
S5 London Victoria to Shortlands Capacity Enhancements	Route Upgrade with potential service enhancements
S7 North Kent Line / Hundred of Hoo Railway - Rail Chord	New/Reopened Line
S8 Thameslink - Extension to Maidstone and Ashford Short FBC	New/Reopened Line
S9 North Kent Line - Service Enhancements	Service Enhancements
S10 Chatham Main Line - Line Speed Enhancements	Route Upgrade with potential service enhancements
S11 Otterpool Park / Westenhanger Station Platform Extensions and Station Upgrade	Infrastructure only
S12 Integrated Maidstone Stations	Route Upgrade with potential service enhancements
S13 Dartford Station Remodelling / Relocation	Route Upgrade with potential service enhancements
S14 Canterbury Rail Chord	Route Upgrade with potential service enhancements
S15 New Station - Canterbury Interchange	New station

S16 New Strood Rail Interchange	New station
S17 Rail Freight Gauge Clearance Enhancements	Freight
S18 Crossrail - Extension from Abbey Wood to Dartford / Ebbsflett	New/Reopened Line
S19 High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	New/Reopened Line
S20 Ebbsfleet International (Northfleet Connection)	New/Reopened Line
S21 Ebbsfleet International (Swanscombe Connection)	New/Reopened Line
S22 Gatwick - Kent Service Enhancements	Service Enhancements
High Speed	
T1 High Speed East Dollands Moor connection	New/Reopened Line
T2 High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne	New/Reopened Line
U1 High Speed Rail North U1 High Speed 1 - Link to Medway (via Chatham)	Route Upgrade with potential service enhancements
U2 High Speed 1 - Additional Services to West Coast Main Line	Service Enhancements

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Agenda Item 19

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

Date of meeting: **21 July 2025**

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 progress with the work to implement the Electric Vehicle Infrastructure Strategy;**
2) **Comment on the progress with the delivery of the Freight, Logistics and Gateways Strategy;**
3) **Comment on the progress with the work on rail;**
4) **Comment on the progress with the work on active travel;**
5) **Comment on the progress with the work on future mobility; and**
6) **Comment on the progress with the work on decarbonisation.**

---

1. Introduction

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

2. Progress update

2.1 As progress update on each of the element of the technical work programme is set out in **Appendix 1.**

3. Financial considerations

4. The work on electric vehicle charging infrastructure, freight, rail and decarbonisation set out in this report is being funded from the DfT grant funding for 2025/26.

5. Conclusions and recommendations

4.1 Members of the Partnership Board are 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 Partnership Board at their meeting in October 2025.

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Appendix 1 - Technical Programme Progress Update

1. Introduction

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

2. Electric Vehicle Charging Infrastructure

2.1 Work has recently been completed on a 'state of the region' report that aimed to establish the progress being made with the rollout of EV charging infrastructure across the TfSE area. The work included one-to-one engagement with Local Transport Authorities (LTAs) to identify the key issues and challenges being faced with the rollout of future EV charging infrastructure. The insight and intelligence received has fed into a series of recommendations for TfSE to consider taking forward as part of our future work in this area. The recommendations broadly sit under three types of activities that TfSE could undertake to support EVCI development in the region:

- **Centre of Excellence seminar series** – one or potentially multi-part seminars, workshops and/or roundtables to deep dive on particular EVCI related topics.
- **EV Forum working groups** – focus groups that will meet and work together on advancing topics that currently represent gaps in knowledge.
- **TfSE projects** – Potential topics that TfSE could coordinate deeper dives on, whether related to data gathering and analysis or the development of frameworks and guides to support LAs in EVCI implementation.

2.2 A copy of the project report is contained in Appendix 2. In addition, the feedback received also fed into TfSE's response to the CIHT's Call for Evidence on the challenges faced regarding the rollout of infrastructure.

2.3 As reported to the Partnership Board in January 2025, a pioneering piece of work was completed at the start of the year which aimed to assess the impacts of the electrification of commercial vehicle fleets on a publicly available charge point provision. Since then, a follow-on project has commenced that aims to develop a guidance framework for local transport authorities to support them with planning the roll out of EV charging infrastructure that will be more accessible to commercial fleet vehicles. This work is including the development of case studies for the areas of Slough Borough Council and Brighton and Hove City Council. The project is due to be completed in July 2025, therefore a further update on this work will be presented to the Partnership Board at the October 2025 meeting.

3. Freight, Logistics and Gateways Strategy

3.1 Work continues on improvements to the Alternative Freight Fuel Infrastructure (ALFFI) tool developed by Midlands Connect, which identifies, ranks and evaluates potential locations for public HGV alternative recharging sites. The addition of more data from the TfSE local area will enable a GIS map to be produced to show where these potential HGV recharging sites could be located in our area. Once this work has been completed TfSE officers will be engaging with our local authority transport and planning officers to demonstrate how the local data and the tool can identify potential sites.

3.2 The Freight Awareness Programme is nearing the end of its first phase. To date the working group has held two meetings to discuss identify the types of freight knowledge gaps in local authorities. The working group consists of local authority transport and planning officers, a representative from the University of Southampton, representatives from the STBs and the Steer management team. Members of the group have been on local high street visits to learn more about the issues faced by freight operators and local businesses and how local authorities can support the movement of freight in their area. There was also a group visit to DP World and the UPS logistics centre at London Gateway Port to learn more about national and international freight and logistics movement issues. The University of Southampton, professional bodies, for example, the Chartered Institute of Logistics and Transportation, Chartered Institute of Highways and Transportation and Transport Planning Society, and the Road Haulage Association and Logistics UK have also been approached to discuss how they can contribute to the training which will be developed in the second stage of project. The next step will be to produce a report on the first stage before moving onto the second stage later in July 2025 which will develop specific training sessions and planning how to deliver them. A further update on TfSE's work on freight and logistics will be presented to the Partnership Board at their meeting in October 2025.

3.3 Another meeting of the Wider South East Freight Forum, which covers the TfSE, England's Economic Heartland and Transport East areas was held on 10 June 2025. The main focus of this meeting was collaboration between local authorities and the freight and logistics sector. There were presentations from East Sussex Council and Buckinghamshire County Council about their experiences of developing and consulting on their freight strategies, and from UPS on their experience of working with local authorities. There were also had updates on the work of the data sharing Forum sub which are planning to liaise directly with local freight and logistics firms about the types of data that they might be able to share with the Forum in the coming months and the way in which they can do this while protecting their commercial confidentiality. Another Forum is planned for November 2025.

4. Rail

4.1 Work continues on the Intermodal Rail Freight Study project covering the TfSE area. This is looking into the opportunities to more freight by rail. Meetings were held with East Sussex County Council and Brighton and Hove City Council to discuss the potential for parcel freight to be carried by rail using Brighton Station. Meeting have also been held with other stakeholders interested in intermodal freight, including those currently developing the new interchange facilities at Theale, Reading. Network Rail have now also provided some forecasting data for the estimated level of rail freight assumed that they will need to be carry to meet the government's 75% rail freight growth target by 2050. These data will be incorporated into the final report which is due be completed later in July/August 2025.

4.2 Work on the TfSE Rail Strategy commenced in mid-June. It will 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 the rail priorities for the TfSE area. A further update on the progress of the work on rail will be given to the Partnership Board Meeting in October 2025.

5. Active Travel

5.1 The final version of the Regional Active Travel Strategy and Action Plan document has now been made available on the TfSE website.

5.2 Meetings of the Regional Active Travel Steering Group have continued. The Steering Group is comprised of representatives from each of the 16 constituent LTAs, as well as national and strategic partners including Active Travel England, Homes England, National Highways, Network Rail, Sustrans, and Transport Action Network. The Steering Group met in May 2025 and the meeting featured a presentation from Active Travel England and a workshop session on the TfSE Transport Strategy missions. Knowledge sharing and collaboration between Steering Group members was facilitated through roundtable updates. The next meeting will be held in September 2025.

6. Future Mobility

6.1 The latest meeting of TfSE's South East Future Mobility Forum (SEFMF) was held online on 9 June 2025. The theme for the meeting was Integrated Transport. There was a presentation from Lewis Brencher from Transport for Wales on their work programme, widely referred to as the South Wales Metro. There was a second presentation from Nicholas Reid from Great Western Railway (GWR), who is the Integrated Transport Manager. He shared various case studies on how GWR is working to integrate their services with other modes. The next SEFMF will be held in September 2025 on the theme of Data.

7. Joint work on decarbonisation

5.1 As reported to the Partnership Board in March 2025, the Carbon Assessment Playbook, jointly created by the seven STBs, enables the baseline carbon emissions and trajectories to net zero in each of the LTAs to be identified. Each LTA is then able to assess the carbon reduction potential of the proposed transport interventions included in their local transport plans. To help LTAs become more proficient in using the tool, a programme of 1-2-1 support is now underway to enable representatives from the LTAs to better understand how to use the tool. This work will help identify potential enhancements to the tool to be undertaken in 2025-6, subject to the availability of funding. A further update on the progress of the development of the Carbon Assessment Playbook will be given at the Partnership Board Meeting in October 2025.

Report
May 2025

EV Programme Discovery Project – Summary Report



Transport for the South East
Our ref: 24559705

steer

Report
May 2025

EV Programme Discovery Project – Summary Report

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Appendices

A	**Further Data - EVI**

1 Glossary

1.1 Below we provide a glossary table of key terms that are used throughout this report.

Key term	Definition
CPO	Chargepoint Operator
DNO	Distribution Network Operators
EVCI	Electric Vehicle Charging Infrastructure (i.e. charge points or charging stations)
LA/LTA	Local Authority/ Local Transport Authority
STB	Sub-national Transport Body (TfSE)
TfSE	Transport for South East (an STB)

2 Introduction

Background

2.1 The Government's electric vehicle infrastructure strategy, published in 2022, includes the funding of sub-national transport bodies to support energy system stakeholders and local transport authorities in planning charging infrastructure provision.

In 2023, Transport for the South East (TfSE) published a **regional electric vehicle charging infrastructure strategy and action plan** that focuses on the charging infrastructure requirements for privately owned vehicles. Several actions that were developed via the strategy action plan focused on the role for supporting local transport authorities with the continued rollout of electric vehicle charging infrastructure within each of their respective areas.

The rollout of publicly available charging infrastructure has progressed rapidly over recent years. Therefore, it is important for TfSE to understand the current status of infrastructure rollout at a regional level, as well as engage with local transport authorities to identify how TfSE can provide further support to them with the future installation of charging infrastructure.

Purpose of the work

2.2 Transport for the South East commissioned Steer to undertake a study to:

- Assess the progress and status of Electric Vehicle (EV) adoption and Electric Vehicle Charging Infrastructure (EVCI) rollout across the region (see Section 3).
- Identify the challenges that LTAs have faced in rolling out EVCI (see Section 4).
- Identify the ways in which TfSE can support the LTAs and the region in developing EVCI and supporting EV adoption (see Section 5).

This work builds on TfSE's previous and ongoing work, including assessing and understanding the future demand and impacts on a publicly available charging network from commercial vehicle fleets, facilitating a regional EVCI forum for the south east and providing the STB EVCI Visualiser Tool via the regional Centre of Excellence to support and accelerate the EV transition.

This report includes cross-region findings and recommendations to help the Transport for the South East in supporting its constituent LTAs in ensuring and enabling progress towards the provision of a public charging network that meets all users' needs.

Stakeholder engagement

2.3 In April 2025, TfSE and Steer jointly conducted interviews with LTA officers to identify and understand the barriers and challenges that are being experienced with the rollout of EVI in their respective areas. The LTAs engaged with are listed below:

- Bracknell Forest
- Brighton and Hove
- East Sussex
- Hampshire
- Isle of Wight
- Kent
- Medway
- Portsmouth
- Reading
- Southampton
- Surrey
- West Berkshire
- West Sussex
- Windsor and Maidenhead
- Wokingham

2.4 Each interview adhered to a structured format, beginning with a review of baseline statistics on electric vehicles (EVs) and comparative data from other local transport authorities (LTAs). This initial step was crucial for establishing a comprehensive understanding of the current state of electric vehicle charging infrastructure (EVCI) rollout across the South East. The remainder of each session followed a structured interview guide, which delved into the following topics in greater detail:

- Challenges to public sector development of public charging infrastructure projects
- Challenges to securing public sector funding
- Challenges to attractive private investment in compliant with procurement regulation
- Challenges for different socio-demographic groups / geographical areas
- Challenges to the electrification of commercial vehicles
- Challenges to the electrification of the authority's own fleet
- What has worked well in terms of EV infrastructure progress
- Whether the LTA has an EV strategy and when it was last updated
- What initiatives could support the LTAs in their roles

2.5 The key findings of our conversations are presented in Section 4.

3 Progress in EV Infrastructure

Overview

3.1 The latest UK Government figures[1] (for Q2, 2024) indicated that there were approximately 162,000 Battery Electric Vehicles (BEV) cars and 13,000 BEV vans across the TfSE area, as well as a further 90,000 Plug-in Hybrid Vehicles (PHEV) cars and vans (99% of these cars).

3.2 The LTAs within the TfSE area vary greatly in terms of the area each covers, the size of their populations, socio-demographics and housing profile. Therefore, rather than looking at absolute numbers of vehicles and chargers, the analysis presented in this section focuses on EV penetrations (proportion of the fleet that is electric) (

[1] Base data from - DfT Vehicle licensing statistics: VEH0105, VEH0142. Available at: **https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables** (Accessed: March 2025)

3.3 Figure 1) and EV/EVI ratios (Figure 2). Figure 3 provides a further layer of detail on EVI provisions by looking at the power the public network can hypothetically provide and how this meets the needs of the EV fleet based on EU targets as defined in the Alternative Fuels Infrastructure Regulations (AFIR)[2]. Although these EU regulations do not apply in the UK, they are a good benchmark against which to track progress.

3.4 5.5% of the cars and vans in the TfSE region are electric, compared to 4.6% across the UK. There are on average 28 EVs per charger in the region, compared to 30 EVs per charger across the UK[3]. The region as a whole is currently ahead of the national average, but the disaggregated figures show discrepancies in progress between the LTAs. Figure 3 in particular shows the progress LTAs are making with public charging infrastructure total output, against their targets. This shows a varied picture across the TfSE region.

EV Adoption

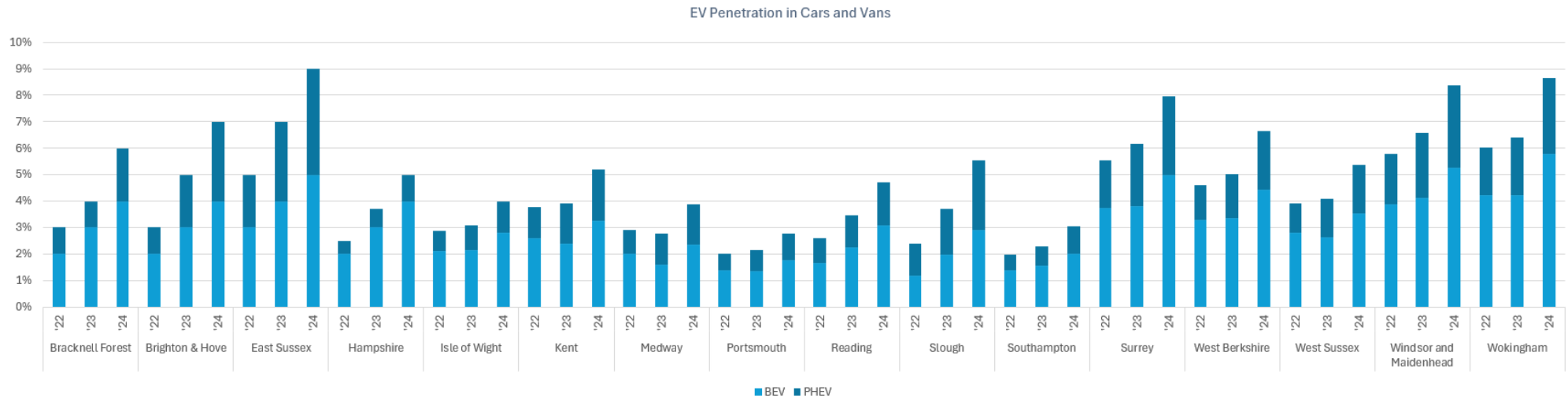
3.5

[2] **Alternative Fuels Infrastructure - European Commission**

[3] DfT Electric vehicle public charging infrastructure statistics: Table 01a and 01b. Available at: **https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-april-2025/electric-vehicle-public-charging-infrastructure-statistics-april-2025** (Accessed: March 2025)

3.6 Figure 1 combines data for cars and vans, highlighting that the uptake of EVs is more advanced in cars. Currently, less than 2% of the van fleet has transitioned to electric vehicles. In 2020, the average penetration of electric vans was 0.5%, marking a tenfold increase over approximately 4 years. However, there are still over ten times more electric cars than electric vans, as indicated by the figures at the start of this chapter.

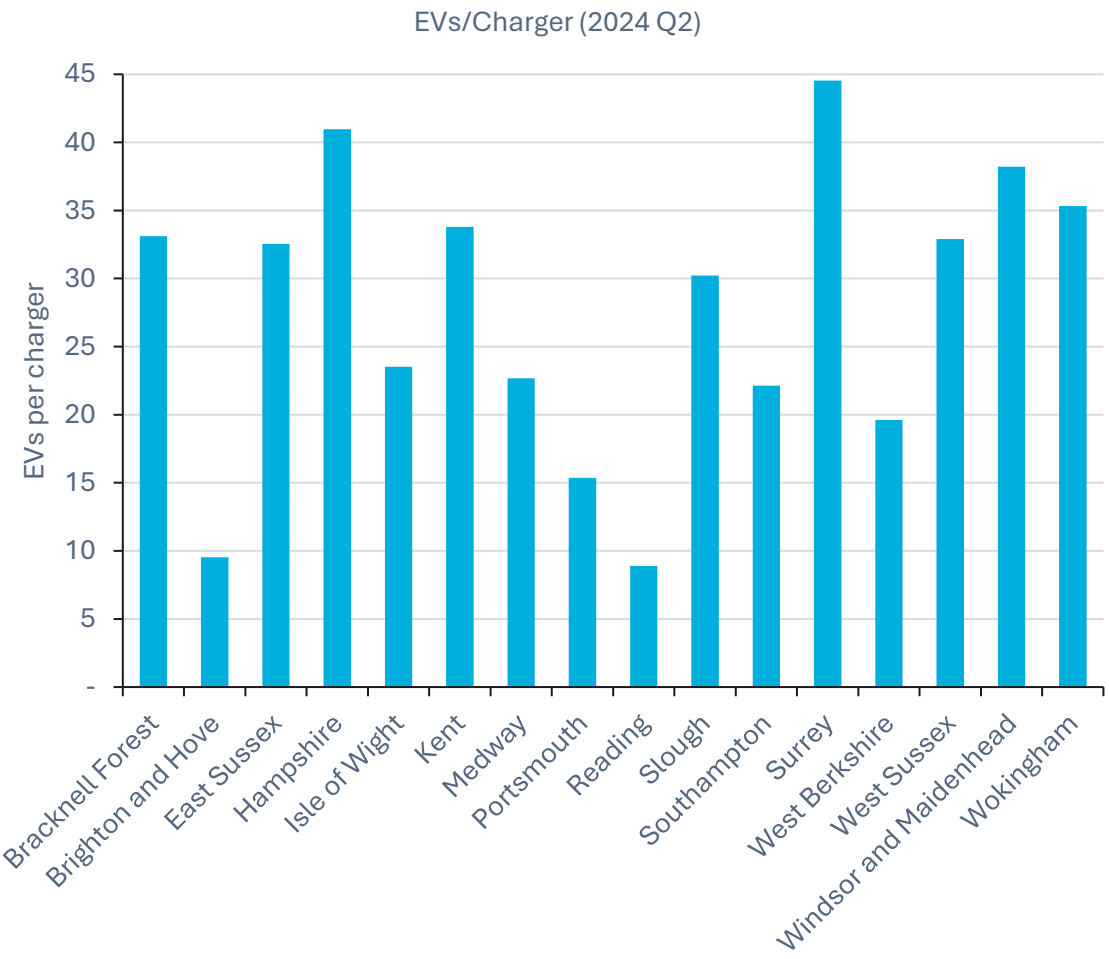
Figure 1: Proportion of vehicle fleet that is BEV and PHEV penetration in Q2 of 2022, 2023 and 2024 by TfSE local transport authorities.



EVCI rollout

3.7 To understand the progress of the EVCI rollout across the TfSE area, it is important to compare charger numbers with vehicle numbers. The lower the number of EVs per charger, the better. However, higher EVs per charger may mean that there is more private charging available in those areas (e.g. domestic, workplace). Utilisation rates of existing public charge points and/or surveys to understand private charging availability and use would supplement the picture being presented by the chart in Figure 2.

Figure 2: Number of EVs for each public charger by LTA in Q2 2024. Data source: DfT Vehicle and Electric vehicle public charging infrastructure statistics VEH0105, VEH0142 and Table 01a, Table 01b[4].



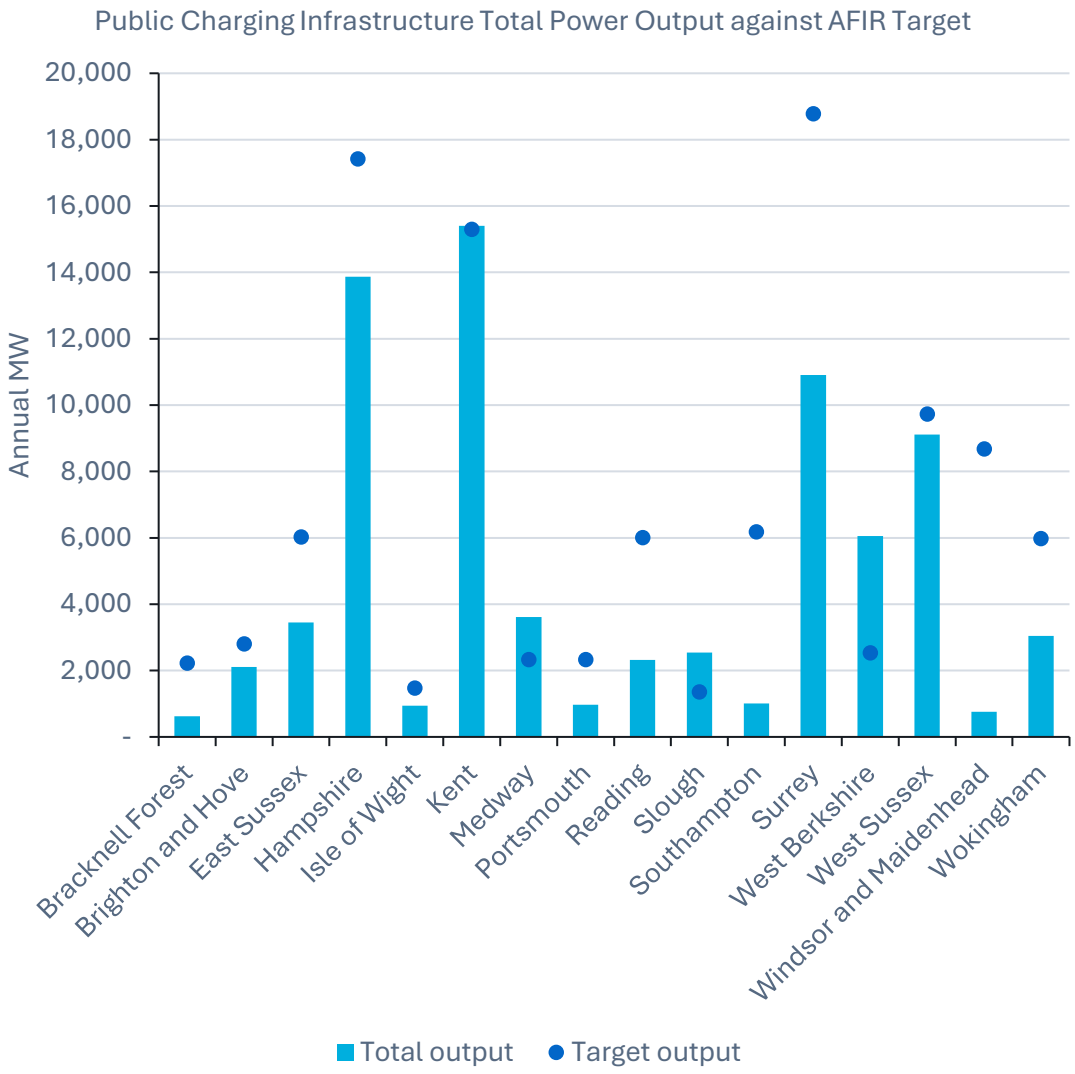
3.8 UK Government electric vehicle public charging infrastructure statistics are published on a Local Authority basis based on two categories: >50 kW, < 50kW. By placing an assumption on the average power rating of the chargers in each of these categories (7kW

[4] Available at: https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables and https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-april-2025/electric-vehicle-public-charging-infrastructure-statistics-april-2025 (Accessed: March 2025).

for <50 kW category and 150 kW for >50 kW) we can assess the power available through those chargers. The power assumptions are informed by ONS figures which show that nationally 70% of chargers in the '<50 kW' are 3-8kW and 30% are 8-49 kW, half of chargers in the '>50 kW' category are 50-149 kW and half are 150kW and above. This gives the 'total output' in Figure 3.

3.9 The 'target output' in Figure 3 is based on AFIR which states that a total power output of at least 1.3 kW must be provided through publicly accessible charging stations for every light-duty BEV and 0.8 kW should be provided for every light-duty PHEVs.

Figure 3: Estimated total power output of the public EVI network by LTA, compared to EU targets.



Neither of the above metrics consider that some LAs will need more public infrastructure than others based on the amount of private infrastructure that exists. Private infrastructure includes domestic chargers which is related to the proportion of households with off-street parking (see

3.10 Table 1) and workplace charging (there is no comprehensive data source for this information although there are government statistics on the number of private/workplace chargers rolled out with the support of government grants (while these were available)).

Table 1: Local Authority proportion of households with off-street parking/parking potential. Source: Field Dynamics[5].

LTA	Households with access to off-street parking[5]
Bracknell Forest	61%
Brighton and Hove	47%
East Sussex	68%
Hampshire	53%
Isle of Wight	67%
Kent	68%
Medway	70%
Portsmouth	34%
Reading	49%
Slough	58%
Southampton	73%
Surrey	70%
West Berkshire	74%
West Sussex	69%
Windsor and Maidenhead	67%
Wokingham	76%

[5] Source: **https://onstreetcharging.acceleratedinsightplatform.com/**. Field Dynamics have determined households that have sufficient space to park and charge within the boundaries of their property using Ordnance Survey's OS MasterMap Topography and AddressBase datasets. Each property has been assessed using Field Dynamics advanced algorithms to provide the parking propensity score of 0, 1 or 2 for each individual UPRN. Any property with a score of 0 is an on-street household.

4 Key findings

Summary

4.1 On reflection of the feedback from EVI officers at LTAs, we have identified the most prevalent and common themes that have impacted the pace of EVI development. These have been categorised into political, economic, social, technological / environmental and legal categories as shown in Table 2 below.

Table 2: Key common themes between stakeholders

Category	Key themes			
Political	Government cycles including elections and funding programmes such as LEVI.	Political indecision on approach to cross-pavement solutions.	Government minister and Changes in political parties or government ministers impact priorities and ambition for EVI rollout.	Official guidance documents published late.
Economic	LA cost implications of a lengthy procurement route/timeline.	Lack of the necessary insurance policies for damage or relocation of chargers, which led to issues with redundant equipment.	Budget / resource constraints meaning other initiatives (outside of LEVI) are parked / progress is slowed.	Ensuring commercial viability is key but difficult with unknowns and competing interests over land.
Social	Difficulty balancing and meeting the needs of different socio-demographic groups.	Skills shortage internally at the Council (and sometimes at CPO and/or specific projects).	Lack of confidence and myths for users thinking about switching to an electric vehicle.	Poor accessibility of EV bays.
Technological / Environmental	EVI maintenance delays on smaller pilot projects.	Some areas much further ahead that others with EV	DNO delays for connections.	

		uptake and progress.		
Legal / Regulatory	Freeholder/Landlord permission issues for EVI installations.	Policies and permitting rules for cross-pavement solutions undefined.		

4.2 Building on the most common themes identified by stakeholders and presented in the table above, we summarise in the rest of this section the key challenges and experiences identified by stakeholders that we heard in response to each key interview theme.

Theme 1: Public sector development of public charging infrastructure projects

- Changing direction (i.e. Section 50 and 155 of the Highways Act) and delayed guidance from support bodies (i.e. DfT, ORCs) and government, especially on heads of terms and approval process.
- Lack of transparency and coordination over publication of LEVI tenders.
- Slow approval timescales of LEVI applications, in some cases applications are overengineered which delays the process.
- LEVI requirements are challenging due to scope changes.
- Lack of understanding of the capacity in the market to meet the level of demand.
- Significant DNO delays e. g. grid connections (potentially down to landowner permissions required for wayleave or easements).
- Lack of evidence from CPOs on number of users and utilisation.
- Tariffs and the pressure to keep this low and attractive for residents but still financially viable.
- Political party politics influencing the speed of EV infrastructure rollout.
- Permission concerns on roads that are not yet adopted by the Council (i.e. owned by a Housing Association / Developer).
- Financial viability of Charge Point Operators (CPOs) over the contract term.
- Challenges with rollout due to lack of project dedicated resources for the LTA, DNO and CPO.
- Liability and safety concerns with cross-pavement solutions, particularly for disabled users.
- The need to run appropriate level of public consultation for on-street bays before projects are agreed to avoid backlash and manage expectations of residents.

Theme 2: Securing public sector funding

- Securing LEVI funding involves multiple governance groups and a lengthy procurement route.
- LEVI process is holding local transport authorities back from delivering more commercially viable chargers.
- Delays from government due to election periods and funding cycles.

- Lack of clarity from LEVI support body impacts the Council's ability to submit ITT documents for approval.
- Securing public sector subsidies is difficult due to budget constraints and political priorities.
- The capability fund of the LEVI pot has been helpful but does not stretch far enough in some cases.
- CPOs are saturated with Requests for Proposals, meaning they can select their preferred LA. Smaller LAs are finding they need to make their tenders less beneficial to the authority to attract bidders, there is concern that they will not be able to run successful LEVI tenders.
- Councils often lack resources (time/skill/experience) to run procurement exercises.
- Competing demand for the land available and the financial circumstances of some councils means some of them have reduced land available for which they're able/willing to enter into long land leases with CPOs in case the council later wishes or needs to sell land/redevelop within the typical 15 year term of CPO contracts.
- Lamp columns have a finite life, which can result in abortive work on lamp column chargers if the lamps need replacing.

Theme 3: Attractive private investment in compliance with procurement regulation

- Conflicts between the non-negotiable terms of LEVI and the ability of third-party CPOs to fund or operate charge points on the network.
- Questions from the CPOs around return on investment in case of early termination of infrastructure of the infrastructure (CPOs don't like break clauses)
- Those living in leasehold accommodation with off-street parking face issues getting landlord permission for EVI installation.

Theme 4: Different socio-demographic groups / geographical areas

- In some of the lower affluence areas, there is a high number of commercial company vans and limited off-street parking provision.
- Lower density suburbs face difficulties in developing public electric charging network due to commercial viability and sometimes electricity network constraints.
- High density housing areas have parking constraints that makes putting in EV bays difficult, especially ahead of demand.
- Balancing the differing needs of different groups, including vulnerable users e.g. disabled users.
- Some areas rely more on the second-hand market and declining prices, whilst others take advantage of the new EV market.
- Financial implications for residents who rely on parking spaces if some of these are repurposed for electric vehicle charging infrastructure and vehicles.

Theme 5: Electrification of commercial vehicles

- Lack of confidence for commercial vehicle users in switching to electric vehicles due to charge point anxiety e.g. availability of a nearby charger.
- Range of fleet managers operating different services can hinder the progress of electrification of the Council's total fleet
- Councils can struggle to support commercial fleet electrification, particularly when there is a need for demand validation and direct engagement with commercial operators. Lack of connections to commercial vehicle operators/drivers.

Theme 6: Electrification of the authority's own fleet

- Co-ordinating the intervention of properties, fleet, human resources, and finance to build an actionable plan for fleet conversion, depot charging, home charging, and energy procurement.
- Reconfiguring existing depots to accommodate additional chargers.
- Council's fleet strategy not always active or up to date and in some cases in need of a renewal.

Theme 7: Challenges with internal and external resources, skills

- Generally, LAs have a shortfall in staff (e.g. / GIS / Procurement and Legal) and expertise in EV/EVIs.
- There are many small-scale arrangements with suppliers, and maintenance can take a while.
- Lack of insurance policy for damage / relocation of chargers from a car park to a new location, which resulted in redundant kit in a car park.

5 Recommendations

5.1 In addition to reviewing the key challenges, feedback and suggestions collated from the stakeholder engagement, the recommendations for TfSE's work programme have been developed with consideration of:

- existing initiatives and the roles and remits of other organisations in the EV ecosystem,
- the holistic elements necessary for the development and operation of a public EV charging network that meets everyone's needs, and,
- the role, remit and resources of TfSE.

5.2 The recommendations broadly sit under three types of activities that TfSE could undertake to support EVI development in the region:

- **Centre of Excellence seminar series** – one or potentially multi-part seminars, workshops and/or roundtables to deep dive on particular topics.
- **EV Forum working groups** – focus groups that will meet and work together on advancing particular topics that currently represent gaps in knowledge, the working groups may co-develop the scope of some of the Centre of Excellence events.
- **TfSE projects** – these are topics that TfSE could coordinate deeper dives on, whether related to data gathering and analysis or developing of frameworks and guides to support LAs in implementation. These projects will link to the working group or seminar themes.

5.3 These three recommendations align with the themes of stakeholder discussions and address the key points of stakeholder feedback. This alignment is summarised in Table 3 below and the further detail for each recommendation is provided in the rest of this chapter.

Table 3: Alignment between interview themes, key feedback and recommendations

		Key feedback from LTAs	Recommendations		
			Centre of Excellence – Seminar series	EV forum working groups	TfSE projects
Themes	Theme 1 Public sector development of charging projects	• Changing direction and delays • Slow LEVI application approvals • Significant DNO grid delays • Political influence on rollout • Financial viability of CPOs	✓	✓	
	Theme 2 Securing public sector funding	• Lengthy LEVI funding process • LEVI delays hinder authorities • Government election period delays • Public sector subsidies difficult • Councils lack procurement resources	✓	✓	
	Theme 3 Attractive private investment in compliance with procurement regulation	• LEVI terms conflict with CPOs • CPOs concerned about ROI • Leaseholders face landlord issues • Early termination concerns • Funding and operation challenges	✓	✓	
	Theme 4 Different socio-demographic groups / geographical areas	• Limited off-street parking • Suburbs face network constraints • High density parking issues • Balancing diverse user needs • Financial impact on residents		✓	✓

Centre of Excellence - Seminar Series

5.4 TfSE's regional Centre of Excellence webpages are a space for local transport authorities to 'access resources, collaborate, and knowledge share', as such the Centre of Excellence will host a repository of signposts to other useful data sources, tools and knowledge hubs such as those hosted by the Energy Savings Trust and via NEVIS. In addition, it is proposed that the Centre of Excellence will run a series of seminars on the following:

- Running successful EVI procurements: LEVI and beyond.
- LEVI lessons learnt (and learning).
- Collaboration between CPOs & LAs: CPOs to understand council structures, governance processes, risk profiles and development of collaborative contract templates that speak to CPO risks.
- Equity in electrification: thinking about commercial fleets and other users with accessibility requirements.
- Cross-pavement solutions: how-to (learnings from working group).

EV Forum - Working Groups

5.5 The working groups, arranged around the topics listed in this section, will be a sub-group of the EV forum and may include other stakeholders on an ad-hoc or more fixed-term basis. LTAs will select which working groups they wish to be a part of and/or may also be invited to attend particular working groups to share their learning.

5.6 Whereas the Centre of Excellence series may consist of up to three events under one topic, the working groups will need to meet at regular intervals (e.g. monthly) over a longer period (e.g. at least 6 months) to make progress on the emerging topics and sub-topics as suggested below :

Cross-Pavement Solutions

- Policies
- Permits
- Electrical Safety
- Liability
- Impact on public infrastructure, equity and affordability (TfSE could run project and develop methodology for assessing this – see below)

LA Fleet Electrification

- Lessons learned
- Joint procurement of vehicles (templates/frameworks/sharing resources)

Bundling EVI opportunities (include Property colleagues)

- Smaller LTAs collaborating to offer CPOs larger scale opportunities to entice better offers and efficiently use resources

Property

- Best/good practice in land parcel inventories (capturing smaller land parcels, info on leased land, competing interests and ability to share/give access to this information to other departments or 3rd party partners)
- Making land available for EVI development whether under concessions or if disposing
- Considerations for grouping TROs (e.g. by district) to improve efficiency of permitting processes

TfSE Projects

5.7 These projects would be established utilising specialist teams internal or external to TfSE to support the development of relevant evidence bases and frameworks that will be co-designed and disseminated via the working groups mentioned above or via the Centre of Excellence platform.

- Cross-pavement solutions desktop impact assessment (equality impact assessment and impact on demand for public infrastructure).
- Cross-pavement solutions pilot evaluation or monitoring and evaluation plan.
- Support in local commercial fleet engagement and demand assessment.
- Wider EVI monitoring and evaluation programme.
- Regional assessment of equity in electrification (for commercial vehicles/ for those with accessibility needs or other protected characteristics).

6 Next Steps

6.1 As highlighted at the beginning of this report, Transport for the South East will use the recommendations identified to help develop our future technical work programme within the EVCI space. Overall, the recommendations that are evidenced within this report align closely with the overarching aim of TfSE's regional EVCI strategy and action plan which sets out a pathway for TfSE to support local transport authorities within the south east by facilitating the continued rollout of charging infrastructure in an efficient and cohesive manner through better local engagement, leadership and planning. From undertaking this study, it is clear that TfSE continues to have a key role to play as a facilitator for cross collaboration between the constituent LTAs as well as wider organisations, such as central government and OZEV, charge point operators, distribution network operators and wider groups such as the LEVI support body.

6.2 The outputs of this work will be shared with the TfSE Partnership Board and EVCI related stakeholder engagement meetings, including TfSE's regional EVCI forum and will be reviewed on a regular basis to ensure that TfSE is providing the necessary support towards the region's local transport authorities in delivering a robust publicly available charging infrastructure network across the south east.

A Further Data - EVI

Table 54: Annual number of <25 kW chargers (<50 kW chargers in 2024) between 2020-2024 (Q2) and the Compound Annual Growth Rate (CAGR)

LTA	2020	2021	2022	2023	2024	CAGR (2020 - 2023)
Bracknell Forest	27	33	43	55	93	26.8%
Brighton and Hove	162	268	332	389	418	33.9%
East Sussex	66	82	114	128	280	24.7%
Hampshire	265	324	444	493	649	23.0%
Isle of Wight	40	45	51	71	88	20.8%
Kent	220	267	340	572	671	37.5%
Medway	9	11	41	98	108	121.6%
Portsmouth	62	71	95	78	100	8.0%
Reading	43	50	87	96	244	30.7%
Slough	43	38	35	52	31	6.5%
Southampton	62	66	82	89	96	12.8%
Surrey	200	240	312	411	691	27.1%
West Berkshire	68	71	86	94	141	11.4%
West Sussex	122	151	186	275	458	31.1%
Windsor and Maidenhead	30	32	44	100	126	49.4%
Wokingham	21	26	52	90	142	62.1%

Table 6 5: Annual number of rapid chargers between 2020-2024 (Q2) and the Compound Annual Growth Rate (CAGR)

LTA	2020	2021	2022	2023	2024	CAGR (2020 - 2023)
Bracknell Forest	1	1	2	3	7	44.2%
Brighton and Hove	1	4	17	17	19	157.1%
East Sussex	17	19	27	37	50	29.6%
Hampshire	100	113	129	171	223	19.6%

Isle of Wight	3	2	3	9	13	41.5%
Kent	69	111	142	202	250	43.1%
Medway	6	7	7	8	61	10.1%
Portsmouth	2	3	5	7	13	51.8%
Reading	7	8	9	20	31	41.9%
Slough	21	30	36	23	45	3.1%
Southampton	4	6	10	35	14	106.1%
Surrey	49	68	79	119	167	34.4%
West Berkshire	29	31	37	64	104	30.2%
West Sussex	24	43	55	70	145	42.9%
Windsor and Maidenhead	1	1	3	3	8	44.2%
Wokingham	31	35	35	41	49	9.3%

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Agenda Item 20

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Communications and Stakeholder Engagement update**
Purpose of report:	**To update the Partnership Board on communications and stakeholder engagement activity**

RECOMMENDATION:

Members of the Partnership Board are recommended to comment on the comms and engagement 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 Partnership Board meeting, including support provided to technical projects, stakeholder meetings, and recent and upcoming events.

2. Recent communications and engagement activity

2.1 Transport for the South East (TfSE) continues to use communication and engagement activity to support the implementation of our technical work programme and the promotion of the organisation with our audiences.

2.2 We are delivering against the objectives set in the 2024/25 communications and engagement plan, with activity supported by website updates, social media coverage, and our monthly *Connections* newsletter. Video content, animation and infographics has helped to enhance our social media engagement, and we are also sharing content with our strategic partners.

3. Transport Strategy Refresh stakeholder engagement

3.1 We provided extensive support for the team during the transport strategy consultation. Overall, this proved successful with a 69% increase in response rate compared to the consultation for the first strategy in 2020. More information about our activity, and the respondents, is outlined at **Appendix 1.**

4. Events and speaker slots

4.1 <u>Past Events</u>

4.11 In May, TfSE Chief Officer Rupert Clubb gave a presentation at the CIHT National Conference in London on devolution and the delivery of net zero. This focused

on the role that STBs play in supporting local authorities, with a look ahead to the impacts of devolution and local government reorganisation about that process.

4.1.2 In June, Analysis Manager Joshua Jiao presented at Modelling World in Manchester, demonstrating how localised data can capture nuances in travel behaviour and mode choices, which is an important consideration for local transport planners.

4.1.3 The work of the Centre of Excellence was recognised by the Chartered Institute of Highways and Transportation in June, with a commendation in the 'Collaboration' category of their annual awards.

4.2 Future events/speaker slots

4.2.1 In July, Rupert Clubb will speak at the TransCity Rail South conference in Twickenham alongside about the role of rail in tackling regional transport challenges.

5. MP engagement and public affairs

5.1 We met three of our region's MPs in the Spring: Peter Swallow (Bracknell);Joe Robertson (Isle of Wight East); and Lauren Edwards (Rochester & Strood).

5.2 We are trying to reschedule more meetings before the summer recess and will look to continue ways of engaging with our region's MPs into the autumn.

6. Delivering against our Communications and Engagement Plan

6.1 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.

6.2 We have exceeded our podcast listens target for 2024/25. Limited resources have meant that no new recordings have been published during this period, and we will consider podcasts on a topic basis rather than month by month.

6.3 Despite the pre-election period which paused our regular social media activity, we have over 2000 followers on social media. Since March, we have seen a modest 2.7% increase in followers on LinkedIn, 1% on Facebook and a slight fall of 0.4% on X.

7. Staff news

7.1 Our new Public Relations and Comms Assistant begins in post on July 1st.

8. Recommendations

8.1 The Partnership Board are recommended to comment on the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

RUPERT CLUBB
Chief Officer
Transport for the South East

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Appendix 1

1. Transport Strategy Refresh stakeholder engagement

1.1 We provided extensive support for the team during the transport strategy consultation. This ranged from online activity via the website and regular social media posts to in person activity at eight public roadshows. We also developed a media pack and sent bespoke emails to LTAs, districts and boroughs, the region's MPs and previous respondents to the Your Voices survey from last year.

1.2 This resulted in 753 responses from individuals and 108 responses from organisations, plus 4 from MPs. A total of 47 local authorities submitted an organisational response (12 LTAs; 11 D & B; 24 town or parish).

1.3 A number of key national and strategic stakeholders responded including National Highways, Gatwick Airport, Heathrow Airport: Network Rail. SDNPA, TfL, Transport East and England's Economic Heartland.

1.4 We had almost 400 views of the launch video on YouTube and 140 shares on LinkedIn, Facebook and X. Social media posts were accompanied by a selection of graphics and were a mixture of calls-to-action and promotion of the pop-up events.

1.5 51% of consultation respondents were male and 49% were female. The majority of respondents were aged over 55 (69%), but this is in line with other transport consultations.

1.6 In comparison to the consultation for our first transport strategy, there was a 69% increase in overall responses which was driven primarily by the 47% increase in the number of individuals who responded in 2025 (355 in 2020, 753 in 2025). Conversely, the number of organisations responding fell by 45% (238 in 2020, 108 in 2025).

1.7 The highest response rate per county came from the Isle of Wight (22%) while less than 5% of respondents originated from Surrey. There was a significant increase in response rate from Southampton (6.9%) when compared to the 2024 *Your Voices* survey response rate (0.5%), while the rate in Berkshire doubled to 6.6% from 2024.