

Agenda Item 11

Report to: Partnership Board –Transport for the South East

Date of meeting: 27 October 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 number of consultations.

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- 1) Agree the draft response to consultation on the Draft South Downs National Park Partnership Management Plan 2026–31;
 - 2) Agree the draft response to the Isle of Wight Council’s Consultation on the Draft Island Transport Plan 4; and
 - 3) Agree the draft response to House of Commons Transport Committee Inquiry - “Joined-up journeys: achieving and measuring transport integration”
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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:

- Draft South Downs National Park Partnership Management Plan 2026–31
- Isle of Wight Council’s Draft Island Transport Plan 4;
- House of Commons Transport Committee Inquiry - “Joined-up journeys: achieving and measuring transport integration”

2. Draft South Downs National Park Partnership Management Plan 2026–31

2.1 Between July and August 2025, South Downs National Park Authority (SDNPA) held a public consultation on their Draft Partnership Management Plan 2026-31. The consultation concluded on 1 August 2025. A copy of the draft officer level response that was submitted is contained in **Appendix 1**.

2.2 TfSE noted SDNPA’s draft PMP demonstrates strong alignment with TfSE’s Draft Transport Strategy, particularly in areas of climate change mitigation and sustainable transport provision. Both share a commitment to achieving net-zero carbon emissions, promoting active travel, and working collaboratively with key

partners to ensure effective delivery. The members of the Partnership Board are recommended to agree the draft response contained in Appendix 1.

3. Isle of Wight Council's Draft Island Transport Plan 4

3.1 The Isle of Wight Council went out to consultation on their Draft Island Transport Plan 4 on 1 September 2025. The consultation closes on 24 November 2025. A draft TfSE response to the consultation, which closes on 24 November 2025, is contained in Appendix 2.

3.2 The Draft Island Transport Plan 4 shows strong alignment with TfSE's Transport Strategy on strategic connectivity issues, decarbonisation, addressing inclusion, and resilience. However, it would benefit from more explicit alignment with TfSE's Mission on Sustainable Growth. In addition, the draft IoW LTP4 should make reference to the TfSE Transport Strategy. Addressing these issues will ensure that the LTP both serves the Island effectively and maximises opportunities for regional support through TfSE. The members of the Partnership Board are recommended to agree the draft response contained in Appendix 2

4. House of Commons Transport Committee Consultation "Joined-up journeys: achieving and measuring transport integration"

4.1 The House of Commons Transport Select Committee are undertaking an inquiry titled "Joined-up journeys: achieving and measuring transport integration". The aim of this inquiry is to investigate the changes government would need to mould transport services, networks and options around the journeys people need and want to make in their daily lives. The closing date for the submission of evidence was 16 October 2025. A draft officer response was submitted, which is contained in **Appendix 3**.

4.2 The draft response highlights how TfSE's Draft Transport Strategy and Strategic Investment Plan both place integration at the heart of TfSE's mission. The submission emphasises the need to design a transport system that works as a whole for people, places and the economy. Integration needs to be embedded in funding, appraisal and design with TfSE ready to help deliver the joined-up journeys that the Committee seeks to achieve. The members of the Partnership Board are recommended to agree the draft response contained in Appendix 3.

5. Conclusions and recommendations

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

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Peter Buck
Email: peter.buck@transportforthesoutheast.org.uk

Appendix 1 – TfSE response to SDNPA

Consultation on the Draft South Downs National Park Partnership Management Plan 2026–31

Draft response from Transport for the South East

1. Introduction

1.1 Transport for the South East (TfSE) warmly welcomes the opportunity to respond to the South Downs National Park Authority's (SDNPA) draft Partnership Management Plan (PMP) 2026–31. This document constitutes the draft officer response that will be presented to our Partnership Board on 27 October 2025 for their approval. An updated response 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, business representatives, Highways England, Network Rail and Transport for London. The SDNPA is a member of our Board, representing the needs of the many and varied protected landscapes in our area.

1.3 We have a vision-led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in the transport system across our region to 2050. This strategy was agreed in 2020 but is currently in the process of being refreshed. Following a recent public consultation exercise, the Partnership Board agreed a number minor revisions to the wording of the document at their meeting on 21 July 2025. The final version of the strategy is due to be considered by the Board at their meeting in October 2025.

1.4 Our [Strategic Investment Plan](#) provides a framework for delivering our Transport Strategy setting out the transport infrastructure and policy interventions needed in our region over the next three decades. A refresh of the Strategic Investment Plan has recently commenced.

1.5 We commend the SDNPA for producing a clear, ambitious, and inclusive strategy that aligns well with our Draft Final Transport Strategy. The draft PMP adopts a 'plan and provide' approach, setting out a Vision setting out where the SDNPA wants the National Park to be in 2060 and a set of priorities for the next five years, to make this vision a reality.

1.6 The draft PMP demonstrates a clear statement of the transport and access challenges in a nationally protected and environmentally sensitive landscape. The challenges presented by climate change, housing demand and affordability, funding availability, public transport and sustainable transport provision, as well as the shifting national policy landscape are common to the PMP and TfSE's Draft Transport Strategy.

1.7 There is considerable overlap between the Priorities identified in the Draft PMP and the five Missions of our Transport Strategy. Our Decarbonisation Mission sets out how we will work to decarbonise the transport sector to reach net zero by 2050. Our

Resilience Mission details how we will ensure that the transport system is resilient to the future impacts of climate change. These Missions align with Aim 2 of the draft PMP on climate action, with the South Downs National Park seeking to become net zero by 2040 by mitigating and adapting to the impacts of climate change.

1.8 Aim 5 of the Draft PMP relates to improving access for all to the National Park. Objective 5.1 emphasises the need to improve access by public transport, active travel and remove the non-physical barriers to make the park more welcoming. One of the underlying principles of TfSE's draft final Transport Strategy is the concept of triple access planning covering physical, digital, and social access to create a more inclusive network. One of the five Missions is to deliver better inclusion and integration. Both documents prioritise improved accessibility for all, encompassing both infrastructure and social inclusion.

1.9 Both documents have a shared ambition to support sustainable travel outcomes. Planning Principle 9 of the Draft PMP supports reducing car dependency, promoting active travel, and enhancing public transport and rights-of-way networks. The TfSE Draft Final Transport Strategy promotes the 'Avoid-Shift-Improve' framework to promote trip reduction and modal shift towards active and public transport.

1.10 On public transport access to the National Park, the Draft PMP highlights the inadequate bus and train access to many areas of the park; identifies "last-mile" gaps and local authority funding limitations and its plans to partner with local authorities for improvements. The Inclusion and Integration Mission in our draft final Transport Strategy seeks to create an inclusive, affordable and integrated transport network across the South East. Consequently, there is a strong focus on improving public transport availability and affordability to increase rail and bus usage and reduce car trips. Both documents also prioritise the development of safe, connected walking and cycling networks. The pivotal role of sustainable transport options in meeting people's access needs is a key component of both documents.

1.11 TfSE's Draft Transport Strategy includes provision for improved transport infrastructure to support sustainable economic growth, including interventions to support the much-needed housing growth in the South East. Planning Principle 15 in the Draft PMP supports development providing affordable housing that will meet the needs of local communities. In providing this, there is the potential for conflict with the SDNPA's conservation objectives. This is best addressed through early engagement on all transport infrastructure proposals to ensure the application of Environmental Net Gain principles and rigorous environmental assessment and sustainable design for any transport infrastructure proposals within or affecting the National Park.

1.12 The draft PMP places a strong emphasis on partnership working. Like the SDNPA, TfSE recognises that meaningful change requires a collaborative approach working with local authorities, transport operators, and other key stakeholders such as the SDNPA. Both documents recognise the importance of balanced economic development that maintains environmental quality while ensuring accessibility for businesses and communities.

1.13 In conclusion, SDNPA's draft PMP demonstrates strong alignment with TfSE's Draft Transport Strategy, particularly in areas of climate change mitigation and sustainable transport provision. Both share a commitment to achieving net-zero carbon emissions, promoting active travel, and working collaboratively with key partners to ensure effective delivery. We look forward to continued collaboration with the SDNPA to support the delivery of this Plan.

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Appendix 2 – TfSE consultation response to Isle of Wight

Isle of Wight Fourth Local Transport Plan Consultation Response from Transport for the South East

1. Introduction

1.1 This document is the draft Transport for the South East (TfSE) response to the consultation on the Isle of Wight Council's Draft Local Transport Plan 4 (IoW LTP4). This is a draft officer response that will be presented to our Partnership Board on 27 October 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. It has been subject to public consultation and the final version is due to be considered by the Partnership Board on 27 October 2025.

1.4 Our [Strategic Investment Plan](#) provides a framework for delivering our Transport Strategy setting out transport infrastructure and policy interventions needed in our region over the next three decades. This is also in the process of being refreshed, with development work due to be completed by the end of 2025.

1.5 TfSE welcomes the opportunity to respond to the consultation on the draft IoW LTP4. We trust that our response will provide value to the work of the Isle of Wight Council but also form the basis for further engagement. We are particularly focused on creating a clear 'golden thread' between our Transport Strategy and the Local Transport Plans (LTPs) produced by the Isle of Wight Council and other LTAs, ensuring they can deliver on their local objectives while contributing meaningfully to the wider vision for the South East.

2. Approach

2.1 The draft IoW LTP4 sets out a clear 'Approach' section that frames delivery around principles such as the avoid–shift–improve hierarchy, Triple Access Planning (digital, spatial and transport), a Movement and Place framework, and the need for evidence-based prioritisation. Overall, there is strong consistency between the Isle of Wight's approach and the cross-cutting principles in TfSE's Transport Strategy. Both documents present these principles as the foundation for policy design, scheme appraisal, and investment prioritisation.

3. Vision

3.1 As shown in Table 1, the Vision set out in the draft IoW LTP4 evidences a strong alignment with the 2050 Vision set out in TfSE's Draft Transport Strategy. Both include reference to inclusivity, low-carbon / sustainability, quality of life, protecting environment, and economic prosperity.

Table 1: Alignment between the draft IoW LTP4 Vision and the 2050 vision in TfSE's Draft Transport Strategy.

Isle of Wight LTP4 Vision	TfSE Transport Strategy 2050 Vision
An inclusive transport system that enables a low carbon , safe, prosperous , and healthy future for all residents and visitors; and seeks to protect and enhance the Island's unique local natural and built environment .	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

4. Alignment between the draft IoW LTP4 Objectives and TfSE's Missions

4.1 Table 2 presents an assessment of the alignment between the objectives of the draft IoW LTP4 and the five Missions of TfSE's Transport Strategy. Overall, this demonstrates a strong alignment, particularly on net zero and resilience (Objective 1), which align well with TfSE's missions on Resilience and Decarbonisation. As shown in Table 2, Objectives 3 and 4 of IOW LTP 4 map across well to TfSE's Inclusion and Integration Mission. . These objectives could be further developed in the LTP to identify how wider social benefits could be delivered. This could be achieved by embedding measures of transport-related social exclusion, setting milestones for integrated ticketing across public transport services, and ensuring services are designed inclusively from the outset. These changes would ensure the LTP will help to reduce barriers to opportunity and provide reliable, affordable transport options for all sections of the community.

4.2 The draft IoW LTP4 approaches the economy primarily from a tourism perspective and emphasises the importance of enabling efficient, sustainable movement to and around the Island to support growth. TfSE's Sustainable Growth Mission highlights the need to strengthen strategic transport corridors, improve access to the South East's international gateways and achieve better alignment between transport and land-use planning. The draft IoW LTP4 would benefit from an expansion of the narrative on growth beyond tourism. It should set out the need for measures and interventions that will strengthen cross-Solent and other strategic corridors, secure reliable connections to ferry terminals, and better align transport investment with housing and industrial development.

Table 2: Alignment between the Isle of Wight LTP4 Vision and the 2050 vision in TfSE's Draft Transport Strategy

Isle of Wight LTP Objectives	TfSE Missions				
	Strategic Connectivity	Resilience	Decarbonisation	Inclusion and Integration	Sustainable Growth
<u>Objective 1.</u> A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change.		X	X		
<u>Objective 2.</u> People and goods can travel sustainably affordably and efficiently to and from, and around the Island, to help grow the local economy;	X				X
<u>Objective 3.</u> An inclusive, accessible, and affordable transport network for all.				X	
<u>Objective 4.</u> A safe transport network that supports thriving, healthier communities .				X	

4.3 Although the draft IoW LTP4 is closely aligned with the approach and themes of TfSE's five missions, it makes no reference to the TfSE Transport Strategy. This gap needs to be addressed, with the alignment between the two documents explicitly recognised. Doing so would underline the Isle of Wight's role within the wider South East region and strengthen its case for regional funding and partnership support.

5. Conclusion

5.1 The draft IoW LTP4 shows strong alignment with TfSE's Transport Strategy on strategic connectivity issues, decarbonisation, addressing inclusion, and resilience. However, it would benefit from more explicit alignment with TfSE's Mission on Sustainable Growth. In addition, the draft IoW LTP4 should make reference to the TfSE Transport Strategy. Addressing these issues will ensure that the LTP both serves the Island effectively and maximises opportunities for regional support through TfSE.

Appendix 3 – TFSE draft response to HoC

Transport for the South East (TfSE) draft response to the House of Commons Transport Committee Inquiry – ‘Joined-up journeys: achieving and measuring transport integration.’

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to contribute to the Committee’s inquiry. This is a draft officer response that will be presented to our Partnership Board on 27 October 2025 for their approval. A further iteration may therefore follow.

1.2 TfSE is the 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. It has been subject to public consultation and the final version is due to be considered by the Partnership Board on 27 October 2025. Integration is one of the five core “missions,” set out in the strategy alongside Strategic Connectivity, Resilience, Decarbonisation and Sustainable Growth.

1.4 Our [Strategic Investment Plan](#) provides a framework for delivering our Transport Strategy setting out transport infrastructure and policy interventions needed in our region over the next three decades. This is also in the process of being refreshed, with development work due to be completed by the end of 2025.

2. Responses to the questions in the call for evidence

2.1 Question 1: What are the key features that make a transport system feel joined up to the user? How would ‘integrated’ transport look different to current services and networks?

2.1.1 TfSE’s mission on Inclusion and Integration defines integration as the creation of “affordable, safe, seamless, door-to-door journeys for all users.” From the user’s perspective, integration is about the whole journey experience rather than the individual elements of it. An integrated system is one where passengers can move easily between

modes, with coordinated timetables that minimise waiting, and where walking, cycling or shared mobility options link them directly to their bus, rail or coach service.

2.1.2 Integrated ticketing and fares are also important elements of an integrated system. A truly joined-up system allows users to buy a single ticket, rather than facing multiple charges for each segment of their trip. Well-designed infrastructure also plays a key role. Transport interchanges must be accessible, safe and welcoming, with step-free access, clear information and offer real-time travel information. This contrasts with the experience that many travelers currently face where inconsistent ticketing, patchy information, and poorly connected hubs inhibit seamless journeys. TfSE's 2025-6 Business Plan reinforces this with a clear call to action, highlighting that "all these challenges need urgent delivery: more transport infrastructure, that's more integrated, and better meets the needs of people."

2.2 Question 2: What stops effective integration happening now, and how can these barriers be overcome?

2.2.1 Several barriers stand in the way of integration. The first is the fragmentation of governance. Different operators and agencies make decisions independently of one another. Short-term and inconsistent funding is another problem as multi-modal schemes need time to be developed and delivered. Current funding cycles are too short and tied to specific modes, undermining the ability to take a package-based approach.

2.2.2 There are a number of technical barriers to integration. Ticketing systems are not interoperable, and data is not shared, limiting our ability to understand and plan journeys as users experience them. Infrastructure shortcomings, particularly at interchanges, create a poor experience for passengers. Finally, social exclusion presents significant challenges, with some groups unable to afford, access or rely on integrated public transport, particularly for journeys early in the morning, or later in the evening.

2.2.3 TfSE's Draft Transport Strategy identifies these barriers explicitly and calls for solutions, including multi-year certainty of funding, common data standards, and inclusive design. The Business Plan describes how TfSE is addressing these issues: for example, our Analytical Framework and Regional Travel Survey are improving our evidence base. Our Strategic Investment Plan provides a framework for delivering investment in an integrated way. It identifies the interventions that are needed, presenting these as multimodal packages that highlight their interdependencies and cumulative benefits, and sets out a clear, holistic framework for investment.

2.3 Question 3: What kinds of interventions and policy decisions are needed to provide joined-up transport, including in areas beyond transport such as planning?

2.3.1 The Policy Route Maps included in TfSE's Draft Transport Strategy identify practical interventions that would help embed integration. Integrated fares and ticketing are central to this, as is investment in mobility hubs where bus, rail, active travel and shared mobility come together. First- and last-mile connections are also a priority as are the direct and safe walking and cycling routes that are needed to make multi-modal journeys viable. Our Strategic Investment Plan identifies multi-modal area-based packages that bring these interventions together in practice.

2.3.2 Policy decisions need to go beyond transport. The draft Transport Strategy emphasises the need for better alignment of housing and employment growth with sustainable transport corridors. Without this, new development risks embedding car dependency. Similarly, transport energy and digital infrastructure need to be planned together, ensuring that the roll-out of electric vehicle charging infrastructure can support and be supported by wider investment in energy infrastructure.

2.4 Question 4: How should transport integration and its benefits be measured and evaluated — including the impact on economic growth, decarbonisation and the Government's other 'missions'?

2.4.1 Evaluation must look at journeys as a whole. The monitoring and evaluation framework set out in our Draft Transport Strategy suggests measuring end-to-end journey times, the number and quality of transfers, user satisfaction and accessibility to jobs, services and education. It also stresses the importance of tracking Transport-Related Social Exclusion, so that integration can be assessed for its impact on equity.

2.4.2 Integration also directly supports wider government missions. Economic growth can be measured by improved access to labour markets and improvements in productivity. Decarbonisation can be evaluated through reductions in emissions, vehicle kilometres travelled, and improvements in air quality. Social missions can be assessed through the reduction of exclusion, affordability of travel and improved perceptions of personal safety. The TfSE Business Plan for 2025-6 commits TfSE to embedding these indicators within its Monitoring and Evaluation Framework, ensuring integration benefits are tracked and reported in line with government priorities. Our State of the Region report, produced every two years, shows where the region is on measures of economy, society and the environment. The affordability of public transport fares is one of the indicators monitored.

2.5 Question 5: How should the cost of interventions needed to deliver transport integration be assessed and appraised? Will proposed changes to methodology in the Treasury's 'Green Book', including the introduction of 'place-based business cases', change this?

2.5.1 Traditional appraisal undervalues integration because it treats benefits such as shorter transfers or improved interchange design as marginal. The TAG appraisal system needs to move away from an overemphasis on car journey time savings, often expressed as thousands of vehicles saving only a few seconds, and instead place greater weight on accessibility and the wider benefits of transport. Accessibility can be measured by the number of jobs, education and healthcare opportunities people can reach within reasonable travel times by public transport, walking or cycling, with distributional analysis to show which groups benefit. Wider benefits can be captured through tools that assess health gains from active travel, reductions in carbon emissions, improvements to place quality and interchange, and the productivity impacts of better connectivity. TAG already provides mechanisms to record these outcomes through the Appraisal Summary Table and value for money statement, but these need to be brought to the forefront of decision making.

2.5.2 Our Draft Transport Strategy argues that schemes should be appraised at a package level, capturing the combined benefits of multiple modes working together. It also stresses the need to quantify wider impacts such as social inclusion and resilience.

2.5.3 The proposed Green Book changes to allow "place-based" business cases are welcomed. They align with TfSE's approach in the Strategic Investment Plan, where interventions are grouped into multi-modal area based packages. The Business Plan highlights how we are developing appraisal tools in our Analytical Framework to better capture these system-wide benefits. This shift will allow integration to be more fully valued in future investment decisions.

2.6 Question 6: Will integration in itself deliver other benefits such as wider transport options in more places, and behaviour changes such as mode shift? What other impacts could it have?

2.6.1 Integration has the potential to change travel behaviour significantly. When interchanges offer seamless journeys and ticketing is simple, people are more likely to combine public transport with walking or cycling, thereby reducing car dependency. The Draft Transport Strategy links integration directly to its Decarbonisation Mission, recognising that mode shift is essential to reducing emissions. Our Strategic Investment

Plan reinforces this by identifying the investment needed in mobility hubs, active travel links and decarbonisation measures that will encourage and sustain mode shift.

2.6.2 Beyond decarbonisation, integration improves resilience by giving travellers more options when disruption occurs. It also strengthens communities by making access to jobs, health and education more reliable.

2.7 Question 7: What is needed to ensure that integration is inclusive and meets the diverse needs of transport users? Will integration necessarily lead to better outcomes for accessibility?

2.7.1 Integration should be developed so that accessibility and inclusion are considered from the outset, rather than being treated as an add-on. The Draft Transport Strategy places reducing Transport-Related Social Exclusion at the centre of its Inclusion and Integration Mission. This means ensuring that interchanges are step-free, information is accessible in multiple formats, and fares do not penalise low-income or those using multiple modes.

2.7.2 Integration does not automatically guarantee accessibility as poorly designed hubs or unaffordable fares can reinforce exclusion. Inclusivity is treated as a core principle in TfSE's Strategy rather than as an add-on.

2.8 Question 8: Will the meaning of integration vary across different kinds of areas and for different kinds of journeys?

2.8.1 TfSE's Draft Transport Strategy makes clear that integration is not one-size-fits-all. In rural areas, integration may involve demand-responsive services linking villages to larger hubs. In urban areas, it may mean prioritising cycling and walking and public transport over other modes. For inter-urban travel, integration means creating reliable interchange across rail, coach, airports and ports, so that people have practical alternatives to car use for longer journeys.

2.8.2 TfSE's Strategic Investment Plan reflects these differences by tailoring packages to different types of journeys including orbital, radial, coastal and cross-boundary ensuring that the form that integration takes reflects local circumstances.

2.9 Question 9: What lessons can be drawn from attempts to integrate transport elsewhere in the UK and around the world? What examples should the Government seek to emulate?

2.9.1 TfSE's Draft Transport Strategy draws on lessons from both the UK and abroad. London's Oyster/contactless system shows the benefits of integrated fares and fare capping. The Dutch OV-chipkaart provides a national model of multi-operator, multi-mode ticketing. Mayoral Strategic Authorities and devolved administrations, such as Greater Manchester and Wales, have demonstrated the value of regional coordination powers. These powers have allowed them to set integrated fares and ticketing, coordinate bus and rail services across operators, and align transport investment more closely with housing and economic development. Internationally, cities like Helsinki and Singapore show how Mobility as a Service (MAAS) and integrated data platforms can transform the user experience. In the TfSE area, we have had the experience of a successful MAAS scheme in the Solent area.

2.9.2 These examples demonstrate that strong governance, consistent funding, and common digital standards are essential to achieving better integration. TfSE is already applying these lessons. Through the Wider South East Rail Partnership we work with other STBs and Transport for London to address cross-boundary rail issues. Through our Centre of Excellence we are embedding best practice and providing authorities with our evidence base and Analytical Framework, to help inform better decisions. Through our cross-STB collaborations on the Carbon Assessment Playbook and EV charging, we are ensuring integration is delivered, whilst also supporting decarbonisation and wider government goals.

3. Conclusion

TfSE's Draft Transport Strategy and Strategic Investment Plan both place integration at the heart of TfSE's mission. They demonstrate that integration is about more than joining up modes. It is also about designing a system that works as a whole for people, places and the economy. By embedding integration in funding, appraisal and design, and by ensuring inclusivity and resilience, TfSE is ready to help deliver the joined-up journeys that the Committee seeks to achieve.