

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: 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 our partners have the support they need as they develop and deliver schemes.

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, providing over £800,000 in funding which supports the building of a pipeline of schemes ready for delivery in the coming years.

3.3 Work is continuing 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.

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

4.1 TfSE continues to support delivery partners with 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.

4.2 Following the Secretary of State's road and rail announcement on 8th July 2025, a review of the MRN/LLM programme was announced for 7 schemes in the programme from the TfSE area, to determine which should continue to be supported going forward, with the remainder being cancelled. TfSE met firstly with DfT to gain a greater understanding of the review and then subsequently with the authorities delivering schemes under review to offer advocacy and support whilst also providing an opportunity for officers to meet with counterparts across the region to discuss common issues and their approach.

4.3 Housing and employment development data that we collected at a regional level was made available to scheme promoters and analysis was undertaken to support answers to questions in DfT's review. SEHAM (South East Highway Assignment Model) was utilised to undertake Select Link Analysis to show the origins and destinations of traffic passing through the schemes, from which the extent of the scheme's potential impact and benefits can be determined. TfSE also supported Hampshire CC at a follow-up meeting with DfT to provide clarity on their scheme and discuss next steps.

4.4 Through meeting with all scheme promoters across the region, a number of common issues facing all schemes were apparent, especially around the challenges of providing a local funding contribution, managing risk (and inflationary cost increases in particular), changing technical requirements for the business cases, and very lengthy timescales for both DfT review of business cases and Ministerial decisions. With a picture across the region, TfSE has highlighted these common issues with DfT Officials.

4.5 Scheme promoters were required to submit their responses to DfT's review on 12 September 2025, and it is anticipated that Ministers will make their decision on which schemes will remain in the programme and which are cancelled by the end of the calendar year. DfT Officials have warned that difficult choices will have to be made.

4.6 TfSE will continue to advocate for the schemes in the region, and provide support to our scheme promoters as the review and subsequent revised MRN/LLM programmes' progress. Our Analytical Framework is available to local authorities, and further training and guidance on business case development is available to officers through the Centre of Excellence.

5. Third Road Investment Strategy (RIS3)

5.1 The draft RIS3 was published on the 26th August, this is a key document in the RIS process. It publicly outlines the government goals, and the resources planned for the upcoming RIS period. It does not at this stage provide details of any specific schemes. Following an interim settlement in 2025, RIS3 will now cover the period from 2026 to 2031. TfSE officers attended a DfT external stakeholder engagement workshop in September 2025, where details of the draft RIS were presented and there was the opportunity to ask questions.

5.2 The draft RIS includes the Statement of Funds Available (SoFA), the public funds available to National Highways to deliver the objectives to be set out in RIS3 for the period 1 April 2026 to 31 March 2031. The total funding available to the company, covering both capital and resource expenditure is £24,983 million. There is no annual spending profile, this will be confirmed in the final RIS.

5.3 The draft RIS also confirms the six performance specification areas established in RIS2 will be retained. These are:

- improving safety for all
- fast and reliable journeys
- a well maintained and resilient network
- being environmentally responsible
- meeting the needs of all road users
- achieving efficient delivery

5.4 DfT confirmed that National Highways are to focus on managing, maintaining and renewing their network, alongside delivery of any remaining committed RIS2 enhancement schemes. There will be a programmatic approach to delivering improvements around the environment, safety, tackling pinch points and targeted investment to support Governments housing and growth plans. Designated Funds will continue to support activities beyond National Highways day to day role.

5.5 TfSE officers raised concerns about the absence of plans to develop a pipeline of schemes for delivery in a future RIS period, and also highlighted that several RIS2 schemes have now been cancelled, leaving problems on the SRN in our region unresolved.

5.6 The next stage of the RIS process is for National Highways to produce a draft Strategic Business Plan (draft SBP), indicating whether it believes the Government's objectives can be delivered within the resources available. The ORR must then undertake an efficiency review of National Highways' draft Strategic Business Plan, to confirm the proposals in the Plan are challenging and deliverable. This is expected in November 2025.

5.7 TfSE officers will continue to meet with both DfT and National Highways as the RIS process continues, to ensure the regions needs and priorities are taken into consideration as the final RIS is developed. The final RIS is expected to be published at the end of March 2026.

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

7.1 The Partnership Board is recommended to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

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Item 15 – 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	Complete	SOBC	£50,000
Berkshire - Wokingham Borough Council	P7, P9, P12, P18, Q1	A4 Berkshire - Quality Bus Corridor and Active Travel Improvements	Complete	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	Finalising Contracts	SOBC	£30,267
				TOTAL	£455,267

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	Underway	Feasibility Study	£100,000
Portsmouth City Council	C2	South East Hampshire Rapid Transit Future Phases	Finalising Contracts	Feasibility Study	£50,000
				TOTAL	£150,000