

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

**Date of meeting:** 02 February 2026

**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.

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***RECOMMENDATION:***

**The Members of the Partnership Board are recommended to comment on the progress with the development of an analytical framework.**

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## **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 The building of our back office data architecture is underway. 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 that will enable efficient sharing amongst our partners. Currently we are in the process of setting up a support contract with an external consultant for technical support configuring the database.

3.2 The regional travel survey launch session took place in November. The report and factsheets covering the TfSE area and five sub-regional areas (Kent & Medway, Greater Sussex, Surrey, Hampshire and Solent, and Berkshire) have been published via the Centre of Excellence platform. The raw data and questionnaire will be available upon request.

3.3 We have now received the BT mobile network data. This dataset is a key source of information for understanding travel demand in the region and a critical input for

building transport models. The raw data is available to all LTAs upon request. We have also been working closely with consultants responsible for developing models for several LTAs in our area. This collaboration ensures that the data will be robust and fit for supporting their own modelling and strategic planning work.

3.4 We have procured freight origin destination matrices from MDS Transmodal, the developer of the Great Britain Freight Model. As with the mobile network data, the freight OD matrices are available to all LTAs in the region upon request.

3.5 We have contacted all the planning authorities in our geography to refresh our housing and employment site planning dataset. This dataset requires regular updates to ensure the data quality is as reliable as possible. We have currently received returns from 70% of our planning authorities. Once the dataset is complete for the whole region, we will be able to share the data with our local transport authorities to be used as an input for transport planning workstreams. This will avoid the requirement for each of our LTA stakeholders to collect the data, duplicating workload, often at cost from consultants time.

## **4. Analytical tools**

4.1 We have completed the development of the Travel Market Synthesiser, an analytical tool designed to generate synthetic origin destination matrices for a specified year, tailored to TfSE's area. As the next step, the tool will integrate with mobile network data and enhance data granularity across transport modes, trip purposes, and socio-economic groups. The tool and the associated travel demand data are available to all LTAs in the region.

4.2 Scoping work has been carried out for the next phase of South East Highway Assignment Model (SEHAM) development, which includes rebasing the model to a 2024 base year and developing future forecast year models for 2031, 2041, and 2051. The 2024 and future-year models are planned for completion by the end of the 2026/27 financial year. Once completed, they will provide robust road network analysis and an evidence base for TfSE and its partners.

4.3 We have now set up Podaris, a strategic planning and modelling tool, to carry out analysis. Podaris focuses on public transport and accessibility analysis and can work alongside SEHAM to provide multimodal analysis. The proposal negotiated with Podaris offers LTA stakeholders a discounted rate for access to the tool by joining our multi-tenanted workspace.

## **5. Engagement**

5.1 We are engaging with National Highways in the scoping for the next phase of SEHAM development to ensure our plan is aligned with their development of NH regional transport model. NH is keen to learn more about our experience in using the MND and Freight data, and requests access to our traffic data in the due course, which will help to keep the consistency across different models.

5.2. We are supporting the University of Leeds in its application for UKRI funding for the TRACE project, which aims to establish a national-scale active travel monitoring system through a citizen science sensor network. TfSE, together with Oxfordshire

County Council, West Yorkshire Combined Authority, West Midlands Combined Authority, and Transport Scotland, is a partner in this project. Our involvement ensures that the South East region contributes to and benefits from the development of innovative methodologies for monitoring and modelling active travel. The project will deploy a network of sensors, integrate diverse data sources, and develop advanced modelling tools to generate robust, standardised datasets. These outputs will support evidence-based decision making and improve the evaluation of active travel interventions.

## **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 with the development on analytical framework.

**RUPERT CLUBB**

**Chief Officer**

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