

Report to: Partnership Board –Transport for the South East

Date of meeting: 2 February 2026

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 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 A progress update on each of the elements of the technical work programme is set out in **Appendix 1**.

3. Financial considerations

3.1 The work on the electric vehicle charging infrastructure, freight, rail, and decarbonisation set out in this report is being funded from the DfT grant funding for 2025/26.

4. 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 March 2026.

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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 several elements of the Transport for the South East (TfSE) technical work programme.

2. Electric Vehicle Charging Infrastructure

2.1 In November 2025, TfSE commenced a new study under aims to identify the ongoing challenges and emerging solutions related to the introduction on-street charging solutions across the south east. The budget for this project is £75,000 and will be delivered in two phases. Phase One will aim to establish a baseline for the TfSE area by mapping current and planned provision, surveying and interviewing LTAs, and analysing governance and delivery to identify key operational, social and spatial pressure points. Phase Two will examine emerging solutions and technologies that are coming to the market that could reduce demand for public on-street residential charging. Outputs for this project will provide local transport authorities with guidance, case studies and inputs to TfSE's regional Centre of Excellence. A final report will be brought to the Board in March 2026 for approval.

2.2 As reported to the Partnership Board in October 2025, TfSE delivered a pilot project that developed guidance for local transport authorities on planning charging infrastructure provision for commercial fleets within their areas. This initial pilot project focused on two case study areas in Brighton and Hove and Slough. As part of this project, we used specialist datasets, including Field Dynamics' Fleetmap data to create visual maps that highlight potential locations for charging hubs. Building on this project, we have recently commenced a new piece of work which looks to extend the creation these maps for all the local transport authorities within the TfSE area. With a budget of £10,700, the project will deliver two maps per LTA to identify potential urban charging hub locations for larger commercial vehicles and also update the Brighton & Hove and Slough maps. Completion of this project is expected in January 2026.

3. Freight, Logistics and Gateways Strategy

3.1 Work continues to modify the Alternative Freight Fuel Infrastructure (ALFFI) tool developed by Midlands Connect to enable it to include potential locations in the TfSE areas for smaller HGV recharging sites. In its current form, the tool is currently focussed on identifying locations for major sites on the SRN. In the future, many of the larger national hauliers will have charging facilities at their depots or use en-route facilities. However, smaller hauliers will not be able to support charging facilities at their depots due to either financial, spatial or power supply constraints. They will be more dependent on public charging sites. TfSE are identifying potential sites for these facilities in peri-urban areas. Once identified, these sites will be added to the tool, enabling local planning authorities to rank and evaluate them as part of their development planning process, should developers submit proposals. Where possible, TfSE will also endeavour to ensure that these sites can support other freight-related facilities such as consolidation and EV/zero-emission vehicle interchange hubs. Once the identification work has been completed, TfSE officers will share the potential locations with our local authority transport and planning officers and demonstrate how the tool works through the Centre of Excellence.

3.2 Work has begun on the development of the Freight Awareness Programme e-training course by the Chartered Institution of Highways and Transport (CIHT) and Steer. The training course will be delivered through the CIHT website via the TfSE Centre of Excellence. It is anticipated that the courses will be available from April 2026. There will be a steering/quality control group comprising representatives from TfSE, Transport East, Steer, Transport for Hertfordshire, and the Chartered Institution of Highways and Transportation. The course aims to provide planners and policymakers with a better understanding of freight, including delivery and servicing activities. The course will outline how the freight sector works and the freight issues to consider in transport and land-use planning policy and processes. It will comprise three to four modules covering 10 topic areas, each taking between 10 and 20 minutes to complete. The topics will include an introduction to the terms used in the freight sector, how freight operators operate the infrastructure needed for efficient freight operations, what customers need in relation to deliveries, and traffic regulations and enforcement. In addition, a guide for freight operators on navigating the public sector will be produced.

3.3 The last Wider South East Freight Forum meeting was held on 25 November 2025. The focus of the meeting was on decarbonisation, with presentations from Logistics UK on their Decarbonisation Roadmap Survey, the Net Zero Council on their Roadmap for Decarbonisation, Midlands Connect on their Freight and Superhub Research, and Solent Transport on Establishing Local Micro-consolidation Centres. There were also updates from the DfT on the New Plan for Freight and the DfT Task and Finish HGV Parking Group on their report about the importance of raising the security standards of lorry parking facilities. The next meeting will be held on 5 March 2026 and will focus on local authorities' experience of freight planning and management.

4. Rail

4.1 Work on the TfSE draft Rail Strategy is complete and is presented to the Partnership Board for agreement as part of this meeting.

4.2 TfSE continues to work with England's Economic Heartland, Transport East, Network Rail, DfT and TfL on the **Wider South East Rail Partnership** to develop a Wider South East Rail Plan. The Plan will bring together existing evidence from all partners to identify issues and opportunities, develop potential solutions and outcomes, and identify key challenges and dependencies for rail across the local and strategic authority areas in the Wider South East. The Partnership will engage with the wider south east's local and newly established mayoral combined county authorities, and national delivery bodies during its development. It will clearly demonstrate how the Plan will support and align with both the central government's missions and the area's strategic and local authorities' priorities. Once completed, the Plan could then be used to inform Network Rail's and the new Great British Railways' work programmes.

5. Decarbonisation

5.1 In September 2025, the Department for Transport published their Carbon Assessment Guidance setting out when and how carbon analysis should be integrated into strategy and scheme development.

5.2 As reported previously, the STBS have developed a Carbon Assessment Playbook tool that 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. The tool therefore allows the LTAs to put key elements of the Carbon Assessment

Guidance into practice, in particular the early stage assessment of the potential impact on carbon emissions. No other tool currently exists for this purpose.

5.3 As reported previously to help LTAs become more proficient in using the CAP in advance of the long awaited guidance being published, a programme of 1-2-1 support is underway to enable representatives from the LTAs to better understand how to use the tool. Three workshops have been held with LTAs in the TfSE area and a further workshop is planned for early in the New Year.