Transport for the South East
Partnership Board Meeting

Agenda

Thursday 19 March 2026, 14:00-17:00
In person – 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 Peter Candlish Cabinet Member for Transport Portsmouth City Council
Cllr John Ennis Lead Councillor for Climate Strategy and Transport Reading Council *(representing BLTB)*	Cllr Paul Fuller Member of Economy, Regeneration, Transport and Infrastructure Isle of Wight Council	Cllr Sophie Cox Leader Worthing Borough Council *(jointly representing District and Borough Councils)*
Cllr Lulu Bowerman Executive Member for Highways and Waste Hampshire County Council	Cllr Peter Candlish Cabinet Member for Transportation Portsmouth City Council	Daniel Ruiz Business Representative *(co-chair Business Advisory group)*
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 of the TfSE Transport Forum
Vince Lucas Business Representative *(co-chair Business Advisory group)*	Shamal Ratnayaka Aviation Strategy Lead Transport for London	Cllr Matt Boughton Leader Tonbridge & Malling Borough Council *(jointly representing District and Borough Councils)*
Mark Potter South Downs National Park Authority *(Representative from Protected Landscapes)*	Richard Leonard Network Planning Director National Highways	

Guests: Steven Bishop (Steer), Edmund Cassidy (Steer)

Apologies: Cllr Alexander Winning (Southampton City Council), Cllr Trevor Muten (Brighton and Hove City Council)

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting (p4-p12)**	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
	For Decision	
5	**Strategic Investment Plan Refresh (p13-p184)**	Sarah Valentine
6	**Technical Call off Contract – Procurement (p185-p189)**	Sarah Valentine
7	**Amendments to the Constitution (p190-p191)**	Rupert Clubb
8	**Finance Update (p192-p194)**	Keir Wilkins
9	**Audit and Governance Committee (p195-p196)**	Cllr Joy Dennis
10	**Responses to consultations (p197-p231)**	Rupert Clubb
	For Information	
11	**Analytical Framework Update (p232-p247)**	Sarah Valentine
12	**Delivery of the Strategic Investment Plan (p248-p250)**	Sarah Valentine
13	**Centre of Excellence (p251-p255)**	Emily Bailey
14	**Technical Programme Update (p256-p260)**	Mark Valleley
15	**Business Advisory Group (p261-p284)**	Daniel Ruiz/Vince Lucas
16	**Advisory Panel and Transport Forum (p285-p286)**	Geoff French
17	**Communications and Stakeholder engagement (p287-p288)**	James Boyes
18	**AOB**	Cllr Keith Glazier
19	**Date of Next Meeting** Monday 13 July 2026, 14:00-17:00, London (AGM)	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
Eleanor Jewell	Transport for the South East
Emily Bailey	Transport for the South East
James Boyes	Transport for the South East
Jaimie McSorley	Transport for the South East

Carolyn Mckenzie	Surrey County Council
Chris Maddocks	Reading Borough Council
Hayley Chivers	Portsmouth City Council
Ben Clifton	Hampshire County Council
Pete Boustred	Southampton City Council
Colin Rowland	Isle of Wight
Denise Tate	Tonbridge & Malling Council
Darryl Hemmings	West Sussex County Council
Mark Breakthwick	Medway Council
Laura Wells	Brighton and Hove City Council
Joseph Ratcliffe	Kent County Council
Alex Pringle	SDNPA
Thomas Cornwell	National Highways
Stuart Kistruck	Network Rail
Peter Duggan	DfT
Amelia Williamson	Transport for London

TfSE Partnership Board
2 February 2026
Minutes - *draft*
Virtual, MS Teams

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Simon Curry (Vice 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 Paul Fuller Member of Economy, Regeneration, Transport and Infrastructure Isle of Wight Council	Shamal Ratnayaka Strategic Analysis Manager Transport for London	Cllr Lulu Bowerman Executive Member for Highways and Waste Hampshire County Council
Cllr Alexander Winning Leader Southampton County Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Geoff French CBE Chair Transport Forum
Cllr Peter Osborne Cabinet Member for Highways and Transport Kent County Council	Cllr Matt Boughton Leader Tonbridge & Malling Borough Council *(jointly representing District and Borough Councils)*	Cllr Sophie Cox Leader Worthing Borough Council *(jointly representing District and Borough Councils)*
Tom Cornwell National Highways *On behalf of Richard Leonard*	Stuart Kistruck Network Rail *On behalf of Dave Hooper*	Dan Taylor Deputy Director Department for Transport
Daniel Ruiz Business Representative *(co-chair Business Advisory group)*	Vince Lucas Business Representative *(co-chair Business Advisory group)*	Mark Potter Vice Chair South Downs National Park Authority

Guests:

- Sarah Rae (Steer)
- John Collins (Arup)

Apologies:

- Cllr John Ennis, Reading Council
- Cllr Matt Furniss, Surrey County Council

Officers attended:

- Rupert Clubb, Transport for the South East
- Sarah Valentine, Transport for the South East

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- Mark Valleley, Transport for the South East
- Keir Wilkins, Transport for the South East
- Kate Over, Transport for the South East
- James Boyes, Transport for the South East
- Emily Bailey, Transport for the South East
- Eleanor Jewell, Transport for the South East

Item	Action
1. Welcome and Apologies	
1.1 Councillor Keith Glazier (KG) welcomed Members to the meeting. Apologies were noted from Cllr Furniss and Cllr Ennis. 1.2 KG provide an update on the recent receipt of the funding letter dated 26 January from DfT. KG was pleased to inform Members that TfSE received a funding allocation of £1.5m for 2026/27, which matches the figure included in the business plan, presented to Board in December 2025. With this settlement confirmed, work is now underway to assess how to balance commitments with available resources. Consideration will be required on how TfSE structures its resources. 1.3 KG also noted a response from the Secretary of State acknowledging the region's specific challenges, including devolution and local government reorganisation, and confirming that TfSE remains a valued partner to DfT. The letter also confirmed no funding for TfSE beyond March 2027. A request for a meeting remains unanswered and will be followed up. 1.4 Rupert Clubb (RC) thanked the Board for their contributions to the Business Plan submitted to DfT. 1.5 Dan Taylor (DT) noted that Ministers face challenging funding decisions and highlighted that TfSE's realistic and targeted proposal was a key factor in securing the requested allocation. He also emphasised the value Ministers place on visible support from local authorities through commitments and local funding contributions, which signals confidence in TfSE's future. DT further recognised the ongoing transitions in the South East related to devolution and local government reorganisation. 1.6 KG thanked Members and DfT for their continued support.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
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.	

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4. Statements from the public	
4.1 Cllr Glazier confirmed that no statements from the public have been made.	
5. Rail Strategy	
5.1 KG introduced Kate Over (KO), who presented the TfSE draft Rail Strategy for the Board. 5.2 The strategy was developed to provide a clear, collective position on rail priorities ahead of the creation of Great British Railways (GBR). The strategy identifies key challenges and priority outcomes for passenger and freight services and provides a framework to guide future rail investment across TfSE's radial and orbital corridors. It does not list specific schemes, instead these are contained in the refreshed Strategic Investment Plan, which is being developed concurrently with the rail strategy. 5.3 The rail strategy objectives align to the TfSE Transport Strategy Missions, and the rail strategy's key challenges and strategic priorities were summarised. The strategy will guide investment decisions over the next 25 years, advise the Secretary of State about the TfSE area's rail investment priorities, inform the Long Term Rail Strategy, and inform the forthcoming Mayoral Combined Authorities (MCAs) and new unitary authorities about the rail priorities in their areas. KO noted that delivery in 2025-30 will focus on maintaining and optimising existing infrastructure, with limited scope for new schemes, while opportunities for smaller projects may emerge post-2030, and larger infrastructure most likely to be delivered from 2050 onwards. KO stressed the need to begin planning and advocating now. Stakeholders including the Rail Delivery Group, LTAs, Network Rail, ports, airports and DfT have been engaged throughout. 5.4 Cllr Trevor Muten (TM) noted gaps in the strategy, particularly the absence of routes connecting Brighton & Hove to North Kent, which he felt would strengthen network resilience. He also raised concerns about the reliance on east–west coastal public transport. TM welcomed the focus on unlocking constraints at Croydon, recognising its importance. On accessibility, he strongly supported the ambitions but referenced recent experiences with delivery partners, highlighting the barriers still preventing step free-free access at local stations. 5.5 Cllr Simon Curry (SC) expressed support for the work to date and noted that it aligns well with the wider strategy, particularly around achieving net zero. SC highlighted the importance of forthcoming Local Plans and Infrastructure Delivery Plans (IDP), which will set out future housing development. Given the delivery timetable, SC stressed the need for the rail strategy to link closely with these IDPs to ensure projects are aligned with development needs and delivered at pace, working closely with planning authorities across the region. 5.6 Cllr Joy Dennis (JD) noted that the strategy reflects many of the region's issues but expressed disappointment that, while it refers to	

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unlocking capacity into London, it does not adequately address the constraints on services leaving London. Also highlighted confusion over references to achieving short-term mode shift at Gatwick when capacity between London and Gatwick cannot currently be improved. JD asked that the Gatwick to Reading corridor be noted as an ongoing concern. 5.7 MB welcomed two points in the strategy: the recognition of local diesel -operated lines with no clear electrification pathway, which he felt is essential for decarbonisation, resilience and encouraging patronage; and the recognition of poor rail connectivity between Kent and Gatwick, where train journeys are currently longer than by car. He emphasised support for prioritising these schemes to boost economic growth and reduce pressure on the M25. 5.8 KO responded to the points raised. KO noted that the strategy does not set out specific schemes as TfSE is not the delivery body; detailed interventions to address resilience issues between Lewes, Uckfield and Tunbridge Wells instead will be captured in the Strategic Investment Plan. On step-free access, KO emphasised that one of the strategy's purposes is to strengthen TfSE's ability to advocate for regional schemes, reflecting Network Rail's request for TfSE support. 5.9 Regarding capacity issues at East Croydon, London and Gatwick, KO explained that these will need to be progressed in smaller phases rather than through a single major scheme. A strategic study on the Kent-Gatwick route is underway, and the strategy will help advocate for this and other priorities. A Strategic Outline Business Case (SOBC) is being jointly prepared by TfSE, Network Rail, and Kent County Council for submission to the Department for Transport. This work is currently in progress, and the outcome will be known in due course. The ongoing development of the case should offer reassurance that the proposal is actively being advanced. 5.10 On electrification, KO acknowledged the challenges and invited John Collins (JC) for comment. JC advised that electrification options are considered in more detail within the SIP. He explained that bimodal trains are not a practical solution for the Uckfield line due to the large batteries required, which would reduce both on-train space and concerns regarding overall network capacity. Stuart Kistruck (SK) confirmed support for the strategy, noting it provides clear advocacy for Network Rail and aligns with the wider expectation for rail decarbonisation amid complex decisions on rolling stock, electrification and cost optimisation. 5.11 KO also noted that the new National Planning Policy Framework (NPPF), currently out for consultation, includes clear provisions encouraging the co-location of new housing developments and rail stations. Looking ahead, it is anticipated that future housing growth and railway development will be more closely aligned, recognising their mutual dependence. This represents a positive direction of travel for integrated planning. 5.12 Cllr Lulu Bowerman (LB) asked whether there is any further support that local authorities can provide to strengthen advocacy for rail, in order to	

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help elevate the case for investment on the Brighton to Portsmouth line which is part of the outer orbital and coastal rail corridor. 5.13 Vince Lucas (VL) emphasised the importance of identifying short-term priorities while balancing longer-term priorities while balancing longer-term priorities while balancing longer-term deliverability. 5.14 KO noted the strong working relationship with Network Rail, which will be leveraged throughout the process. 5.15 TM asked how Member comments will be captured. RC clarified that the Strategic Investment Plan will be presented to the Partnership Board in March, outlining all proposed schemes. 5.16 RC reiterated that current rail funding is focused on maintenance and renewals, not enhancements, and highlighted the need to increase capacity on the south coast line. 5.17 The recommendations were **agreed** by the Partnership Board. ***RECOMMENDATION:*** The Members of the Partnership Board are recommended to agree the Rail Strategy.	
6. Audit and Governance Committee	
6.1 KG introduced Cllr Joy Dennis (JD), Chair of Audit and Governance Committee. 6.2 JD provided an overview of the meeting held on Friday 16 January. 6.3 JD noted at the time of the meeting, there was no update on the submission of the 2026/27 Business Plan to DfT or on future funding. The Committee will continue to monitor TfSE's financial planning as certainty improves. 6.4 The Committee reviewed Q3 finances and year-end forecasts. Freight spending forecasts increased due to higher supplier quotations, with scope unchanged. Decarbonisation forecasts decreased following a shift towards training local authority officers in use of the Carbon Assessment Playbook. Members suggested further development of the tool, including capturing infrastructure carbon. 6.5 The Committee reviewed updates to the strategic risk register, a key responsibility of the Committee. Risks marked as complete: • Risk 21 – LEP dissolution mitigated by the Business Advisory Group. • Risk 24 – Transport Strategy refresh adopted (Oct 2025). Risk 36 – Multi-year funding settlement for TfSE, closed as we now know the position on future year's funding from Government.	

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6.6 JD noted that some risks were updated to reflect uncertainty around devolution and local government reorganisation: stronger stakeholder engagement was agreed as mitigation. 6.7 A proposed addition to Risk 22 reflects challenges for local authorities delivering MRN schemes without clarity on future organisational or financial positions. 6.8 The risk register will be submitted to DfT as part of quarterly reporting. 6.9 JD thanked Members of the Committee for their contribution. 6.10 The recommendations were **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.	
7. Finance Update	
7.1 KG introduced Keir Wilkins. KW provided a finance update for the Board up until the end of December 2025. 7.2 KW highlighted the financial position to the end of quarter three. 7.3 The total annual budget for 2026/27 is £3.8m, primarily funded by the DfT. Expenditure to the end of December (Q3) stands at £1.55m, in line with expectations. As work is paid on completion, spending is expected to increase in Q4, with £3.2m forecast by year-end. This will result in a committed carry-forward of just under £600k into next year, consistent with the Business Plan approved by Members and the DfT. Any additional underspends from technical workstreams will be committed carry forward allocated specifically to finishing the remaining work in those workstreams. 7.4 The recommendation was **noted** by the Partnership Board. ***RECOMMENDATION:*** The Members of the Partnership Board are recommended to note TfSE's financial position to the end of Quarter 3 2025/26.	
8. Responses to consultations	
8.1 RC provided an outline of the six consultations TfSE have responded to since the previous Partnership Board. 8.2 The recommendations were agreed by the Partnership Board. ***RECOMMENDATIONS:*** The Members of the Partnership Board are recommended to:	

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1) Agree the draft response to Brighton & Hove City Council's Consultation - Our City Transport Plan 2035 2) Agree the draft response to National Energy System Operator's Consultation on the transitional Regional Energy Strategic Plan (tRESP) 3) Agree the draft response to National Energy Systems Operator's Consultation on the methodology for the Regional Energy Strategic Plan (RESP) 4) Agree the draft response to Department for Transport's Consultation on the third Cycling and Walking Investment Strategy (CWIS3) 5) Agree the draft response to the consultation on proposals for local government reorganisation in East Sussex, Brighton & Hove, and West Sussex 6) Agree the draft response to the consultation on proposals for local government reorganisation in Hampshire, Isle of Wight, Portsmouth and Southampton	
9. SIP Refresh Update	
9.1 Sarah Valentine (SV) took the papers as read and invited any questions from Members. 9.2 The recommendations were noted by the Partnership Board ***RECOMMENDATIONS:*** The Members of the Partnership Board are recommended to comment on the progress of the Strategic Investment Plan Refresh.	
10. Business Advisory Group	
10.1 KG took the papers as read and invited any questions from Members. 10.2 The recommendation was noted by the Partnership Board. ***RECOMMENDATION:*** The Members of the Partnership Board are recommended to note the progress of the Business Advisory Group.	
11. Analytical Framework Update	
11.1 SV provided an update on progress with the analytical framework to date and noted that a wide range of datasets are now available. Members were invited to make contact should they wish to access any of the data. 11.2 The recommendation was agreed by the Partnership Board. ***RECOMMENDATIONS:*** The Members of the Partnership Board are recommended to comment on the progress with the development of an analytical framework.	
12. Delivery of the Strategic Investment Plan	
12.1 SV referred back to the earlier discussion under Item 6 regarding the challenges for authorities in progressing major road schemes. It was noted that TfSE is still awaiting a response from the DfT on the review undertaken last autumn	

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12.2 The recommendation was noted 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.	
13. Technical programme update	
13.1 Mark Valleley (MV) took the papers as read and invited any questions from Members. 13.2 TM highlighted concerns regarding the limited EV charging infrastructure on the motorway network, particularly in comparison with provision in Europe. MV noted that National Highways has a comprehensive rollout programme underway, and TfSE will continue to work closely with them to support timely delivery. It was acknowledged that site availability and power supply constraints remain challenges, but these are recognised by National Highways. 13.3 The recommendations were agreed by the Partnership Board. ***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.	
14. Centre of Excellence Update	
14.1 Emily Bailey (EB) provided an update on delivery against the 2025/26 work plan. During the reporting period, 22 webinars and events have been delivered across a range of topics. The platform recorded just under 1,200 site sessions, 48 new sign-ups, and 66 new pieces of content uploaded. 14.2 EB highlighted strong user satisfaction, with users giving content an average rating of 4.3 out of 5. Engagement with the Chat Forum continues to increase, and the Carbon Assessment Playbook (CAP) tool remains one of the most frequently visited resources. 14.3 The recommendations were noted by the Partnership Board. ***RECOMMENDATION:*** The Members of the Partnership Board are recommended to note the progress being made with the delivery of the Centre of Excellence.	
15. Advisory Panel and Transport Forum Update	

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15.1 Geoff French (GF) welcomed comments from Rupert Clubb on the upcoming Transport Forum. 15.2 RC noted that a Transport Forum will take place on 12 March, which will consider the implications of devolution, provide a progress update on the Strategic Investment Plan (SIP), and include reflections from university and business representatives on current challenges within the transport sector. 15.3 The recommendation was noted by the Partnership Board. ***RECOMMENDATION:*** Members of the Partnership Board are recommended to comment on the communications and engagement activity that has been undertaken since the last Board meeting.	
16. Communications and Stakeholder Engagement Update	
16.1 James Boyes (JB) took the papers as read and invited any questions from Members. 16.2 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.	
17. AOB	
17.1 No matters were raised.	
18. Date of Next Meeting	
18.1 At the time of the meeting, the next meeting was announced as 26 March. However, due to local councils entering their pre-election periods, the date has since been revised. The meeting has now been rescheduled to **19 March** and will be held in person. An updated calendar appointment has been circulated, and we look forward to seeing you all there.	

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Agenda item 5

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Strategic Investment Plan Refresh**
Purpose of report:	**To update the Board with progress on the refresh of the Strategic Investment Plan, provide feedback on the recent targeted engagement, and seek approval of the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.**

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

1) **Note the outcomes of the recent targeted engagement; and**
2) **Agree the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.**

1. Introduction

1.1 At their meeting on 21 July 2025, members of the Partnership Board agreed a programme of work to refresh the Strategic Investment Plan (SIP). This work is required following the refresh of the Regional Transport Strategy, to ensure the SIP reflects the new strategy and so continues to provide the best advice to Ministers on the transport investment priorities for the region.

1.2 This report provides feedback on the recent targeted engagement and seeks approval of the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.

2. Technical work undertaken

2.1 The long list of schemes and interventions was reviewed, including consideration of new schemes (particularly those that deliver against the resilience and inclusion & integration missions) and removal of schemes delivered or no longer supported. Schemes were 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 multi-criteria assessment framework (MCAF) used for assessing schemes and interventions, was reviewed to ensure alignment with the new missions and government policy.

2.2 The technical integrity established through the area studies and first SIP has been maintained and our increased analytical capability has been used to build upon that earlier work. This has ensured alignment with DfT's Transport Appraisal Guidance for

early stage development, providing a robust foundation for individual scheme business cases as they come forward.

2.3 SEELUM modelling and other analysis of the anticipated outputs and outcomes the SIP would deliver has been undertaken. As with the transport strategy and first SIP, an Integrated Sustainability Appraisal (ISA) has been carried out.

3. Stakeholder Engagement

3.1 A programme of engagement with our Tier 1 stakeholders at officer and member level has continued, alongside engagement with other key delivery partners and the DfT. This ensured that input and feedback was received as the SIP was developed. Five meetings each of the officer working group and Member Task and Finish group have taken place, alongside “deep dive” technical meetings.

3.2 The draft refreshed SIP was presented to the Partnership Board on 15 December 2025. This has been followed by a period of targeted engagement with key stakeholders who were invited to attend detailed “fireside chats” and to provide written comments on the draft SIP. A copy of the questionnaire used to gain feedback from our constituent authorities is included at **Appendix 1.**

3.3 This approach to engagement was considered appropriate because of the extensive public consultation undergone by the transport strategy. The SIP is the articulation of how the strategy will be delivered, and individual schemes will undergo appropriate consultation through their future development.

4. Outcomes from engagement

4.1 During the targeted engagement period between 15 December 2025 and 30 January 2026, we met with two of our constituent authorities, National Highways, Network Rail, Walk Wheel Cycle Trust (formerly Sustrans), and both policy and analytical Officials from the DfT. The draft SIP was also presented and discussed at TfSE’s Business Advisory Group and the Funding and Financing Group.

4.2 Completed questionnaires were received from eight of our constituent authorities, two members of the Business Advisory Group, National Highways and Transport for London.

4.3 The feedback received has been very positive, with a strong level of support for the draft SIP, negating the need for any major amendments. A number of common themes were raised where stakeholders felt the narrative could be strengthened, and where greater detail should be provided, particularly around the policy interventions.

4.4 A number of specific requests for individual schemes to be both included and removed from the SIP were received, and additional modelling has been carried out to address concerns raised regarding the benefits in Kent and Medway.

4.5 **Appendix 2** provide a more detailed list of the comments received and the proposed action taken to address them within the SIP document.

5. Finalising the SIP

5.1 The proposed amendments to the draft SIP were considered and agreed by both the Officer Working Group and the Member Task and Finish Group prior to their incorporation into the final document. The final Strategic Investment Plan document is

included at **Appendix 3**. The associated Integrated Sustainability Appraisal in included at **Appendix 4.**

6. Next steps

6.1 Publication costs have been allocated as part of the 2026/27 Business Planning process to include the graphic design and development of digital content (including StoryMap) required to publish the SIP and make it available to a range of audiences. As they draw on the same digital data sources, this will 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.

6.2 The SIP will then be presented to government to sit alongside the transport strategy as our advice to Ministers on the transport investment priorities across the region

7. Financial Implications

7.1 The technical work to refresh the SIP has cost £98,000. Some proportionate costs in undertaking the targeted engagement and analysing responses have also been incurred. These amounts were planned for within the TfSE 2025/26 Business Plan. Further funding is identified from the 2026/27 Business Plan to fully publish the SIP.

7.2 Work to undertake the SIP refresh has been commissioned through TfSE's Technical Call off Contract.

8. Conclusions and recommendations

8.1 The technical work to refresh the SIP has now been completed. The targeted engagement has demonstrated that there is a strong level of support for the refreshed SIP. Members of the Partnership Board are recommended to note the outcome of the targeted engagement and agree the refreshed Strategic Investment Plan and its associated Integrated Sustainability Appraisal.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Sarah Valentine
Email: sarah.valentine@transportforthesoutheast.org.uk

Transport for the South East draft Strategic Investment Plan Questionnaire

Introduction

We are pleased to present the draft Strategic Investment Plan (SIP) for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

The Strategic Investment Plan (SIP) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions. As a tier 1 stakeholder you have been part of its development throughout and we would like to offer a final opportunity to comment on how well the SIP can deliver regional benefits over the coming years.

Please consider the draft Strategic Investment Plan before submitting your response.

Feedback received as part of this engagement will be incorporated as part of the development of the final SIP which will be published in 2026.

The sections and questions below are intended to help you shape your response to the draft SIP.

Please return your response by 30 January 2026.

Thank you for taking the time to give us your views.

Alignment and Delivery of the TfSE Transport Strategy and its Missions

How well do you think the draft SIP responds to the Transport Strategy Missions?

Do you agree the schemes contribute to the delivery of the missions?

SIP Schemes and Global Policy Interventions and Strategic Investment Priorities

Do you agree with the proposed schemes?

Are there any missing?

Are there any you believe should be removed?

If there are schemes you feel should be added or removed please list them along with supporting evidence.

A Compelling Case for Investment in the South East

Does the draft SIP present a strong and compelling case for investment in the South East?

How well does the draft SIP address regional priorities whilst still reflecting local needs?

Do you agree we have identified the correct priorities for your sub-region? (in the benefits of investment)

Ambition and Realism

Is the draft SIP ambitious enough to meet future needs?

Is it realistic in terms of deliverability?

Any Other Comments

Do you have any additional comments or suggestions to improve the Strategic Investment Plan?

Appendix 2 - Responses to targeted engagement comments

You said, we did

Theme	Description	SIP amendments in response
Suggest intervention additions of amendments	A number of scheme changes/additions/removals were requested	All suggested changes have been considered on a case by case basis with new schemes and amended schemes being reassessed in the Multi-Critieria Assessment Framework to ensure alignment with missions and other necessary criteria. The result of that process is that all suggested schemes removals, changes or new schemes for inclusion have been accepted.
Intervention sifting process	Queries raised as to the interventions sifting process	Additional detail has been provided which sets out: . There was a call for additional projects which provided key stakeholder with an opportunity to identify new schemes . More detail on policy interventions and TfSE's potential role in delivery of policy interventions to emphasise that TfSE recognises the importance of regionwide interventions beyond the named scheme within the SIP . Clarity of the criteria applied in the three stage option assessment process . More detail on the ongoing role of SIP as a 'live' document with opportunities for new schemes to be introduced on an annual basis.
Funding and affordability	Queries raised on the funding approach and assessment of affordability	Narrative has been added into the SIP setting out that interventions within the first five years are typically already funded or have a clear funding route and that subsequent five year blocks assume ambitious but deliverable programmes in line with national ambitions for transport infrastructure spend.
Treatment of non-TfSE schemes	Queries raised as to the inclusion of schemes which are located partially or entirely outside of the TfSE (e.g. Crossrail 2, Bakerloo Line Extension). Particular questions on how costs and benefits of these schemes are capture in the SIP.	Narrative has been added into the SIP setting out that: . TfSE is supportive of these schemes and recognises the benefits that they will bring to residents of the TfSE area . Costs of the scheme are apportioned on the basis of the amount of the infrastructure which is in the TfSE area . Benefits are apportioned based on where it is expected the benefits will be felt.
Active travel	Queries raised as to the treatment of active travel in the SIP as a policy intervention rather than detailed programme of active travel interventions	A number of additions have been made to the SIP to clarify the importance of active travel in delivery of TfSE's strategy missions: . quantification and narrative around the potential for increased active travel trips stimulated by new public transport and rail trips . more detail on the component parts of the active travel policy interventions and TfSE potential role in its delivery . specific highlighting of the first mile last mile potential of active travel . reference to the National Cycle Network . inclusion of Walking Wheeling Cycling Trust as delivery partner
Health	Queries raised as to the consideration of health benefits delivered by the SIP	Narrative has been added into the SIP setting out that: . the health benefits of active travel through increase physical activity . the health benefits of a reduction in highway trips through air quality enhancement Additionally health impacts are highlighted in the Sustainable Growth and Inclusion and Integration missions
Modelled benefits	Queries raised on the way in which the benefits of the SIP have been modelled	More detail has been provided on the benefits calculation methodology using the South East Economy and Land Use Model (SEELUM) as well as other 'off model' pieces of analysis.

		Clarification is also provided on high level assumptions employed in the modelling process.
Policy interventions	Queries raised as to the components, outcomes and TfSE's role in the policy interventions.	For each of the policy interventions detail will be provided on the component parts, outcomes and TfSE's potential roles in delivery of policy interventions

TRANSPORT FOR THE South East

A Strategic Investment Plan for the South East

2026

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Foreword (to follow in final version)

TRANSPORT FOR THE South East

Executive Summary

Executive Summary

Transport for the South East is the Sub-national Transport Body for the South East, bringing together 16 local transport authorities as well as representatives from district and borough councils, protected landscapes, business, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise.

Established in 2017, Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system. Our work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of our Transport Strategy. This vision is delivered through a series of practical, evidence-based strategies and plans including this Strategic Investment Plan and a suite of thematic strategies (such as active travel, rail, and freight).

As a strategic body, Transport for the South East plays a crucial role - adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Our Strategic Investment Plan (SIP) is a shared, programme for investment in transport infrastructure and policy interventions over the next 25 years, delivering the ambitions of the Transport Strategy for the South East.

The Strategic Investment Plan:

- ✓ Builds on the technical work conducted since the publication of our first SIP.
- ✓ Responds to the current funding and devolution context providing great focus on a smaller number of higher impact interventions.
- ✓ Reflects the output of an updated evidence base.
- ✓ Updates our investment priorities in line with our 2025 Transport Strategy and its five missions.

The Strategic Investment Plan does not:

- × Specify individual delivery mechanisms, funding allocations, or statutory approvals.
- × Duplicate Local Transport Plans or funding bids – instead, it provides a regional framework.
- × Focus on local transport schemes without wider strategic impact.
- × Ask HM Treasury to fund the entire infrastructure requirement for the South East.
- × Present a fixed position. The SIP evolves alongside new evidence, strategic priorities, and funding.

Executive Summary

As part of our 2025 Transport Strategy our vision and goals have been updated in collaboration with stakeholders.

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 mirror 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.

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.

Executive Summary

Why Investment Is Needed

The South East is one of the UK's most economically significant regions, but it faces mounting pressures:

- Slowing productivity and rising congestion.
- Housing shortfalls and affordability challenges.
- Unequal access to opportunities, particularly in coastal and rural areas.
- Rising climate risk, including coastal erosion, flooding and ageing infrastructure.
- Transport emissions that remain the largest contributor to regional carbon output.

Without intervention, modelling shows the region risks worsening congestion, reduced public transport use, declining accessibility, and weakened economic performance by 2050.

In response to these pressures this SIP has been developed including 169 interventions across rail, mass transit and highways and a further 14 policy interventions including active travel and local bus interventions. It is structured around five missions, which were identified as part of the Transport Strategy, each addressing a major regional challenge:

- **Strategic Connectivity** – improving key economic corridors, global gateway access, and east–west/orbital links.
- **Sustainable Growth** – supporting housing and employment development with mass transit, rail, active travel and integrated planning.
- **Resilience** – strengthening the network's ability to withstand disruption, especially on constrained rail corridors, coastal routes and key highways.
- **Inclusion & Integration** – improving accessibility, affordability and seamless multimodal journeys..
- **Decarbonisation** – enabling cleaner journeys and reducing transport emissions.

Every intervention has been assessed for its mission alignment, ensuring a "golden thread" from vision to delivery.

Executive Summary

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of this plan could result in:

35,000 additional new jobs

An additional £6 billion in GVA each year by 2050

Each weekday the transport network would see:

1.4 million fewer car trips

260,000 more rail trips

More than 1 million more bus, ferry and mass transit trips

1.2 million more active travel trips

Supporting achievement of our wider goals the Strategic Investment Plan delivers the following outcomes:

700,000 more residents living within 90 minutes of Heathrow Airport by public transport

300,000 more residents living within 90 minutes of Gatwick Airport by public transport

20 minute rail journey time savings between Brighton and Southampton

20,000 more jobs in the 25% most deprived parts of the South East

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

The table below brings together benefits and costs for each of the sub-regions as well as the total benefits and costs of the Strategic Investment Plan presented as a comparison to a "business as usual" scenario.

Table 1: Sub regional benefits and costs (2025 prices)

Sub-regions	Strategic Investment Plan	Berkshire	Hampshire and Solent	Kent and Medway	Surrey	Sussex & Brighton
Daily car trips	**-1,345k**	**-155k**	**-380k**	**-280k**	**-215k**	**-315k**
Daily active travel trips	**+105k**	**+10k**	**+10k**	**+40k**	**+20k**	**+25k**
Daily bus, ferry and mass transit trips	**+1,015k**	**+135k**	**+290k**	**+195k**	**+155k**	**+240k**
Daily rail trips	**+265k**	**+15k**	**+95k**	**+45k**	**+50k**	**+60k**
Additional full time-equivalent jobs filled by 2050	**+45k***	**+5k**	**+15k**	**+5k**	**+5k**	**+20k**
Gross Value Added (GVA) per annum in 2050	**+£5.8bn**	**+£300m**	**+£2.35bn**	**+£400m**	**+£750m**	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-905k**	**-85k**	**-350k**	**-150k**	**-105k**	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	£35bn	£5bn	£10bn	£10bn	£5bn	£5bn

* Figures rounded to nearest: £5 billion for construction costs; £50 million for GVA; 5,000 new jobs; 5,000 tonnes CO_2e; and 5,000 weekday trips
** Total does not equal sum of the sub regions because of rounding

TRANSPORT FOR THE South East

Introduction

Transport for the South East

Transport for the South East is the Sub-national Transport Body for the South East, bringing together 16 local transport authorities (LTAs), as well as representatives from district and borough councils, protected landscapes, business, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise.

Established in 2017, Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system.

Transport for the South East aspires to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East. This will boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment.

As a strategic body, Transport for the South East plays a crucial role - adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Our work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of our Transport Strategy. This vision is delivered through a series of practical, evidence-based strategies and plans including this Strategic Investment Plan and a suite of thematic strategies (such as active travel, rail, and freight).

As a partnership, we also ensure there is close alignment – a 'golden thread' – between local and national government in both the development of relevant policy and in the delivery of projects. For example, between Local Transport Plans and national transport investment strategies.

Our comprehensive governance structure, combining political leadership, technical expertise, and stakeholder engagement, ensures that Transport for the South East is well-placed to deliver for the South East. This structure enables us to speak with one voice on the behalf of the region, making a compelling case for investment.

The Strategic Investment Plan

Our Strategic Investment Plan provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the Transport Strategy for the South East and is a shared, long-term programme for investment.

This Strategic Investment Plan:

- ✓ Builds on the technical work conducted since the publication of our first Strategic Investment Plan in 2022
- ✓ Responds to the current funding and devolution context providing great focus on a smaller number of higher impact interventions.
- ✓ Reflects the output of an updated evidence base.
- ✓ Updates our investment priorities in line with our 2025 Transport Strategy and the five missions that underpin it.
- ✓ Recognises the need for financial realism reflecting the current financial climate. It does not attempt to solve every problem at once.

This Strategic Investment Plan does not:

- × Specify individual delivery mechanisms, funding allocations, or statutory approvals. These are for scheme promoters.
- × Duplicate Local Transport Plans or funding bids – instead, it provides a regional framework.
- × Focus on local transport schemes without wider strategic impact.
- × Ask HM Treasury to fund the entire infrastructure requirement for the South East.
- × Present a fixed position. This Strategic Investment Plan will evolve over time alongside new evidence, strategic priorities, and funding.

How this plan was developed

This Strategic Investment Plan builds on several years of work by Transport for the South East, including the first Strategic Investment Plan and 2025 Transport Strategy.

Shaped by robust evidence and technical analysis, that has enabled Transport for the South East to refresh the priority interventions by:

- Reviewing the evidence base to understand current and future challenges and opportunities.
- Updating the previous Strategic Investment Plan for schemes that have been delivered or cancelled.
- Working with stakeholders to agree which schemes from the previous Strategic Investment Plan need to be promoted at a regional level, and those which are better progressed and delivered locally.
- Assessing alignment of proposed interventions with national policy, our five strategic missions and transport, socio-economic and environmental outcomes.
- Prioritising the interventions that best address the South East's most pressing challenges and unlock the its most promising opportunities.

Developed in partnership with delivery partners and key stakeholders including:

- Extensive engagement with the region's Local Transport Authorities, infrastructure managers, operators, business forums, and interest groups to ensure that the Strategic Investment Plan reflects regional ambitions and local needs.
- Working closely with local authorities and infrastructure managers to refine priorities and build consensus.
- Our recent consultation on the 2025 Transport Strategy attracted over 850 responses, helping us better understand the priorities of residents, businesses and communities.
- An Integrated Sustainability Appraisal and Habitats Regulations Assessment have been conducted to assess scheme impacts on sustainability goals, including biodiversity, health, and access equity. The outputs are published alongside this plan.

Option assessment

Transport for the South East has worked with partners, stakeholders and technical advisors, using a three stage assessment process to identify a programme of investment for inclusion in this Strategic Investment Plan

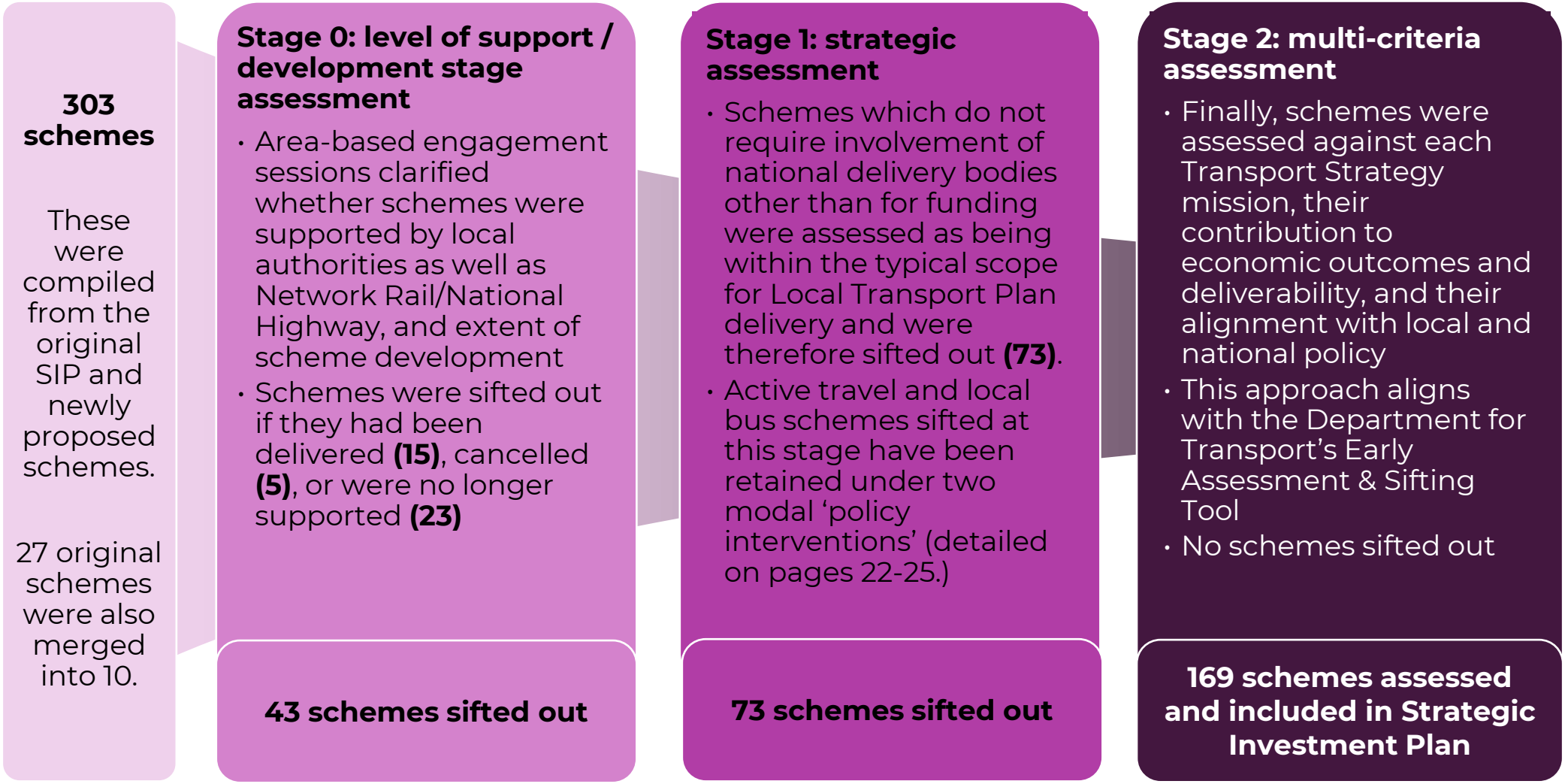

Figure 1: Three stage assessment process

Policy context

This Strategic Investment Plan has been developed within a changing policy landscape.

It sits at the regional planning level, bridging the gap between national and local government.

At the national level, this Strategic Investment Plan reflects and supports national objectives while helping local authorities and partners realise those ambitions.

It responds directly to the priorities set out in Transport for the South East's Transport Strategy, and its five missions.

Locally, the Strategic Investment Plan supports and complements the ambitions of our partner authorities, including Local Transport Plans, Local Plans, and economic strategies.

The Strategic Investment Plan recognises the growing role of emerging strategic and unitary authorities. With further devolution expected in the South East, this plan provides a framework for aligning local ambitions with national objectives.

Figure 2: National, regional and local policy hierarchy for the Strategic Investment Plan

Transport Strategy vision and goals

As part of our 2025 Transport Strategy our vision and goals have been updated in collaboration with stakeholders.

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.

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Environmental Goal
Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Transport Strategy missions

As part of our Transport Strategy, Transport for the South East has identified five missions to drive progress toward the vision set out in the Transport Strategy. Each mission serves as a clear driver for action, emphasising tangible outcomes, setting direction, and aligning with national and local priorities.

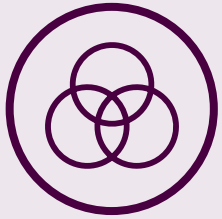
The missions have been carefully identified to address key areas where the South East risks falling behind without action, focusing on issues where Transport for the South East can add value at a regional level and influence outcomes across multiple partners.

Each intervention in the Strategic Investment Plan has been assessed for contribution to mission delivery. This ensures there is a 'golden thread' from the ambitions set out in the Transport Strategy and a bottom-up assessment of individual interventions.

The missions then provide the structure and narrative of the Strategic Investment Plan with individual interventions being grouped under five coherent, complementary and multi-modal packages that aim to deliver on each of the missions.

The five missions are:

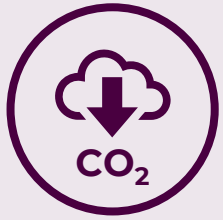
Strategic Connectivity



Sustainable Growth

Resilience

Inclusion and Integration



Decarbonisation

The need to invest in the South East

Investment is required to address the region's key transport challenges as set out in our Transport Strategy.

Supporting UK-wide economic performance: The South East is a net contributor to the Exchequer, generating more in tax revenues than it receives in public spending. Yet productivity growth in the South East has slowed alongside the national trend, with output per hour rising by only 5% between 2010 and 2025, around half the rate achieved in Germany and the USA.

International trade and connectivity: The South East is the UK's gateway to the world, home to major ports (e.g. Southampton, Dover, Portsmouth) and airports (e.g. Gatwick, Southampton and Heathrow on its border). However, trade volumes through Dover are down 20% since the UK left the EU, and Eurostar no longer serves Ebbsfleet and Ashford.

Unlocking housing and employment growth: Fewer new homes are being delivered in some areas of the South East than demand requires, exacerbating already inflated house prices. The house price to earnings ratio is over 10:1 in the South East, higher than any other region outside London.

Reducing regional inequality and transport-related social exclusion: Despite areas of significant prosperity, the South East contains real areas of deprivation, poor connectivity, and limited access to services. The Gross Value Added (GVA) per capita of less well-connected areas is less than half that of other areas and over 80% of residents of Hastings are at risk of transport related social exclusion.

Accelerating decarbonisation: As many industries become greener, surface transport remains the largest negative contributor to carbon emissions (40%) across the region and the country.

Safeguarding the South East's connectivity: Investment is not just about new infrastructure. The highway maintenance backlog in the South East is currently £2.5bn and weather-related delays on the railways have doubled in the past decade framing the need for investment in existing assets to improve resilience.

The need to invest in the South East

The South East is facing growing pressure on its transport systems. If we fail to invest, the challenges will escalate.

Department for Transport data was used to model future transport and socio-economic outcomes for the South East. If the region continues on a "business as usual" trajectory, by 2050:

- **Economic growth will be constrained, with GVA growth limited to around 60% of the level that could otherwise be achieved**, curbing increases in living standards and tax receipts to the Treasury.
- **The number of car trips will grow 8% increasing congestion**, leading to longer and more unreliable journeys for people and goods.
- **The number of rail trips and bus trips will be restricted to growth of 18% and 15% respectively** reflecting limited public transport access to jobs, skills, and markets.
- **Active travel trips will decline by 16%**, reducing public health and air quality benefits.

Without action the challenges set out in our Transport Strategy will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- **The South East risks losing its status as a net contributor to the exchequer**, and its potential to drive the net zero transition, and create a better quality of life for its residents.
- **Communities will be left behind**, particularly those already facing transport-related social exclusion.
- **New homes and jobs will not be delivered**, as inadequate infrastructure holds back sustainable growth.
- **Instances of loss or prolonged closure of critical transport assets will increase** because of more frequent extreme weather events and ageing infrastructure requiring more expensive maintenance or renewal.

The size of the prize

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of this plan could result in:

35,000 additional new jobs

An additional £6 billion in GVA each year by 2050

Each weekday the transport network would see:

1.4 million fewer car trips

260,000 more rail trips

More than 1 million more bus, ferry and mass transit trips

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Supporting achievement of our wider goals the Strategic Investment Plan delivers the following outcomes:

700,000 more residents living within 90 minutes of Heathrow Airport by public transport

300,000 more residents living within 90 minutes of Gatwick Airport by public transport

20 minute rail journey time savings between Brighton and Southampton

20,000 more jobs in the 25% most deprived parts of the South East

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

TRANSPORT FOR THE South East

Mission delivery

Mission plans (1)

This chapter sets out the practical steps or 'interventions' needed to deliver the missions of the Transport Strategy.

Interventions have been grouped under one of the Transport Strategy's five missions:

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

Each mission's interventions are a combination of:

- infrastructure programmes or projects
- major service enhancements
- 'policy interventions' consisting of national regulatory and policy activity and local action

Most interventions will support multiple missions but have been categorised against the mission for which they deliver greatest benefit.

To explain how interventions respond to specific issues, three to five themes have been identified for each mission and used to structure the narrative and inform a mission plan, setting out how interventions address the key issues and opportunities for that mission.

These mission plans have been developed through workshops, discussions, and careful analysis with a clear 'golden thread' from the Transport Strategy missions and key priorities.

Each mission plan concludes with a table setting out key delivery information about each intervention:

Implementation timeframe: Interventions have been phased into one of three timeframes:

- Short-term: within the final years of the 2020s
- Medium-term: the 2030s
- Long term: the 2040s

Project stage: This refers to an intervention's status or stage of development that it has reached and cleared. Stages include:

- Ongoing
- Pre-Strategic Outline Business Case (PreSOBC): yet to develop a business case
- Strategic Outline Business Case (SOBC)
- Outline Business Case (OBC)
- Full Business Case (FBC)
- Implementation / Implemented

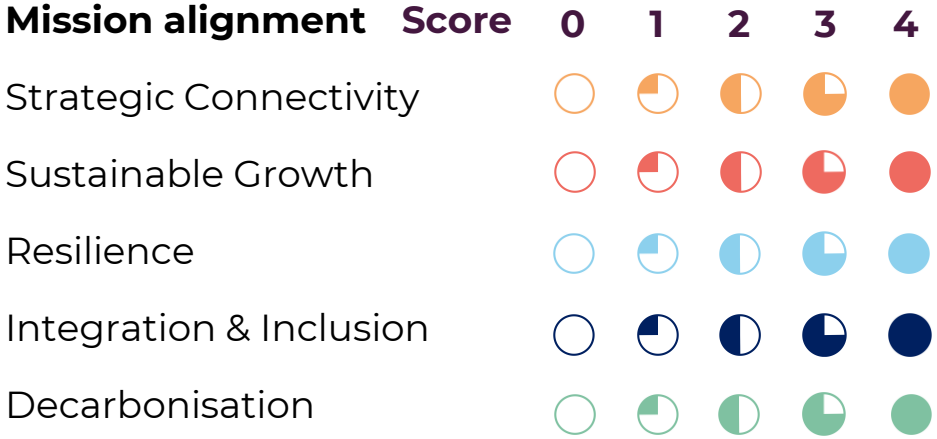
Mission plans (2)

Key delivery partners: The key partners have been identified and include parties who will be required to make or could make a material contribution to the planning, funding, and delivery of an intervention. Options identified, with the references used in each table, include:

- Department for Transport (or other central government departments) (1)
- Network Rail (2)
- National Highways (3)
- Active Travel England (4)
- Transport for the South East (5)
- Local authorities (6)
- Transport operators (7)
- Other private sector organisations (8)

Mission alignment: As part of the Multi-Criteria Assessment Framework analysis, each scheme was assigned a score based on its alignment to each mission. These scores range from '0' (misaligns/no positive impact) to '4' (strongly supports) and are coded by 'mission' colour. The strength of scheme alignment is shown on the scale below, with the empty circle representing '0', and the full circle representing '4'.

These scores are displayed for each scheme in the following mission section, from page 27 onwards.



Policy interventions (1)

Policy interventions are applicable across the whole of the South East (and the wider UK) and complement the key infrastructure and service interventions of the Strategic Investment Plan to help achieve the vision and missions of our Regional Transport Strategy.

These also highlight the importance of transport-related sectors across the South East such as freight and logistics, automotive and maritime technologies, and energy generation and identify the South East as a location for innovation test beds.

The policy interventions that would help deliver the investment priorities of the South East are:

Active travel

- Delivering local and regional cycling and walking infrastructure plans across the region.
- Expanding walking, wheeling and cycling routes, making it safer and easier for people to choose active travel modes for short trips.
- Ensuring all major developments have high-quality active travel infrastructure.
- Promoting active travel as a means of improving public health and wellbeing.

This will support the creation of more liveable neighbourhoods and improve public health.

Energy decarbonisation

Greening of the grid to ensure vehicles are powered by clean energy sources.

Ferry decarbonisation

Replacing diesel-powered ferries with electric or hydrogen alternatives.

Fuel decarbonisation

Supporting alternative fuels for sectors harder to electrify, such as aviation and freight.

These policy interventions help decarbonise freight and passenger transport.

Policy interventions (2)

Integrated ticketing

Implementing integrated fares and ticketing systems that allow passengers to travel across local government boundaries by multiple modes of transport and multiple operators using a single ticket with a capped daily rate.

This will improve affordability and accessibility of public transport trips.

Local bus enhancements

- Delivering bus service improvement plans and other local bus initiatives.
- Exploring bus reform models like enhanced partnerships and franchising.
- Delivering socially necessary transport services (potentially demand responsive) to connect isolated communities with essential services.

This will help to make bus travel more competitive with car for local journeys.

Public transport fares

- Reversing the real terms increase of the cost of public transport compared to motoring.
- Delivering affordable fares and concessions for low-income residents, students, the elderly, and other vulnerable groups.

This will help make sustainable travel options more affordable.

Road user charging

Advocating for development of a nationally-led road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures. This could build on the new mileage-based road-tax charge for electric and plug-in hybrid vehicles announced in the 2025 Autumn Statement.

Policy interventions (3)

Shared micro mobility

- Supporting e-scooter trials in the area, monitoring and evaluating their outcomes.
- Coordinating regionwide planning under the new regulatory framework for shared micro mobility established as part of the Devolution Bill.
- Integrating shared micro mobility into new developments and transport hubs.

This will increase sustainable first mile last mile trips supporting public health, and placemaking.

Sustainable maintenance and renewals

- Working towards long-term, sustainable funding for asset maintenance and renewal.
- Advocating for consistent funding for critical maintenance and preventative projects.
- Strategically planning for future risks to ensure the network can anticipate and adapt to potential threats.

This will strengthen the network's resilience against planned and unplanned disruptions.

South East lorry parks

- Increasing lorry holding capacity to handle incidents and adapt to evolving EU customs controls.
- Establishing a consistent planning and funding framework to support accelerated delivery of enhanced lorry holding facilities.
- Delivering enhanced HGV driver welfare facilities investment.

This will help increase the resilience of freight movements and the associated trade.

Transport/land use planning integration

- 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.
- Establish funding mechanisms for transport projects that unlock planned growth.

This will help in achieving sustainable growth and creating well-connected communities.

Policy interventions (4)

Transport integration

- Integration across and between all modes of transport in terms of infrastructure and services.
- Upgrading interchanges and step-free access at transport hubs.
- Implementing better signage, seating, and safe, comfortable waiting environments.

This will support seamless journeys and improved first and last mile connectivity.

Virtual access

Optimising the benefits of:

- digital technology and the flexibility of remote working and
- virtual access to goods and services.

This reduces demand for transport and helps to deliver on decongestion, air quality and decarbonisation objectives.

TfSE would support delivery of the policy interventions in the following ways:

Analytical framework
Development and deployment of evidence base and analytical tools

Prioritisation
Identifying the interventions with the potential to deliver highest impact

Scheme development
Making a compelling case for investment, securing programme entry

Capacity and capability
Sharing good practice with partners through the Centre of Excellence

Advocacy and securing funding
Highlighting regional priorities at a national level to bring in investment

Monitoring and evaluation
Measuring the success of interventions in achieving objectives

Strategic Connectivity Mission

The South East's transport system is the most strategically important in the UK. The mission statement for strategic connectivity is:

"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."

The South East's transport system connects domestic markets to global gateways, links the capital to regional economies, and provides the foundations for cross-regional labour mobility and supply chains.

However, many of these strategic flows are under pressure: key corridors are slow or congested, orbital links remain fragmented, and international access is sometimes compromised by poor connectivity or capacity constraints.

A better-connected South East is essential not only for regional prosperity, but for national growth and global competitiveness.

Key themes for strategic connectivity are:

1. Orbital and east–west connectivity

One of the key priorities for Transport for the South East is to improve orbital and east – west connectivity.

The coastal rail corridor in particular is relatively slow and capacity constrained, with frequent conflicts between local, regional, and London-bound flows. The inner orbital rail corridor (running west to east from Reading through Guildford, Gatwick Airport, Maidstone to Medway) also needs to work harder to accommodate future growth and alleviate congestion on the M25.

Highway corridors such as the A27 and A259 also suffer from congestion, junction bottlenecks, and poor resilience, and have the effect of severing communities.

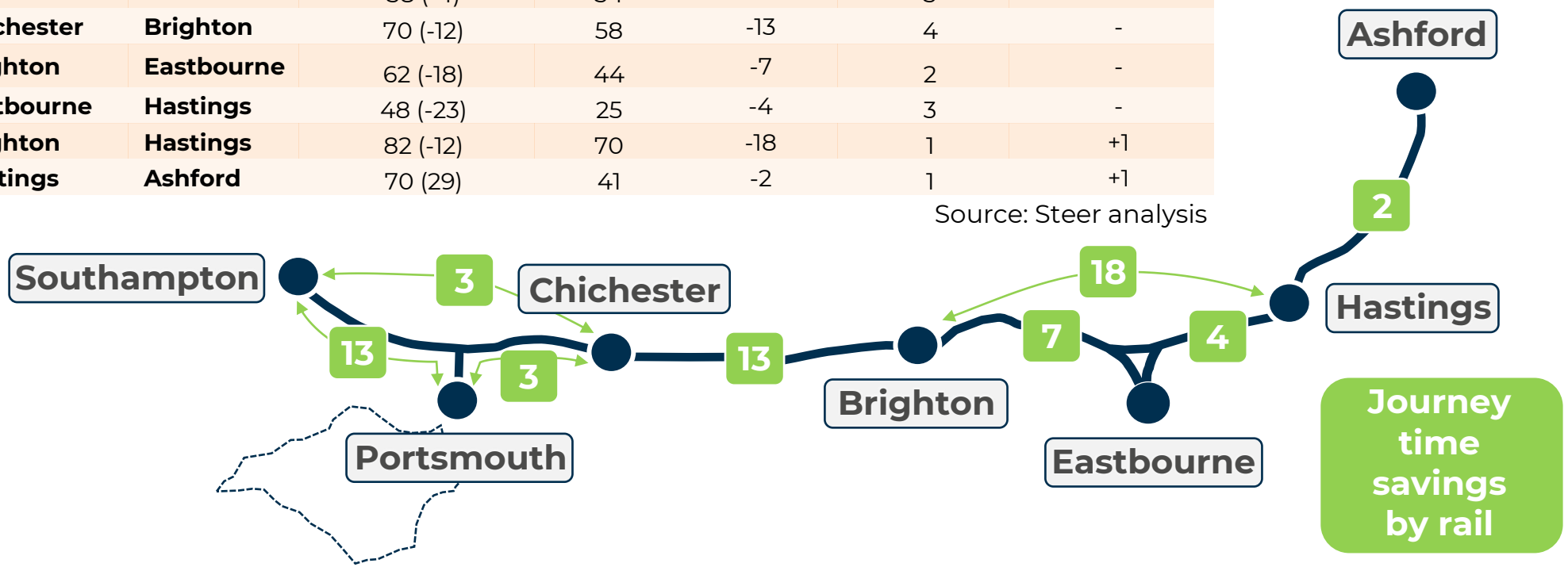
Taking an integrated, multi-modal, corridor-based approach brings major towns and cities along the south coast closer together. Improvements to the West and East Coastway and Marshlink would enable faster rail journey times while coordinated A27 improvements would improve reliability and de-conflict local and longer distance traffic.

Strategic Connectivity Mission

The Strategic Investment Plan programme of rail enhancements along Transport for the South East's south coastal corridor delivers journey time and frequency improvements, increasing strategic connectivity and supporting mode shift between many of the region's major towns and cities

Origin	Destination	Comparative drive time (difference to rail journey time)	Current rail journey time	Strategic Investment Plan rail journey time saving (minutes)	Current frequency (trains per hour)	Strategic Investment Plan frequency change (additional trains per hour)
Southampton	**Portsmouth**	35 (-5)	40	-13	2	+2
Southampton	**Chichester**	60 (6)	54	-3	2	-
Portsmouth	**Chichester**	38 (-4)	34	-3	3	-
Chichester	**Brighton**	70 (-12)	58	-13	4	-
Brighton	**Eastbourne**	62 (-18)	44	-7	2	-
Eastbourne	**Hastings**	48 (-23)	25	-4	3	-
Brighton	**Hastings**	82 (-12)	70	-18	1	+1
Hastings	**Ashford**	70 (29)	41	-2	1	+1

Source: Steer analysis



2. Access to international gateways and strategic freight

The South East's ports, airports, and international rail services provide critical links to global markets and are vital to the UK's trade and tourism economy. However, these gateways need better access and integration to grow sustainably and achieve the government's growth mission.

International passenger rail services on High Speed 1 (HS1) have declined in recent years and restoring these is a key short-term priority, specifically ensuring Ebbsfleet and Ashford are connected to international destinations and markets (as well as wider South East rail markets).

Similarly, surface access by rail and bus to Heathrow and Gatwick needs to improve to help meet the government's airport expansion agenda sustainably. Transport for the South East's priorities for international connectivity include delivering western and southern rail access to Heathrow, upgrading rail links to Gatwick including significant upgrades to the North Downs Line and new services and infrastructure providing connectivity to Kent and Medway to the east.

Strategic freight connectivity is also a priority and needs investment in a multi-modal solution to improve both reliability and rail mode share. Priorities include strengthening rail and highway corridors from Southampton and Channel Ports to the Midlands and North and increasing lorry parking capacity and warehousing to support greater operational efficiency of freight.

In March 2025, government granted development consent for the construction of the Lower Thames Crossing. This project provides a step change in capacity and a resilient alternative to the over-capacity Dartford Crossing, central to supporting seamless UK-European connectivity into the future.

However, without significant investment in Kent's strategic and major road network there is considerable risk of congestion bottlenecks, undermining the benefits of the scheme in facilitating international trade and inhibiting local growth.

3. Incentives and timetables

For many strategic journeys, especially those between city regions or to airports and ports, public transport remains uncompetitive with the private car.

Transport for the South East wishes to see better incentives for longer-distance mode shift, including targeted fare reforms, improved interchanges, and better facilities for passengers and freight users.

Timetables need to be better aligned with fast-growing travel markets, including early and late services to support airport shifts, enhanced weekend and evening services, and improved rail – bus integration at key hubs.

These changes are especially important in supporting social inclusion and reducing carbon emissions from longer-distance travel.

Scheme mapping and lists

The following pages display all interventions grouped under the Strategic Connectivity Mission.

The first page maps these interventions across the Transport for the South East area (figure 3). An interactive StoryMap is available at this link.

The second lists them in full (table 2), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 3: Strategic Connectivity interventions

An interactive StoryMap is available at this link.

Table 2: List of Strategic Connectivity themes and interventions (1 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Orbital and east-west connectivity	EW01	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW02	East Coastway Line - Faster Services	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	EW03	Willingdon Rail Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW04	Brighton Main Line - Reinstate Cross Country Services	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW05	Brighton Station Additional Platform	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW06	Arun Valley Line - Faster Services	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW07	West Coastway Faster Services	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW08	West of England Service Enhancements	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	EW09	Reigate Station Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	EW10	Reading to Waterloo Service Enhancements	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	EW11	Cross Country Service Enhancements	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW12	A259 Level Crossing Removals	Medium-term	Pre-SOBC	1, 3, 6, 7, 8	
	EW13a	A27 Lewes - Polegate	Medium-term	Paused	1, 3, 5, 6, 8	
	EW13b	A27 Worthing and Lancing Improvement	Medium-term	SOBC	1, 3, 6, 8	
	EW13c	A27 Worthing (Long Term Solution)	Long-term	Pre-SOBC	1, 3, 6, 8	
	EW13d	A27 Arundel Enhancements	Medium-term	Paused	1, 3, 6, 8	
	EW13e	A27 Tangmere Enhancements	Long-term	Pre-SOBC	1, 3, 4, 6, 8	
	EW13f	A27 Chichester Improvements	Long-term	Paused	1, 3, 5, 6, 8	
	EW14	A259 Chichester - Bognor Regis Enhancement (MRN pipeline)	Short-term	Pre-SOBC	1, 3, 4, 5, 6, 8	
	EW15	Isle of Wight Ferry Service Enhancements	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	EW16	New Summer Route - Ryde to Southampton	Short-term	Pre-SOBC	1, 5, 6, 7, 8	
	EW17	M3 Junction 7 and 8 improvements	Medium-term	SOBC	1, 3, 6, 8	
	EW18	Woking Station and Capacity Upgrades	Medium-term	Paused	1, 2, 5, 6, 7, 8	

Table 2: List of Strategic Connectivity themes and interventions (2 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
International gateways and freight	IG01	A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit	Medium-term	Paused	1, 2, 3, 5, 6, 7, 8	
	IG02	Heathrow Bus Rapid Transit	Long-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	IG03	Western Rail Link to Heathrow	Medium-term	Paused	1, 3, 6, 8	
	IG04	Southern Rail Link to Heathrow	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	IG05	Gatwick - Kent Service Enhancements	Short-term	Paused	1, 2, 5, 6, 7, 8	
	IG06	North Downs Line - Service Level and Capacity Enhancements	Medium-term	TBC	1, 2, 5, 6, 7, 8	
	IG07	Redhill Station Upgrade	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	IG08	Redhill Aerodrome Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG09	High Speed 1 - Dollands Moor Connection	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG10	Portsmouth Direct Line - Line Speed Enhancements	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG11	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	IG12	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG13	Better Rail Access to Port of Southampton	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG14	Theale Strategic Rail Freight Terminal	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	IG15	Rail Freight Gauge Clearance Enhancements	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	IG16	Lower Thames Crossing	Medium-term	Construction	1, 3, 6, 8	
	IG17	A2 Brenley Corner Enhancements	Long-term	Paused	6, 8	
	IG18	A229 Blue Bell Hill Improvement Scheme	Medium-term	OBC	1, 3, 5, 6, 8	
	IG19	A2 Dover Access	Long-term	Paused	1, 3, 5, 6, 8	

Table 2: List of Strategic Connectivity themes and interventions (3 of 3)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
International gateways and freight	IG20	Increasing Rail Freight for International Goods Movements	Medium-term	Pre-SOBC	1, 3, 5, 6, 7, 8	
	IG21	M23 Junction 9 Enhancements - Gatwick	Long-term	Pre-SOBC	1, 3, 6, 8	
	IG22	A26 Lewes - Newhaven Realignment and Junction Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	IG23	A34 Junction and Safety Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	IG24	Southampton Access (M27 Junction 2 and Junction 3)	Medium-term	Paused	1, 3, 5, 6, 8	
	IG26	A326 Capacity Enhancements	Short-term	OBC	1, 5, 6, 8	
	IG27	Intervention: South East Lorry Parks		Ongoing	1, 3, 5, 6, 7, 8	
Incentives and timetables	IT01	Isle of Wight Ferries Operating Hours and Frequency Enhancements	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	

Sustainable Growth Mission

The South East is one of the UK's most dynamic and economically successful regions. But it is also facing acute pressures: rapid population growth, constrained housing supply, and increasing demand for infrastructure and services. The mission statement for sustainable growth is:

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

Sustainable growth is achieved when population growth and economic development in the South East is underpinned by sustainable transport and infrastructure. Sustainable transport doesn't just unlock new development sites. It also shapes them in ways that reduce car dependency, improve quality of life, and create vibrant, liveable places.

Key themes from sustainable growth are:

1. Urban and suburban metro rail

Rail has a vital role to play in enabling higher-density, transit-oriented development in and around the South East's existing urban centres.

There is strong potential for metro-style rail enhancements in areas such as Solent, the Sussex Coast, Medway and North Kent/Ebbsfleet – all of which are forecast to accommodate significant housing and employment growth in the coming decades.

Delivering reliable, high-frequency, and affordable urban rail services in these areas can support sustainable agglomeration while helping to reduce pressure on overstretched road networks.

Improved intra and inter-urban services in these areas will also contribute to sustainable economic development through strengthening job markets and tackling exclusion.

2. Growth-led mass transit

For fast-growing places that fall outside the core rail network, high-quality mass transit systems – including light rail, Bus Rapid Transit (BRT), or dedicated express bus corridors – will be essential. Locations such as Southampton, Portsmouth, Thames Valley, Basingstoke, the Gatwick Diamond, and North Kent/Medway offer major opportunities to design mass transit as a central feature of their growth strategies.

Mass transit solutions must be tailored to each area, building on existing rail corridors, reconfiguring bus networks, and integrating with active travel and micromobility.

Integrating these networks with housing plans from the outset will help ensure new development is built around public transport, rather than around the car, increasing the proportion of new dwellings within walking distance of metro-level public transport services.

These measures are critical to the viability of car-lite and car-free developments which in turn support the modal shift required to achieve TfSE's vision of sustainable, net zero carbon growth.

3. Active travel

Walking and cycling must be fundamental to the design of growing communities and not an afterthought. High-quality active travel infrastructure and shared micromobility supports public health, social inclusion, and placemaking, while reducing traffic impacts and improving environmental quality.

Transport for the South East supports the delivery of Local and Regional Cycling and Walking Infrastructure Plans across the South East and the embedding of active travel routes into local plans, regeneration schemes, and new settlements.

4. Unlocking development

To meet housing targets and keep homes affordable, it is essential to invest in high-quality, multi-modal highway corridors. Without these targeted improvements, new development will slow down, leading to even higher housing costs.

Investing in highways in this way brings several important benefits that help create more sustainable communities:

- Safer roads, especially in urban areas.
- Better access to ports and airports people and goods, supporting more efficient trade.
- Separation of private vehicles and public transport, reducing congestion and improving the flow of local and long-distance journeys.
- More road space for public transport and active travel (like walking and cycling), which also helps unlock new housing, regeneration, and placemaking opportunities.

Highways interventions identified include Transport for the South East's programme of Major Road Network and Large Local Major schemes many of which are focused on supporting the creation of new housing and employment by improving access to future development sites and boosting suitable land capacity.

Highways interventions and other transport infrastructure must commit to the fulfilment and monitoring of biodiversity net gain requirements mitigating any negative impacts of the schemes and delivering environmental enhancements.

5. Integrated Transport and Land Use Planning

Planning is the bridge between transport strategy and place-based delivery. Transport for the South East supports a shift towards integrated land use and transport planning, ensuring that the location and form of development directly supports sustainable travel outcomes.

There is a clear need to build planning capacity at both local and regional levels, including through using local levies, developer contributions, and long-term funding settlements to deliver supporting infrastructure.

Delivering this integration will be helped by greater local and regional powers, building on new devolution deals across the South East to place transport at the heart of placemaking and sustainable development.

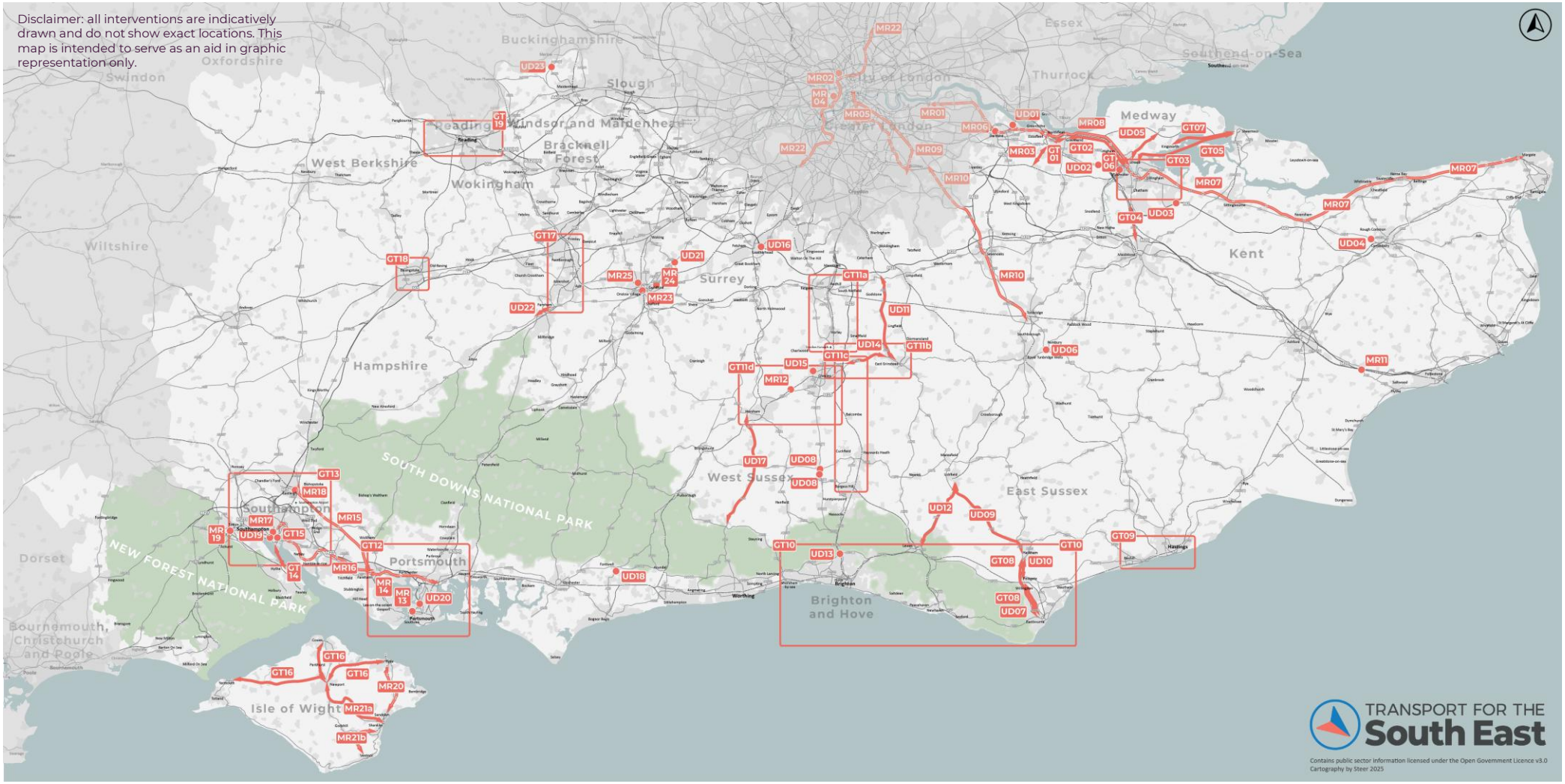
Scheme mapping and lists

The following pages display all interventions grouped under the Sustainable Growth Mission.

The first page maps these interventions across the Transport for the South East area (figure 4). An interactive StoryMap is available at this link.

The second lists them in full (table 3), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 4: Sustainable Growth interventions



An interactive StoryMap is available at this link.

Table 3: List of Sustainable Growth themes and interventions (1 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Urban and suburban metro rail	MR01	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR02	St Pancras International Domestic High Speed Platform Capacity	Medium-term	Pre-SOBC	1, 3, 6, 8	
	MR03	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR04	London Victoria Capacity Enhancements - Signalling and Digital Rail	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	MR05	London Victoria - Shortlands Capacity Enhancements	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR06	Dartford Station Remodelling/Relocation	Long-term	Paused	1, 2, 5, 6, 7, 8	
	MR07	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium-term	Paused	1, 2, 5, 6, 7, 8	
	MR08	North Kent Line Service Enhancements	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR09	Bakerloo Line Extension (Hayes Option)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR10	South Eastern Main Line Chislehurst - Tonbridge Capacity Enhancements	Long-term	Feasibility Study	1, 2, 6, 7, 8	
	MR11	Otterpool Park/Westenhanger Station Additional Platform	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR12	New Station to the North East of Horsham	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR13	Portsmouth Station Platforms	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR14	Fareham Loop / Platform	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR15	Botley Line Double Tracking	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR16	Netley Line Signalling and Rail Service Enhancements	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	MR17	Southampton Central Station Upgrades	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR18	Eastleigh Station Platform Flexibility	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR19	South West Main Line - Totton Level Crossing Removal	Medium-term	Paused	1, 2, 5, 6, 7, 8	

Table 3: List of Sustainable Growth themes and interventions (2 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Urban and suburban metro rail	MR20	Isle of Wight Railway Service Enhancements	Short-term	Implementation	1, 2, 5, 6, 7, 8	
	MR21a	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR21b	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor)	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	MR22	Crossrail 2 (regional Option)	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR23	Guildford Station Upgrade	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	MR24	New Station Guildford East (Merrow)	Medium-term	Full Business Case	1, 2, 5, 6, 7, 8	
	MR25	New Station Guildford West (Park Barn)	Medium-term	Implementation	1, 2, 5, 6, 7, 8	
Growth-led mass transit	GT01	Fastrack Expansion - Northfleet to Gravesend	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	GT02	Gravesend to Medway Bus Priority Corridor	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	GT03	Medway Mass Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT04	Medway - Maidstone Bus Priority	Short-term	OBC	1, 2, 3, 5, 6, 7, 8	
	GT05	Medway Passenger Ferry Infrastructure & Services	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT06	Strood Riverside Multimodal Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	GT07	Queensborough Passenger Ferry Infrastructure & Services	Short-term	Pre-SOBC	1, 2, 3, 6, 7, 8	
	GT08	Eastbourne/Wealden Mass Rapid Transit	Medium-term	OBC	1, 2, 3, 5, 6, 7, 8	
	GT09	Hastings/Bexhill Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT10	Sussex Coast Mass Rapid Transit	Medium-term	Paused	1, 2, 3, 5, 6, 7, 8	
	GT11a	Fastway Extension (Crawley - Redhill)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11b	Fastway Extension (Crawley - East Grinstead)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11c	Fastway Extension (Haywards Heath - Burgess Hill)	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT11d	Fastway Extension (Crawley - Horsham)	Short-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT12	South East Hampshire Rapid Transit Future Phases	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	

Table 3: List of Sustainable Growth themes and interventions (3 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Growth-led mass transit	GT13	Southampton Mass Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT14	Solent Ferry Services	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT15	Southampton City Centre Placemaking	Short-term	Pre-SOBC	1, 3, 4, 6, 8	
	GT16	Isle of Wight Mass Transit System	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT17	Blackwater Valley Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	GT18	Basingstoke Mass Rapid Transit	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	GT19	Reading Mass Rapid Transit	Medium-term	Procurement	1, 2, 3, 5, 6, 7, 8	
Active travel	AT01	Global Policy Intervention: Active Travel		Ongoing	1, 3, 4, 5, 6, 7, 8	
	AT02	Global Policy Intervention: Shared Micro Mobility		Ongoing	1, 4, 5, 6, 7, 8	
Unlocking development	UD01	M25 Junction 1a Enhancements	Long-term	Pre-SOBC	1, 3, 6, 8	
	UD02	M2 Junction 1 Enhancements	Medium-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD03	M2 Junction 4 Enhancements	Short-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD04	A2 Canterbury Junctions Enhancements	Long-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD05	A228 Hoo Peninsula Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	UD06	A228-A264 corridor between Medway Valley and Tunbridge Wells	Medium-term	Pre-SOBC	1, 5, 6, 8	
	UD07	A2270/A2101 Corridor Movement and Access Package (MRN pipeline)	Short-term	Pre-SOBC	1, 5, 6, 8	
	UD08	A23 Hickstead and Bolney Junction Enhancements	Medium-term	Pre-SOBC	1, 3, 5, 6, 8	
	UD09	A22 Corridor Package (MRN)	Medium-term	SOBC	1, 5, 6, 8	
	UD10	A22 Corridor - Hailsham to Uckfield (MRN pipeline)	Short-term	Powers/Consents	1, 3, 5, 6, 8	
	UD11	A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Short-term	Feasibility Study	1, 3, 4, 5, 6, 8	
	UD12	A26 Lewes - Uckfield Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	

Table 3: List of Sustainable Growth themes and interventions (4 of 4)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Unlocking development	UD13	Brighton & Hove A27 Junction Improvements	Medium-term	Paused	1, 3, 6, 8	
	UD14	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium-term	Feasibility Study	1, 3, 6, 8	
	UD15	Crawley Western Link Road and Active Travel Infrastructure	Long-term	Pre-SOBC	1, 3, 6, 8	
	UD16	A24/A243 Knoll Roundabout and M25 J9A (MRN pipeline)	Short-term	Paused	1, 3, 5, 6, 8	
	UD17	A24 Horsham - Dorking Improvements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	UD18	A29 Realignment including combined Cycleway and Footway	Short-term	Full Business Case	1, 6, 8	
	UD19	West Quay Realignment	Short-term	SOBC	1, 5, 6, 8	
	UD20	Portsmouth City Centre Road	Short-term	SOBC	1, 4, 5, 6, 8	
	UD21	A3/A247 Ripley South (pipeline)	Medium-term	Paused	1, 3, 6, 8	
	UD22	A31 Farnham Corridor	Short-term	SOBC	1, 3, 5, 6, 8	
	UD23	A404 Bisham Junction	Short-term	Paused	1, 3, 5, 6, 8	
Integrated Transport and Land Use Planning	IP01	Global Policy Intervention: Transport and Land Use Planning Integration		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

Resilience Mission

Our definition of resilience is the ability of the transport system to withstand and recover from disruption – whether from extreme weather, structural failure, network bottlenecks or incidents. The mission statement for resilience is:

"We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of 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."

The South East faces significant challenges: exposure to sea level rise and coastal erosion; key routes with no viable alternatives; and a legacy of underinvestment in maintenance.

At the same time, growing demand and constrained funding is making it harder to respond quickly when things go wrong. The transport network needs to be more resilient to mitigate these risks, protect connectivity, enable economic continuity, and support emergency responses.

Key themes for resilience are:

1. Tackling bottlenecks

Several points on the region's networks suffer from structural bottlenecks, where network capacity is significantly constrained by infrastructure limitations.

On the rail network, key examples include the Croydon area on the Brighton Main Line, the Woking 'Victorian Arches' and junction on the South Western Main Line, and the two-track tunnel approach into Southampton Central.

On the Strategic Road Network, constraints exist on many radial highways on the approaches to London, such as the A3 at Guildford and A2/A282 on approaches to the Dartford Crossing.

Tackling these bottlenecks is essential to improving both resilience and reliability, especially where a single fault can trigger wide-ranging disruption across the network.

The Major Road Network has a role to alleviate pressure on the Strategic Road Network, especially when incidents occur, but also has its own pinch points and infrastructure gaps which need addressing for all road users.

2. Diversionary and alternative corridors

Many parts of the South East rely on a single rail or road corridor for access. When these are blocked, there are often limited diversionary options. This creates vulnerability and restricts operational flexibility.

Transport for the South East supports investment in strengthening secondary and alternative corridors. For example:

- Advancing the Kent Bifurcation Strategy to strengthen resilience on corridors serving the Channel ports.
- Assessing the feasibility of reinstating rail links such as Uckfield – Lewes and/or Tunbridge Wells – Eridge.
- Enhancing key highways such as the A22 as a parallel corridor to the A23/M23.
- Improving links between the M3 and M4 as an alternative to the highly congested M25 south west quadrant.

These routes provide not only back-up in times of disruption but can also enable planned redistribution of flows and serve new development areas.

3. Coastal and river infrastructure

A significant proportion of the South East's infrastructure is located close to the coast and/or major rivers, where it is exposed to risks from flooding, sea level rise, and erosion.

This includes several Major and Strategic Road Network corridors and key railway lines, such as those running through Shakespeare Cliff near Dover; between Hastings and Rye; and those serving peninsulas and islands along the North Kent and Solent coastlines. These routes often have limited alternative alignments and are difficult to protect or reroute.

Transport for the South East therefore aims to see investment in assessing, monitoring, and managing the long-term risks to coastal infrastructure, including integration of transport planning with wider shoreline management planning and climate adaptation work.

4. Sustainable maintenance and renewal

Addressing the maintenance backlog across the highway and rail networks is essential to keep the region moving and foster sustainable economic growth.

Poor asset condition increases the likelihood and impact of failure, yet roadworks and emergency repairs themselves cause disruption.

Transport for the South East wishes to see a long-term, sustainable funding settlement for asset maintenance and renewal.

Scheme mapping and lists

The following pages display all interventions grouped under the Resilience Mission.

The first page maps these interventions across the Transport for the South East area (figure 5). An interactive StoryMap is available at this link.

The second lists them in full (table 4), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 5: Resilience interventions

An interactive StoryMap is available at this link.

Table 4: List of Resilience themes and interventions (1 of 2)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Tackling bottlenecks	TB01	Croydon Area Remodelling Scheme	Medium-term	Paused	1, 3, 6, 8	
	TB02	South West Main Line Digital Signalling	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	TB03	South West Main Line Mount Pleasant Level Crossing Removal	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	TB04	South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	Long-term	Paused	1, 2, 5, 6, 7, 8	
	TB05	M25 Junction 5 Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB06	A28 North Thanet Link (MRN)	Short-term	OBC	1, 3, 5, 6, 8	
	TB07	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short-term	Powers/Consents	1, 4, 5, 6, 8	
	TB08	Northam Rail Bridge Replacement and Enhancement (MRN)	Medium-term	OBC	1, 4, 5, 6, 8	
	TB09	Bishopstoke Road Railway Bridges	Short-term	Pre-SOBC	1, 5, 6, 8	
	TB10	A259 South Coast Road Corridor Eastbourne - Brighton (MRN & BSIP)	Short-term	SOBC	1, 3, 4, 5, 6, 8	
	TB11	Highway Widening between Ventnor and Godshill via Whitwell	Short-term	Pre-SOBC	1, 6, 8	
	TB12	A3 Guildford Local Traffic Segregation	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB13	A3 Guildford Long Term Solution	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB14	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium-term	Pre-SOBC	1, 3, 6, 8	
	TB15	New Gyratory at Down End, Newport	Short-term	Pre-SOBC	1, 6, 8	
Sustainable maintenance and renewal	SM01	Global Policy Interventions: Sustainable Maintenance and Renewal		Pre-SOBC Ongoing	1, 3, 6, 8 1, 2, 3, 4, 5, 6, 7, 8	

Table 4: List of Resilience themes and interventions (2 of 2)

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Diversionary and alternative corridors	DC01	Canterbury Rail Chord	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC02	Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements)	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC03	Uckfield - Lewes Wealden Line Reopening (Reconfiguration at Lewes)	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	DC04	A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long-term	Pre-SOBC	1, 3, 6, 8	
	DC05	A22 Uckfield Bypass Enhancements	Medium-term	Feasibility Study	1, 3, 6, 8	
	DC06	M23 Junction 8a New Junction and Redhill Link Road	Medium-term	Pre-SOBC	1, 5, 6, 8	
	DC07	Newport Junction Improvements - Further Phase	Short-term	Pre-SOBC	1, 6, 8	
	DC08	A320 North Corridor (MRN & HIF)	Short-term	Procurement	1, 5, 6, 8	
	DC09	New Thames Crossing East of Reading	Long-term	Paused	1, 5, 6, 8	
Coastal and river infrastructure	CR01	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Short-term	OBC	1, 2, 4, 5, 6, 7, 8	
	CR02	A259 (East Saltdean) Resilience Scheme	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR03	Eastbourne - Pevensey Bay A259 Resilience Scheme (Road & Rail)	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR04	Rushey Hill (between Peacehaven/Newhaven) Resilience Scheme	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR05	Beachy Head (Birling Gap)	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR06	Langstone Bridge repairs	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR07	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short-term	Pre-SOBC	1, 3, 6, 8	
	CR08	Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR09	Raising the height of Morton Road (A3055) Brading	Short-term	Pre-SOBC	1, 5, 6, 8	
	CR010	Major Bridging Scheme of the Graben, Ventnor	Short-term	Pre-SOBC	1, 5, 6, 8	

Inclusion and Integration Mission

A truly effective transport system must serve everyone regardless of income, mobility, geography, or background. The mission statement for inclusion and integration is:

"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."

Too often, people and places are left behind by the transport system. Poorly connected coastal communities, inaccessible infrastructure, or unaffordable fares can all act as barriers to opportunity.

Transport for the South East's vision is for a transport network that enables everyone to participate in society and the economy. This is achieved through better mass transit, better hubs, better access, and a better user experience.

Key themes for inclusion & integration are:

1. Better integrated hubs

Major interchanges can act as gateways to opportunity. Transport for the South East wants to see the expansion of high-quality, multimodal hubs that support seamless, inclusive travel.

Places like Strood, Farnborough and Canterbury offer the potential for these initiatives, where rail, bus, active travel and shared mobility could come together in an accessible and attractive setting. Enhancing these hubs can boost local economies while improving access for underserved communities.

Access to the South East's islands and peninsulas is also critical, and Transport for the South East will continue to support improvements to ferry services and opportunities to better integrate them with the wider transport system.

2. Safe and inclusive infrastructure

Much of the South East's transport infrastructure still falls short of baseline accessibility standards. Step-free access is patchy, facilities are often confusing or inadequate, and infrastructure does not always meet the needs of socially excluded groups.

In addition, our transport network must not only be safe, but must feel safe for everyone. Concerns about personal safety can deter people from choosing more sustainable modes of travel. All users should be able to begin and complete their journeys with confidence and security.

TfSE wishes to see universal design principles embedded from the start, and a clear programme of upgrades to existing infrastructure to raise accessibility and safety standards across the board.

3. Fares and ticketing

Cost remains a major barrier to sustainable and inclusive travel. While many parts of the South East have benefited from national schemes like the £3 bus fare cap, others remain exposed to fragmented pricing and ticketing systems.

Transport for the South East wants to see affordable, simple, and integrated fares, including multi-operator and multi-modal ticketing, capped daily rates, and concessionary offers that make public transport the right choice for more people.

Scheme mapping and lists

The following pages display all interventions grouped under the Inclusion and Integration Mission.

The first page maps these interventions across the Transport for the South East area (figure 6). An interactive StoryMap is available at this link.

The second lists them in full (table 5), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 6: Inclusion and Integration interventions

An interactive StoryMap is available at this link.

Inclusion and Integration Mission

Table 5: List of Inclusion and Integration themes and interventions

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Better integrated hubs	BH01	Strood Rail Interchange Upgrade	Medium-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	BH02	Integrated Maidstone Stations	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	BH03	Eastbourne/Polegate Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	BH04	Three Bridges Strategic Mobility Hub	Medium-term	Powers/Consents	1, 2, 3, 5, 6, 7, 8	
	BH05	Falmer Strategic Mobility Hub	Short-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	BH06	A27/A23 Patcham Interchange Strategic Mobility Hub	Medium-term	Feasibility Study	1, 2, 3, 5, 6, 7, 8	
	BH07	Shoreham Strategic Mobility Hub	Short-term	Pre-SOBC	1, 3, 6, 8	
	BH08	Southsea Transport Hub	Short-term	Pre-SOBC	1, 3, 6, 8	
	BH09	Cosham Station Mobility Hub	Short-term	SOBC	1, 2, 5, 6, 7, 8	
	BH10	Tipner Transport Hub (M275 Junction 1)	Medium-term	SOBC	1, 3, 6, 8	
	BH11	Fareham Station Mobility Hub	Short-term	Pre-SOBC	1, 2, 3, 5, 6, 7, 8	
	BH12	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH13	M27 Junction 7/8 Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH14	M27 Junction 9 Strategic Mobility Hub	Medium-term	Pre-SOBC	1, 3, 6, 8	
	BH15	Global Policy Intervention: Transport Integration		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Inclusive infrastructure	IN01	Global Policy Intervention: Local Bus Enhancements		Ongoing	1, 2, 5, 6, 7, 8	
Fares and ticketing	FT01	Global Policy Intervention: Public Transport Fares		Ongoing	1, 2, 5, 6, 7, 8	

Decarbonisation Mission

Transport is the largest contributor to greenhouse gas emissions in both the region and the country. The mission statement for decarbonisation is:

"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."

The transition to a zero-carbon mobility system is essential not just for meeting climate commitments, but for delivering cleaner air, lower operating costs, and more sustainable communities. To achieve this will require adherence to a carbon "budget" to manage the trajectory to the final goal.

This will require action across all modes, alongside behavioural change and investment in cleaner energy sources to provide the green energy required.

Key themes for decarbonisation are:

1. Zero and low Emission Vehicles

Supporting the shift to electric vehicles is essential to decarbonise private and fleet transport, including HGVs and non road mobile machinery. This means rolling out charging infrastructure at scale, particularly in rural and suburban areas, to reduce range anxiety and enable full adoption of electric vehicles.

Alongside this, the South East must continue to lead on the uptake of zero and low emission vehicles and invest in systems for battery reuse, renewal and recycling to create a circular economy in vehicle manufacture and operation.

2. Railway decarbonisation

The South East features several railway lines that remain unelectrified, creating both operational inefficiencies and ongoing reliance on diesel traction.

A tiered approach is needed. Overhead line electrification remains the gold standard for long-distance high-speed passenger services and freight. This includes the cross-country corridor from the South Coast to the Midlands.

Battery technology is emerging as a viable solution for shorter, slower passenger routes such as branch lines and semi-urban networks. Sustainable fuels may offer a transition solution, particularly for freight. Third rail electrification is unlikely to be supported by regulators for new deployment.

We support a strategic, corridor-based approach to electrification and wider decarbonisation, including on lines such as: Hastings–Ashford, the Oxted Line, North Downs Line, Redhill–Tonbridge Line, Wessex Main Line, Marshlink Line, West of England Line, Berks and Hants Line, and Reading–Basingstoke Line.

3. Behaviour change & demand management

Decarbonisation is not just about new vehicles, it is also about smarter journeys. We support the promotion of sustainable travel options through behaviour change campaigns and better marketing of alternatives.

Digital connectivity also has a key role to play in potentially reducing the need to travel by providing virtual access to work, education and services. In the longer term it is right to explore options for a national road user charging framework that is equitable, practical, and aligned with the shift away from fuel duty.

4. Ferry decarbonisation

Many of the South East's island, estuarial, and coastal communities depend on ferry services but most are still powered by fossil fuels.

We support investment in the transition of ferry operations to low-carbon fuels, including hybrid and electric vessels and cleaner alternatives for inland waterways. Shore-side power supply infrastructure will be key to supporting this shift and minimising emissions in sensitive port environments.

5. Power supply

Decarbonisation across all modes depends on a resilient and low-carbon power supply.

There is a need to plan ahead to ensure that energy demand for EVs, electric rail, and shore-side port operations can be met by clean electricity, delivered where and when it's needed. This requires joined-up thinking between the transport and energy sectors, as well as investment in local grid capacity and smart charging solutions.

Furthermore, some parts of the transport system are already under strain due to local and regional power distribution challenges (e.g. parts of the rail network), and Transport for the South East wishes to see these supplies strengthen to boost resilience.

6. Beyond transport

A zero-carbon transport system cannot exist in a vacuum. It must be embedded within wider decarbonisation efforts across housing, biodiversity, energy, land use, and digital connectivity.

Critically, transport decarbonisation must be integrated with other policy areas, ensuring joined-up outcomes for people, places, and the planet.

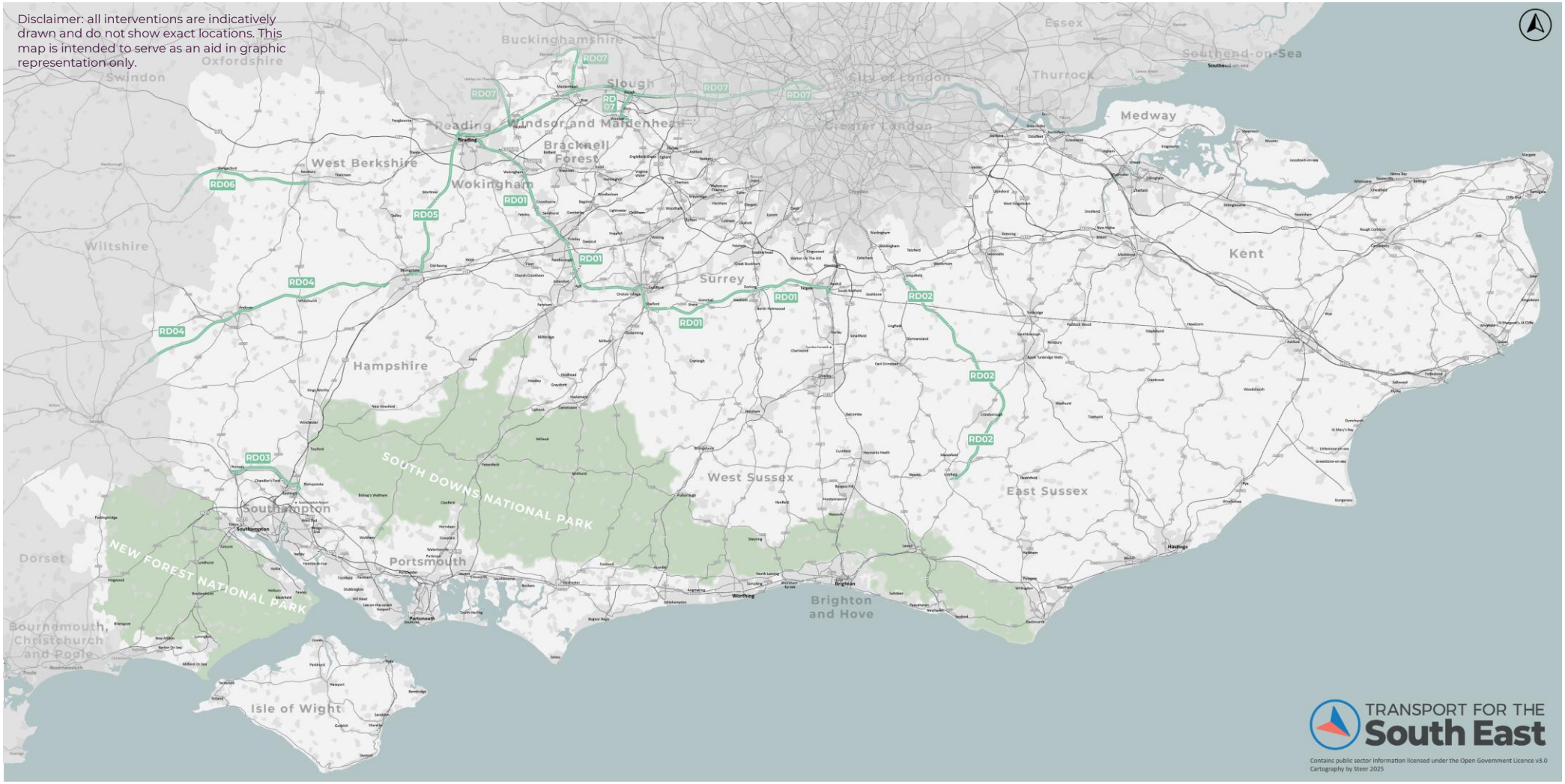
Scheme mapping and lists

The following pages display all interventions grouped under the Decarbonisation Mission.

The first page maps these interventions across the Transport for the South East area (figure 7). An interactive StoryMap is available at this link.

The second lists them in full (table 6), providing detail on their mission theme, implementation timeframe, project stage, key delivery partners, and mission alignment. For a full explanation of this information see pages 20 and 21.

Figure 7: Decarbonisation interventions



An interactive StoryMap is available at this link.

Decarbonisation Mission

Table 6: List of Decarbonisation themes and interventions

Mission theme	Map ref	Intervention	Implementation timeframe	Project stage	Key delivery partners	Mission alignment
Zero and Low Emission Vehicles	LE01	Global Policy Intervention: Fuel Decarbonisation		Ongoing	1, 2, 3, 5, 6, 7, 8	
Railway decarbonisation	RD01	North Downs Line Electrification	Medium-term	SOBC	1, 2, 5, 6, 7, 8	
	RD02	Uckfield Branch Line (Hurst Green - Uckfield) Electrification	Long-term	Paused	1, 2, 5, 6, 7, 8	
	RD03	Eastleigh - Romsey to Salisbury Line Electrification	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	RD04	West of England Main Line (Basingstoke to Salisbury) Electrification	Long-term	Feasibility Study	1, 2, 5, 6, 7, 8	
	RD05	Reading - Basingstoke Enhancements	Long-term	SOBC	1, 2, 5, 6, 7, 8	
	RD06	Newbury – Taunton Electrification	Long-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
	RD07	Thames Valley Branch Line Decarbonisation	Medium-term	Pre-SOBC	1, 2, 5, 6, 7, 8	
Behaviour change & demand management	BC01	Global Policy Intervention: Virtual Access		Ongoing	1, 2, 3, 5, 6, 7, 8	
	BC02	Global Policy Intervention: Road User Charging		Ongoing	1, 3, 5, 6, 8	
Ferry decarbonisation	FD01	Global Policy Intervention: Ferry Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	
Power supply	PS01	Global Policy Intervention: Energy Decarbonisation		Ongoing	1, 2, 3, 4, 5, 6, 7, 8	

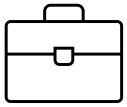
TRANSPORT FOR THE South East

Benefits of investment

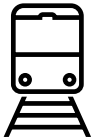
Overview

This chapter present the benefits and costs of delivering the Strategic Investment Plan.

With a total capital cost of £35 billion over 25 years – about £1.5 billion a year – delivery of the interventions in this plan could deliver:

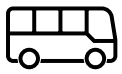


35,000 additional new jobs



260,000 more rail trips each weekday

An additional £6 billion in GVA each year by 2050



More than one million more bus, ferry and mass transit trips each weekday

1.1 mega tonnes less CO_2 equivalents emitted between now and 2050

1.4 million fewer car trips each weekday

Benefits and costs by sub-region

Our appraisal of benefits and costs is presented at a sub-regional 'place based' level. We set out capital costs, outcomes and wider socio-economic and environmental benefits.

Schemes that are located outside of the TfSE area, (e.g. Bakerloo Line Extension), have not been included in the SIP costs. However, the benefits of these schemes will be realised within the TfSE area so they are included in the programme to show TfSE's support and to acknowledge the role they play in delivering the missions.

Each sub-region consists of a coherent place-based geography, aligning to the geographies of emerging or likely Mayoral Strategic Authorities or ceremonial counties. These are:

- **Hampshire and the Solent:** comprising current existing LTAs of Hampshire County Council, Isle of Wight Council, Portsmouth City Council, and Southampton City Council.
- **Sussex and Brighton:** comprising Brighton & Hove City Council, East Sussex County Council and West Sussex County Council.
- **Kent and Medway:** comprising Kent County Council and Medway Council.
- **Surrey:** comprising Surrey County Council only, until April 2027 when the new unitary authorities of East and West Surrey become operational.
- **Berkshire:** comprising current existing LTAs of Bracknell Forest Council, Reading Borough Council, Royal Borough of Windsor and Maidenhead, Slough Borough Council, West Berkshire Council, and Wokingham Council.

Methodology

The benefits of the Strategic Invesment Plan programme of interventions have been estimated using Transport for the South East's South East Economy and Land Use Model (SEELUM). This is a transport and land use model that simulates the interaction of transport, people, employers, and land use over periods of time. It provides estimates at a sub-regional level using different approaches and calculations to local models at a scheme level.

SEELUM produces detailed reports on:

- changes in number of households, population and the workforce
- changes in employment (jobs filled) and unemployment rates
- changes on 'tailpipe' CO_2 equivalent emissions from transport
- changes to travel patterns, volumes and mode shares
- time-savings benefits for appraisal and impacts on productivity

To model the impacts of interventions in each sub-region in SEELUM, adjustments are made to:

- Generalised Journey Times (GJTs): (a weighted measure of travel, waiting and transfer / interchange times)
- characteristics of links on the road and railway network (notably capacity).

To model the policy interventions, we have adjusted GJTs between locations by mode. For example, to model a potential reduction in public transport fares, we reduced the GJTs for bus services across the South East.

Interventions were modelled in SEELUM from a base year of 2023 and run for 27 years to 2050. The results are presented as a comparison to a "business as usual" scenario, aligned with population and employment growth and distribution assumptions from Department from Transport's National Trip End Model.

More detail is provided in the SEELUM2 Modelling Report which can be provided on request.

Methodology

Capital cost estimates have been prepared to a level of detail commensurate with the maturity of the design of the packages of interventions. These are early stage cost estimates and verified estimates will be built up as each scheme is further developed.

Items and quantities have been priced using historic project data and industry standard published data, with adjustments made to capture the influence that quantity, access, time constraints, site location and conditions will have on labour, plant and materials input costs.

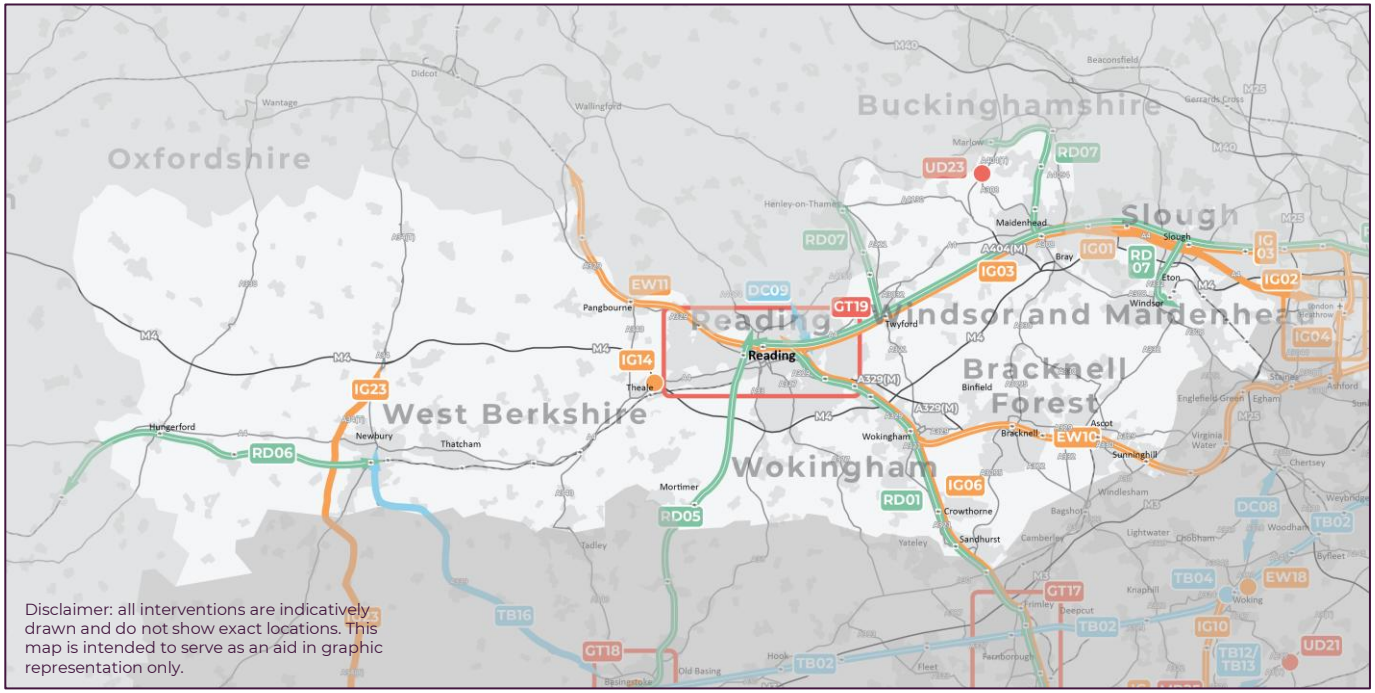
A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors' preliminaries, overhead and profit, temporary works, traffic management, professional fees and development costs where required. To reflect the maturity of the design a risk allowance has been applied.

Highways maintenance and renewals expenditure assumptions have been extrapolated from National Highways capital expenditure on maintenance and renewals in the South-East region between 2015 and 2023.

Rail maintenance and renewals expenditure assumptions have been extrapolated from Network Rail capital expenditure on renewals and enhancements in the Southern area between 2019 and 2024.

Benefits and costs – Berkshire

Figure 8: Map of Strategic Investment Plan interventions in Berkshire



Strategic Investment Priorities

- Sustainable connectivity to Heathrow Airport, including delivery of western rail access to Heathrow Airport.
- Major enhancement for North Downs and Reading to Waterloo Lines to improve rail connectivity to Gatwick Airport and to London.
- Delivery of a comprehensive mass transit network for Reading and surrounding area to support major housing and commercial development.
- Multi-modal scheme package to improve connectivity between the M3 and M4 corridors and resilience of the M25 South West Quadrant.
- Electrify the Reading to Basingstoke Line for sustainable logistics and passenger travel.

Table 7: Benefits and cost of Strategic Investment Plan for Berkshire

Benefits and costs	Change
Daily car trips	**-155k**
Daily active travel trips	**+10k**
Daily bus, ferry and mass transit trips	**+135k**
Daily rail trips	**+15k**
Additional full time-equivalent jobs filled by 2050	**+5k**
Gross Value Added (GVA) per annum in 2050	**+£300m**
Change in emissions in 2050 (tonnes CO_2e)	**-85k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£5bn**

All figures are rounded to nearest:
- 5,000 weekday trips.
- 5,000 new jobs
- £50 million for GVA.
- 5,000 tonnes CO_2e.
- £1 billion for construction investment costs.

These are applicable for all subsequent tables.

An interactive StoryMap is available at this link.

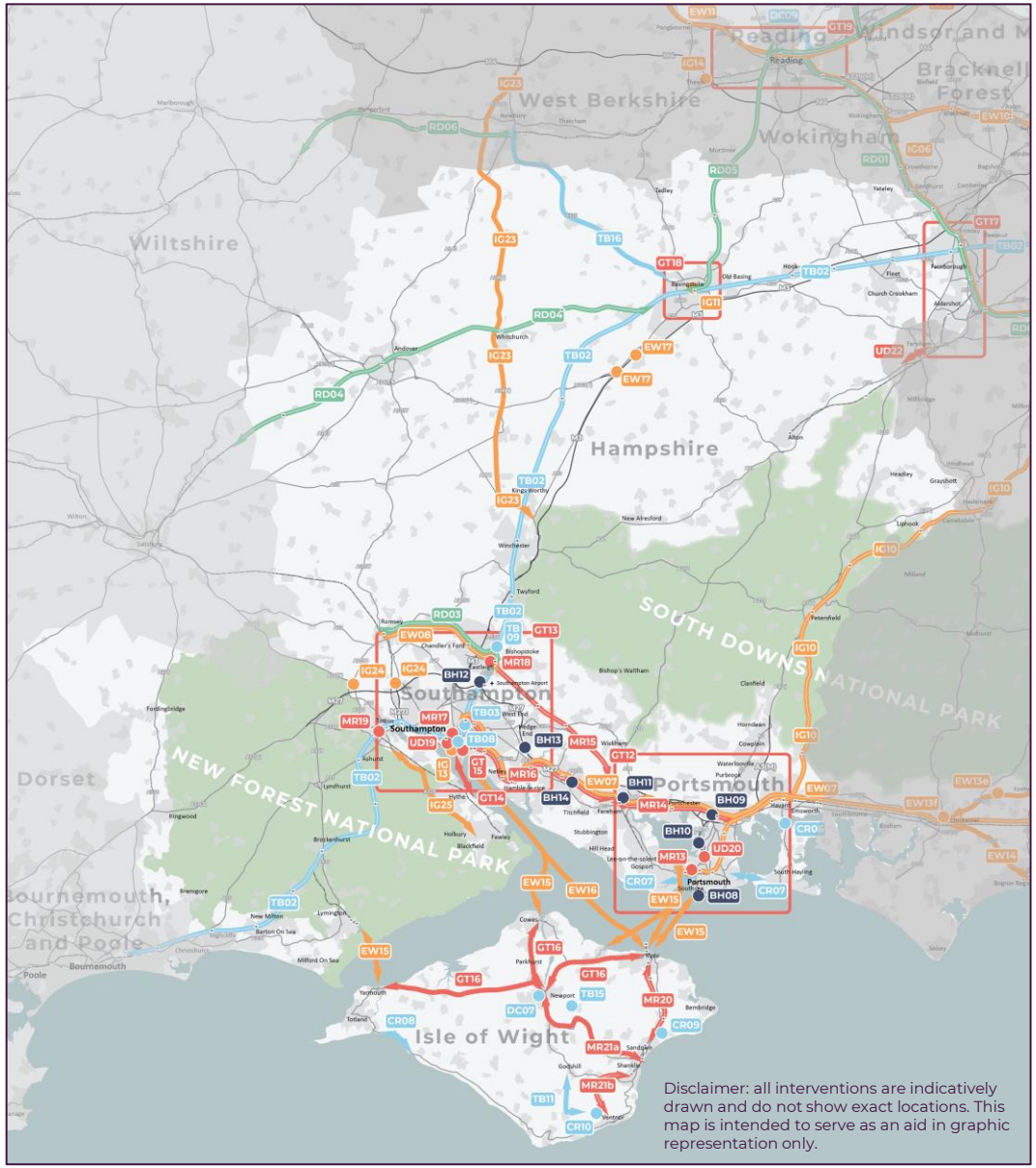
Benefits and costs – Berkshire

Table 8: Strategic Investment Plan interventions in Berkshire

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW10** Reading to Waterloo Service Enhancements	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB16** A339 Newbury - Basingstoke Safety Enhancements	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **IG01** A4 Reading - Maidenhead - Slough - Heathrow Airport Mass Rapid Transit	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **DC09** New Thames Crossing East of Reading	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **IG03** Western Rail Link to Heathrow	• **GT19** Reading Mass Rapid Transit		• **FD01** Global Policy Intervention: Ferry Decarbonisation	
• **IG06** North Downs Line - Service Level and Capacity Enhancements	• **UD23** A404 Bisham Junction (pipeline)		• **PS01** Global Policy Intervention: Energy Decarbonisation	
• **IG17** Theale Strategic Rail Freight Terminal			• **RD01** North Downs Line Electrification	
• **IG23** A34 Junction and Safety Enhancements			• **RD05** Reading - Basingstoke Enhancements	
			• **RD06** Newbury – Taunton Electrification	
			• **RD07** Thames Valley Branch Line Decarbonisation	

Benefits and costs – Hampshire and the Solent

Figure 9: Map of Strategic Investment Plan interventions in Hampshire and the Solent



An interactive StoryMap is available at this link.

Strategic Investment Priorities

- Deliver mass transit solutions for Southampton and surrounding area and South East Hampshire, including Portsmouth, providing improved access to key destinations and supporting sustainable growth.
- Improve rail freight connectivity to and from the Port of Southampton and improved passenger connectivity across the Solent Freeport area, including Southampton Airport and Portsmouth Port.
- Support more affordable bus, ferry and mass transit services with longer operating hours in the sub-region.
- Deliver a network of mobility hubs along the M27 corridor to better integrate road, rail, bus and micro-mobility to reduce congestion and support sustainable housing and commercial development.
- Improve the connectivity and resilience of the Isle of Wight's transport network to improve access to employment opportunities and key services, and support sustainable growth.

Table 9: Benefits and cost of Strategic Investment Plan for Hampshire and the Solent

Benefits and costs	Change
Daily car trips	**-380k**
Daily active travel trips	**+10k**
Daily bus, ferry and mass transit trips	**+290k**
Daily rail trips	**+95k**
Additional full time-equivalent jobs filled by 2050	**+15k**
Gross Value Added (GVA) per annum in 2050	**+£2.3bn**
Change in emissions in 2050 (tonnes CO_2e)	**-350k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£10bn**

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW07** West Coastway Faster Services	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB02** South West Main Line Digital Signalling	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW08** West of England Service Enhancements	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB03** South West Main Line Mount Pleasant Level Crossing Removal	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW11** Cross Country Service Enhancements	• **MR13** Portsmouth Station Platforms	• **TB04** South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH08** Southsea Transport Hub
• **EW15** Isle of Wight Ferry Service Enhancements	• **MR14** Fareham Loop / Platform	• **TB08** Northam Rail Bridge Replacement and Enhancement (MRN)	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH09** Cosham Station Mobility Hub
• **EW16** New Summer Route - Ryde to Southampton	• **MR15** Botley Line Double Tracking	• **TB11** Highway Widening between Ventnor and Godshill via Whitwell	• **RD03** Eastleigh - Romsey to Salisbury Line Electrification	• **BH10** Tipner Transport Hub (M275 Junction 1)
• **IG10** Portsmouth Direct Line - Line Speed Enhancements	• **MR16** Netley Line Signalling and Rail Service Enhancements	• **TB15** New Gyratory at Down End, Newport	• **RD04** West of England Main Line (Basingstoke to Salisbury) Electrification	• **BH11** Fareham Station Mobility Hub
• **IG11** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	• **MR17** Southampton Central Station Upgrades	• **TB16** A339 Newbury - Basingstoke Safety Enhancements	• **RD05** Reading - Basingstoke Enhancements	• **BH12** M27 Junction 5 / Southampton Airport Strategic Mobility Hub

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG13** Better Rail Access to Port of Southampton	• **MR18** Eastleigh Station Platform Flexibility	• **DC07** Newport Junction Improvements - Further Phase		• **BH13** M27 Junction 7/8 Strategic Mobility Hub
• **IG23** A34 Junction and Safety Enhancements	• **MR19** South West Main Line - Totton Level Crossing Removal	• **CR06** Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries		• **BH14** M27 Junction 9 Strategic Mobility Hub
• **IG24** Southampton Access (M27 Junction 2 and Junction 3)	• **MR20** Isle of Wight Railway Service Enhancements	• **CR08** Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay		
• **IG25** A326 Capacity Enhancements	• **MR21a** Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport)	• **CR09** Raising the height of Morton Road (A3055) Brading		
• **IT01** Isle of Wight Ferries Operating Hours and Frequency Enhancements	• **MR21b** Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor)	• **CR10** Major Bridging Scheme of the Graben, Ventnor		
• **EW17** M3 Junction 7 and 8 improvements	• **GT12** South East Hampshire Rapid Transit Future Phases	• **CR06** Langstone Bridge repairs		
	• **GT13** Southampton Mass Transit	• **TB09** Bishopstoke Road Railway Bridges		
	• **GT14** Solent Ferry Services			
	• **GT15** Southampton City Centre Placemaking			

Table 10: Strategic Investment Plan interventions in Hampshire and the Solent (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	• **GT16** Isle of Wight Mass Transit System			
	• **GT17** Blackwater Valley Mass Rapid Transit			
	• **GT18** Basingstoke Mass Rapid Transit			
	• **UD19** West Quay Realignment			
	• **UD20** Portsmouth City Centre Road			

Benefits and costs – Kent and Medway

Figure 10: Map of Strategic Investment Plan interventions in Kent and Medway

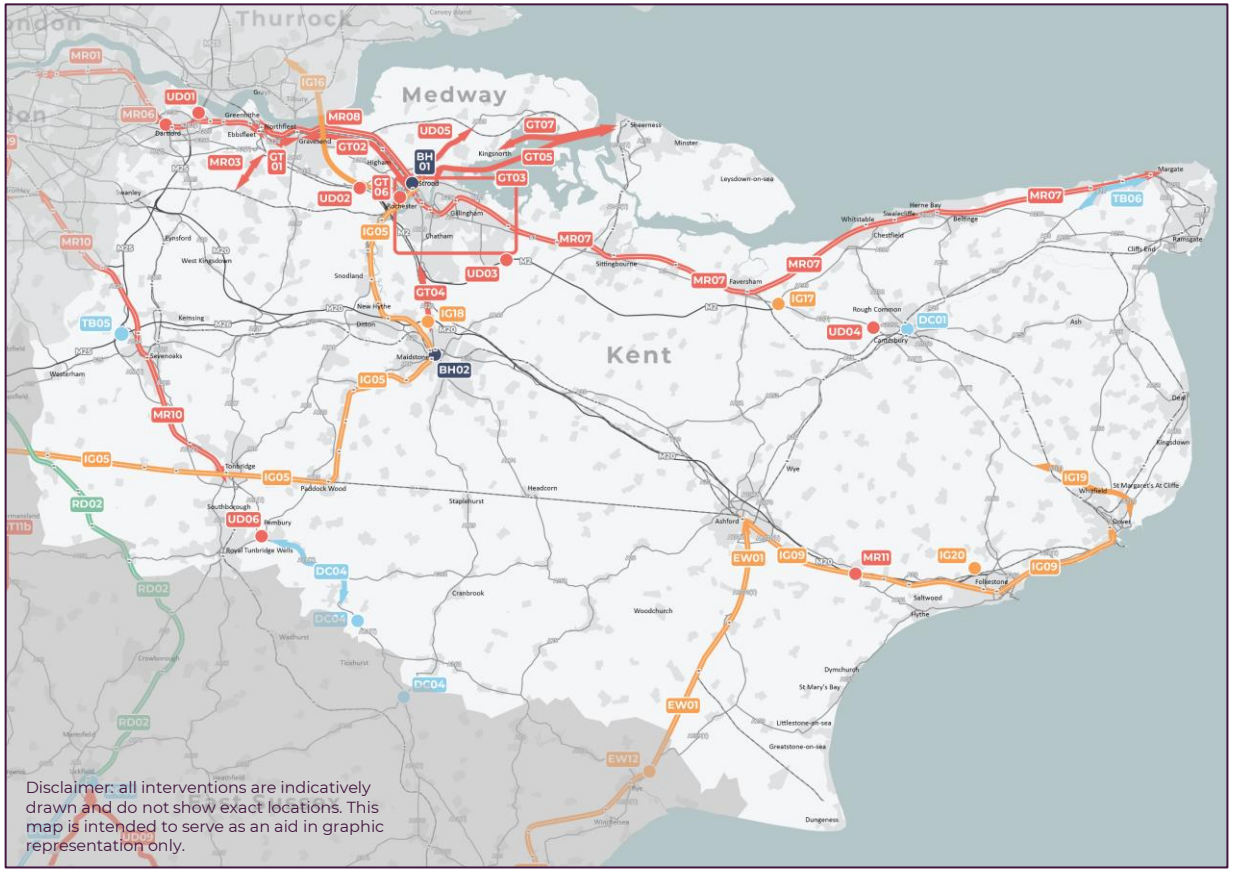


Table 11: Benefits and cost of Strategic Investment Plan for Kent and Medway

Benefits and costs	Change
Daily car trips	-280k
Daily active travel trips	+40k
Daily bus, ferry and mass transit trips	+195k
Daily rail trips	+45k
Additional full time-equivalent jobs filled by 2050	+5k
Gross Value Added (GVA) per annum in 2050	+£400m
Change in emissions in 2050 (tonnes CO_2e)	-150k
Construction investment (capital mid-cost estimate in 2025 prices)	£10bn

Strategic Investment Priorities

- Integrate the Lower Thames Crossing with the Strategic/Major Road Network to increase capacity and resilience between Channel Ports and the UK.
- Direct rail services to Mainland Europe from Kent's international stations, and additional rail services to Gatwick Airport supported by new infrastructure.
- Better connect North Kent and Medway with London by rail to open up sites for housing and commercial development.
- Deliver an integrated mass transit system for Medway and the surrounding area that builds on the success of neighbouring Fastrack to support sustainable growth.
- Tackle bottlenecks on the highway network to increase transport resilience and unlock growth.

An interactive StoryMap is available at this link.

Table 12: Strategic Investment Plan interventions in Kent and Medway (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **IG05** Gatwick - Kent Service Enhancements	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB05** M25 Junction 5 Enhancements	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **IG09** High Speed 1 - Dollands Moor Connection	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB06** A28 North Thanet Link (MRN)	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **IG15** Rail Freight Gauge Clearance Enhancements	• **MR01** Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	• **DC01** Canterbury Rail Chord	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH01** Strood Rail Interchange Upgrade
• **IG16** Lower Thames Crossing	• **MR03** High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	• **DC04** A21 Kippings Cross - Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH02** Integrated Maidstone Stations
• **IG17** A2 Brenley Corner Enhancements	• **MR06** Dartford Station Remodelling/Relocation			
IG18 A229 Blue Bell Hill Improvement Scheme	• **MR07** North Kent Line / Chatham Main Line - Line Speed Enhancements			

Table 12: Strategic Investment Plan interventions in Kent and Medway (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG19** A2 Dover Access	• **MR08** North Kent Line Service Enhancements			
• **IG20** Increasing Rail Freight for International Goods Movements	• **MR10** South Eastern Main Line Chislehurst - Tonbridge Capacity Enhancements			
	• **MR11** Otterpool Park/Westenhanger Station Additional Platform			
	• **GT01** Fastrack Expansion - Northfleet to Gravesend			
	• **GT02** Gravesend to Medway Bus Priority Corridor			
	• **GT03** Medway Mass Transit			
	• **GT04** Medway - Maidstone Bus Priority			
	• **GT05** Medway Passenger Ferry Infrastructure & Services			
	• **GT06** Strood Riverside Multimodal Hub			
	• **GT07** Queensborough Passenger Ferry Infrastructure & Services			

Table 12: Strategic Investment Plan interventions in Kent and Medway (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
	• **UD01** M25 Junction 1a Enhancements			
	• **UD02** M2 Junction 1 Enhancements			
	• **UD03** M2 Junction 4 Enhancements			
	• **UD04** A2 Canterbury Junctions Enhancements			
	• **UD05** A228 Hoo Peninsula Enhancements			
	• **UD06** A228-A264 corridor between Medway Valley and Tunbridge Wells			

Benefits and costs – Surrey

Figure 11: Map of Strategic Investment Plan interventions in Surrey

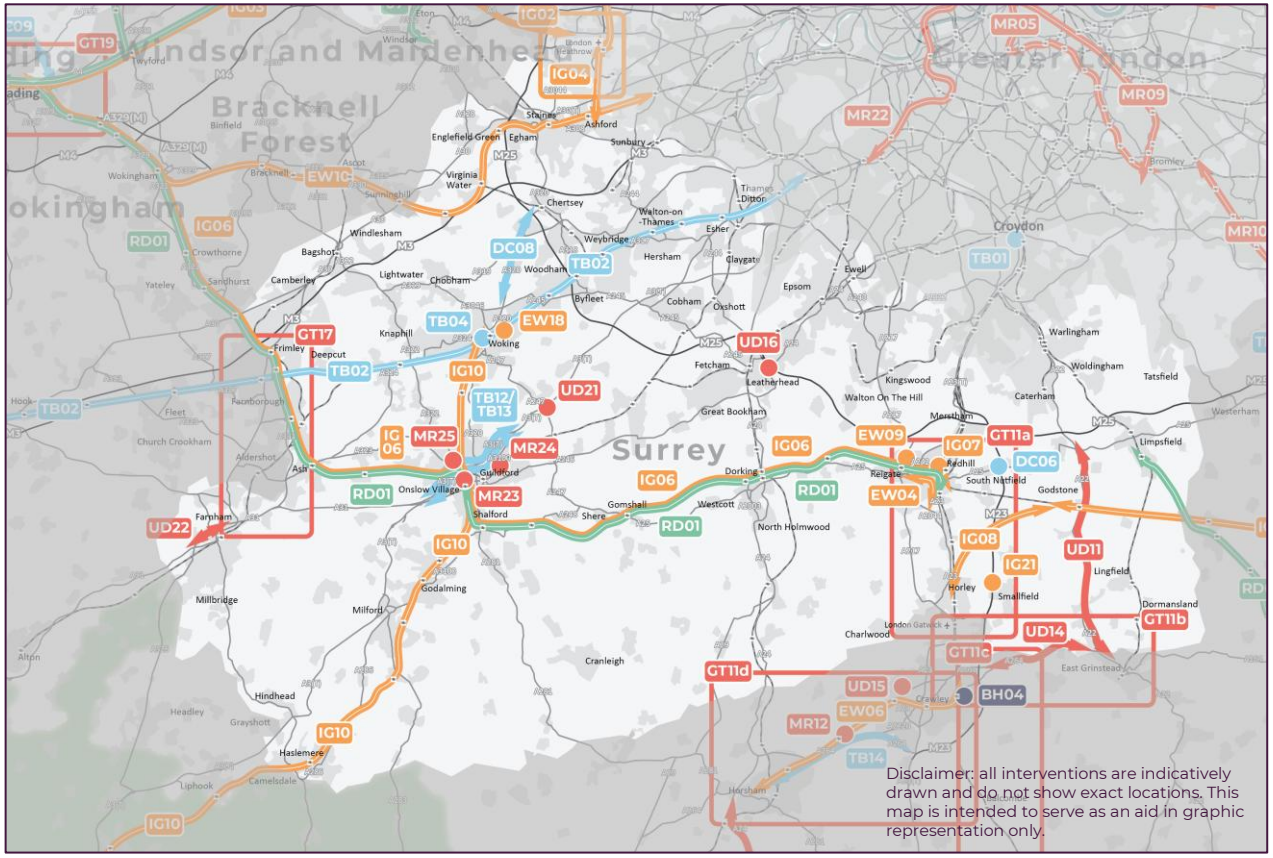


Table 13: Benefits and cost of Strategic Investment Plan for Surrey

Benefits and costs	Change
Daily car trips	-215k
Daily active travel trips	+20k
Daily bus, ferry and mass transit trips	+155k
Daily rail trips	+50k
Additional full time-equivalent jobs filled by 2050	+5k
Gross Value Added (GVA) per annum in 2050	+£750m
Change in emissions in 2050 (tonnes CO_2e)	-105k
Construction investment (capital mid-cost estimate in 2025 prices)	£5bn

An interactive StoryMap is available at this link.

Strategic Investment Priorities

- Improve public transport connectivity to and from Heathrow Airport by bus and a southern rail link, also enabling through-services from London to Surrey and North Hampshire.
- Enhance interurban connectivity, integration and reliability on radial rail routes to and from London - the South West Main Line (including Woking Victorian Arches), the Waterloo-Reading Line (including improved integration with the Ascot-Ash Vale Line).
- Enhance strategic, orbital, inter-urban rail connectivity on the North Downs Line, including enhanced services to and from Gatwick Airport.
- Deliver a long-term solution for the A3 in Guildford to improve highway network resilience and support sustainable growth locally.
- Deliver a comprehensive mass transit network for the Blackwater Valley to support major housing and commercial development.

Benefits and costs – Surrey

Table 14: Strategic Investment Plan interventions in Surrey (1 of 2)

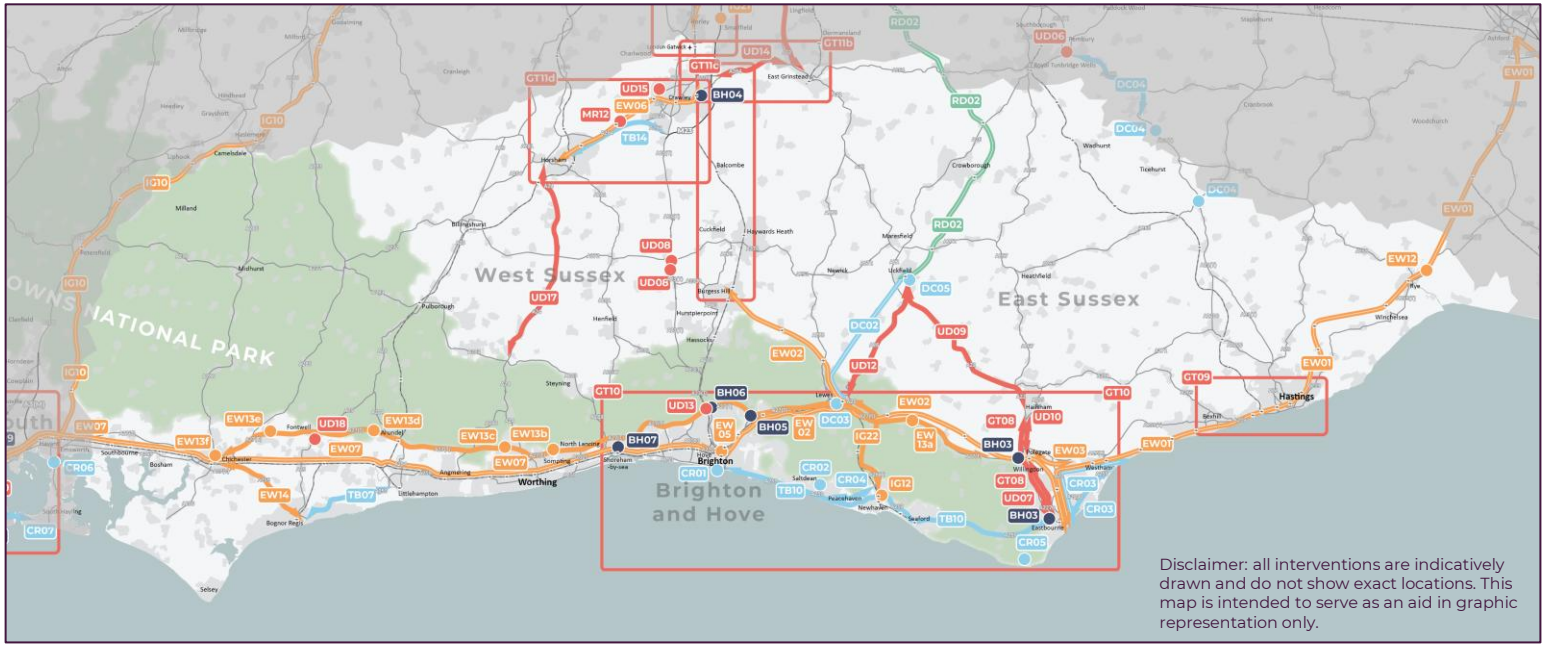
Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW04** Brighton Main Line - Reinstate Cross Country Services	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB02** South West Main Line Digital Signalling	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW09** Reigate Station Upgrade	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB04** South West Main Line / Portsmouth Direct Line Woking Area Capacity Enhancements	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW10** Reading to Waterloo Service Enhancements	• **MR12** New Station to the North East of Horsham	• **TB12** A3 Guildford Local Traffic Segregation	• **FD01** Global Policy Intervention: Ferry Decarbonisation	
• **EW11** Cross Country Service Enhancements	• **MR23** Guildford Station Upgrade	• **TB13** A3 Guildford Long Term Solution	• **PS01** Global Policy Intervention: Energy Decarbonisation	
• **IG02** Heathrow Bus Rapid Transit	• **MR24** New Station Guildford East (Merrow)	• **DC06** M23 Junction 8a New Junction and Redhill Link Road	• **RD01** North Downs Line Electrification	
• **IG04** Southern Rail Link to Heathrow	• **MR25** New Station Guildford West (Park Barn)	• **DC08** A320 North Corridor (MRN & HIF)	• **RD02** Uckfield Branch Line (Hurst Green - Uckfield) Electrification	
• **IG05** Gatwick - Kent Service Enhancements	• **GT11a** Fastway Extension (Crawley - Redhill)			
• **IG06** North Downs Line - Service Level and Capacity Enhancements	• **GT11b** Fastway Extension (Crawley - East Grinstead)			

Table 14: Strategic Investment Plan interventions in Surrey (2 of 2)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG07** Redhill Station Upgrade	• **GT11c** Fastway Extension (Haywards Heath - Burgess Hill)			
• **IG08** Redhill Aerodrome Chord	• **GT11d** Fastway Extension (Crawley - Horsham)			
• **IG10** Portsmouth Direct Line - Line Speed Enhancements	• **GT17** Blackwater Valley Mass Rapid Transit			
• **IG11** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	• **UD11** A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements			
• **EW17** Woking Station and Capacity Upgrades	• **UD16** A24/A243 Knoll Roundabout and M25 J9A (MRN pipeline)			
• **EW18** Woking Station and Capacity Upgrades	• **UD17** A24 Horsham - Dorking Improvements			
	• **UD21** A3/A247 Ripley South (pipeline)			
	• **UD22** A31 Farnham Corridor			

Benefits and costs – Sussex and Brighton

Figure 12: Map of Strategic Investment Plan interventions in Sussex and Brighton



Strategic Investment Priorities

- Whole-corridor solutions for major orbital rail (West Coastway, East Coastway and Marsh Link) and road corridors (A27, A259 and the southern end of A26) to improve strategic connectivity including to international gateways and major conurbations, as well as attracting and opening up development.
- Deliver Brighton and East Sussex Mass Transit to support sustainable growth and address pockets of transport related social exclusion.
- Improve the resilience of the Brighton Main Line and work together to build parallel corridors. This will enhance capacity to open-up new developments.
- Fastway expansion to support sustainable growth and improve inter-urban local connectivity, including to and from Gatwick Airport.
- Targeted improvements along the A21 and the area's north-south Major Road Network to address resilience bottlenecks, safety hotspots, and to open sites for sustainable development.

Table 15: Benefits and cost of Strategic Investment Plan for Sussex and Brighton

Benefits and costs	Change
Daily car trips	**-315k**
Daily active travel trips	**+25k**
Daily bus, ferry and mass transit trips	**+240k**
Daily rail trips	**+60k**
Additional full time-equivalent jobs filled by 2050	**+20k**
Gross Value Added (GVA) per annum in 2050	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	**£5bn**

An interactive StoryMap is available at this link.

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (1 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG26** Global Policy Intervention: South East Lorry Parks	• **AT01** Global Policy Intervention: Active Travel	• **SM01** Global Policy Interventions: Sustainable Maintenance and Renewal	• **LE01** Global Policy Intervention: Fuel Decarbonisation	• **BH15** Global Policy Intervention: Transport Integration
• **EW01** High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	• **AT02** Global Policy Intervention: Shared Micro Mobility	• **TB07** A259 Bognor Regis to Littlehampton Enhancement (MRN)	• **BC01** Global Policy Intervention: Virtual Access	• **IN01** Global Policy Intervention: Local Bus Enhancements
• **EW02** East Coastway Line - Faster Services	• **IP01** Global Policy Intervention: Transport and Land Use Planning Integration	• **TB09** A259 South Coast Road Corridor Eastbourne - Brighton (MRN & BSIP)	• **BC02** Global Policy Intervention: Road User Charging	• **FT01** Global Policy Intervention: Public Transport Fares
• **EW03** Willingdon Rail Chord	• **GT08** Eastbourne/Wealden Mass Rapid Transit	• **TB14** A264 Horsham - Pease Pottage Carriageway Enhancements	• **FD01** Global Policy Intervention: Ferry Decarbonisation	• **BH03** Eastbourne/Polegate Strategic Mobility Hub
• **EW04** Brighton Main Line - Reinstate Cross Country Services	• **GT09** Hastings/Bexhill Mass Rapid Transit	• **DC02** Uckfield - Lewes Wealden Line Reopening (Traction and Capacity Enhancements)	• **PS01** Global Policy Intervention: Energy Decarbonisation	• **BH04** Three Bridges Strategic Mobility Hub
• **EW05** Brighton Station Additional Platform	• **GT10** Sussex Coast Mass Rapid Transit	• **DC03** Uckfield - Lewes Wealden Line Reopening (Reconfiguration at Lewes)	• **RD02** Uckfield Branch Line (Hurst Green - Uckfield) Electrification	• **BH05** Falmer Strategic Mobility Hub
• **EW06** Arun Valley Line - Faster Services	• **GT11a** Fastway Extension (Crawley - Redhill)	• **DC05** A22 Uckfield Bypass Enhancements		• **BH06** A27/A23 Patcham Interchange Strategic Mobility Hub
• **EW07** West Coastway Faster Services	• **GT11b** Fastway Extension (Crawley - East Grinstead)	• **CR01** A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)		• **BH07** Shoreham Strategic Mobility Hub

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (2 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **EW12** A259 Level Crossing Removals	• **GT11c** Fastway Extension (Haywards Heath - Burgess Hill)	• **CR02** A259 (East Saltdean) Resilience Scheme		
• **EW13a** A27 Lewes - Polegate	• **GT11d** Fastway Extension (Crawley - Horsham)	• **CR03** Eastbourne - Pevensey Bay A259 Resilience Scheme (Road & Rail)		
• **EW13b** A27 Worthing and Lancing Improvement	• **UD07** A2270/A2101 Corridor Movement and Access Package (MRN pipeline)	• **CR04** Rushey Hill (between Peacehaven/Newhaven) Resilience Scheme		
• **EW13c** A27 Worthing (Long Term Solution)	• **UD08** A23 Hickstead and Bolney Junction Enhancements	• **CR05** Beachy Head (Birling Gap)		
• **EW13d** A27 Arundel Enhancements	• **UD09** A22 Corridor Package (MRN)			
• **EW13e** A27 Tangmere Enhancements	• **UD10** A22 Corridor - Hailsham to Uckfield (MRN pipeline)			
• **EW13f** A27 Chichester Improvements	• **UD11** A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements			
• **EW14** A259 Chichester - Bognor Regis Enhancement (MRN pipeline)	• **UD12** A26 Lewes - Uckfield Enhancements			

Table 16: Strategic Investment Plan interventions in Sussex and Brighton (3 of 3)

Strategic Connectivity	Sustainable Growth	Resilience	Decarbonisation	Inclusion and Integration
• **IG05** Gatwick - Kent Service Enhancements	• **UD13** Brighton & Hove A27 Junction Improvements			
• **IG12** Newhaven Port Capacity and Rail Freight Interchange Upgrades	• **UD14** A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure			
• **IG21** M23 Junction 9 Enhancements - Gatwick	• **UD15** Crawley Western Link Road and Active Travel Infrastructure			
• **IG22** A26 Lewes - Newhaven Realignment and Junction Enhancements	• **UD18** A29 Realignment including combined Cycleway and Footway			

Regional benefits and costs

The table below brings together benefits and costs for each of the sub-regions as well as the total benefits and costs of the Strategic Investment Plan presented as a comparison to a "business as usual" scenario.

Table 17: Sub regional benefits and costs (2025 prices)

Sub-regions	Strategic Investment Plan	Berkshire	Hampshire and Solent	Kent and Medway	Surrey	Sussex & Brighton
Daily car trips	**-1,345k**	**-155k**	**-380k**	**-280k**	**-215k**	**-315k**
Daily active travel trips	**+105k**	**+10k**	**+10k**	**+40k**	**+20k**	**+25k**
Daily bus, ferry and mass transit trips	**+1,015k**	**+135k**	**+290k**	**+195k**	**+155k**	**+240k**
Daily rail trips	**+265k**	**+15k**	**+95k**	**+45k**	**+50k**	**+60k**
Additional full time-equivalent jobs filled by 2050	**+45k***	**+5k**	**+15k**	**+5k**	**+5k**	**+20k**
Gross Value Added (GVA) per annum in 2050**	**+£5.8bn**	**+£300m**	**+£2.35bn**	**+£400m**	**+£750m**	**+£2.05bn**
Change in emissions in 2050 (tonnes CO_2e)	**-905k**	**-85k**	**-350k**	**-150k**	**-105k**	**-215k**
Construction investment (capital mid-cost estimate in 2025 prices)	£35bn	£5bn	£10bn	£10bn	£5bn	£5bn

* Figures rounded to nearest: £5 billion for construction costs; £50 million for GVA; 5,000 new jobs; 5,000 tonnes CO_2e; and 5,000 weekday trips
** Total does not equal sum of the sub regions because of rounding

TRANSPORT FOR THE South East

Funding and financing

Overview

We know that our Strategic Investment Plan, which is both ambitious and capital intensive, needs to be underpinned by a pragmatic consideration of how it will be funded.

In common with other comparable infrastructure programmes, the Strategic Investment Plan's principal challenge will relate to funding. Addressing this will involve both making efficient use of government funds and identifying new and innovative approaches.

The benefits that would be generated through delivery of the Strategic Investment Plan suggest that there is a strong case for seeking a fair and proportionate contribution from the full spectrum of beneficiary groups.

This requires new and innovative tools that seek to monetise a share of the specific value that projects deliver for beneficiaries and can supplement or (eventually) replace traditional central government grant and local farebox for certain types of interventions.

However, we recognise that, if they are to have maximum impact, novel approaches may require either broader (e.g. nation-wide) reform or a degree of devolution of funding powers beyond that which the South East currently enjoys.

That being said, funding allocations for interventions within this Strategic Investment Plan will generally continue to be provided to delivery authorities (such as Network Rail, National Highways and LTAs) from consolidated government budgets that are themselves funded in the main part by general taxation and user revenues. There are additional grant programmes for other forms of transport such as mass transit, cycling and active travel, either in their own right or as part of broader funding competitions.

The continued existence of centralised funding for most types of interventions suggests that many of the programmes within the Strategic Investment Plan will continue to be funded, at least in part, from central sources, especially given the very strong case for investment in our region.

Strategic Investment Plan funding requirement in context

The future quantum of government funding that will be allocated to transport infrastructure (beyond current spending plans) is unknown.

Figure 13 compares phased costs of Strategic Investment Plan interventions with two illustrative future funding scenarios to demonstrate the ambition and deliverability of our plan.

- The first takes the National Infrastructure Commission recommendation[1], assuming 80% of the 1.3% of GDP spent nationally on infrastructure earmarked for transport and allocated to Transport for the South East on a per capita basis.
- The second assumes that existing Transport for the South East per capita transport expenditure is uplifted to the UK average.

In both scenarios, the funding requirements of the Strategic Investment Plan (including maintenance, renewals and other capital costs) could theoretically be met without private funding or financing. The second funding scenario has significantly more headroom.

Figure 13 also provides an estimation of outturn transport capital expenditure in the most recent five year block (2020-24). This data is for the former Government Office Region of the South East so is inflated by expenditure out of the TfSE area (e.g. East West Rail). However, it does show of level of investment required in the first five year block of the SIP (2025-2029) does not represent an unrealistic increase.

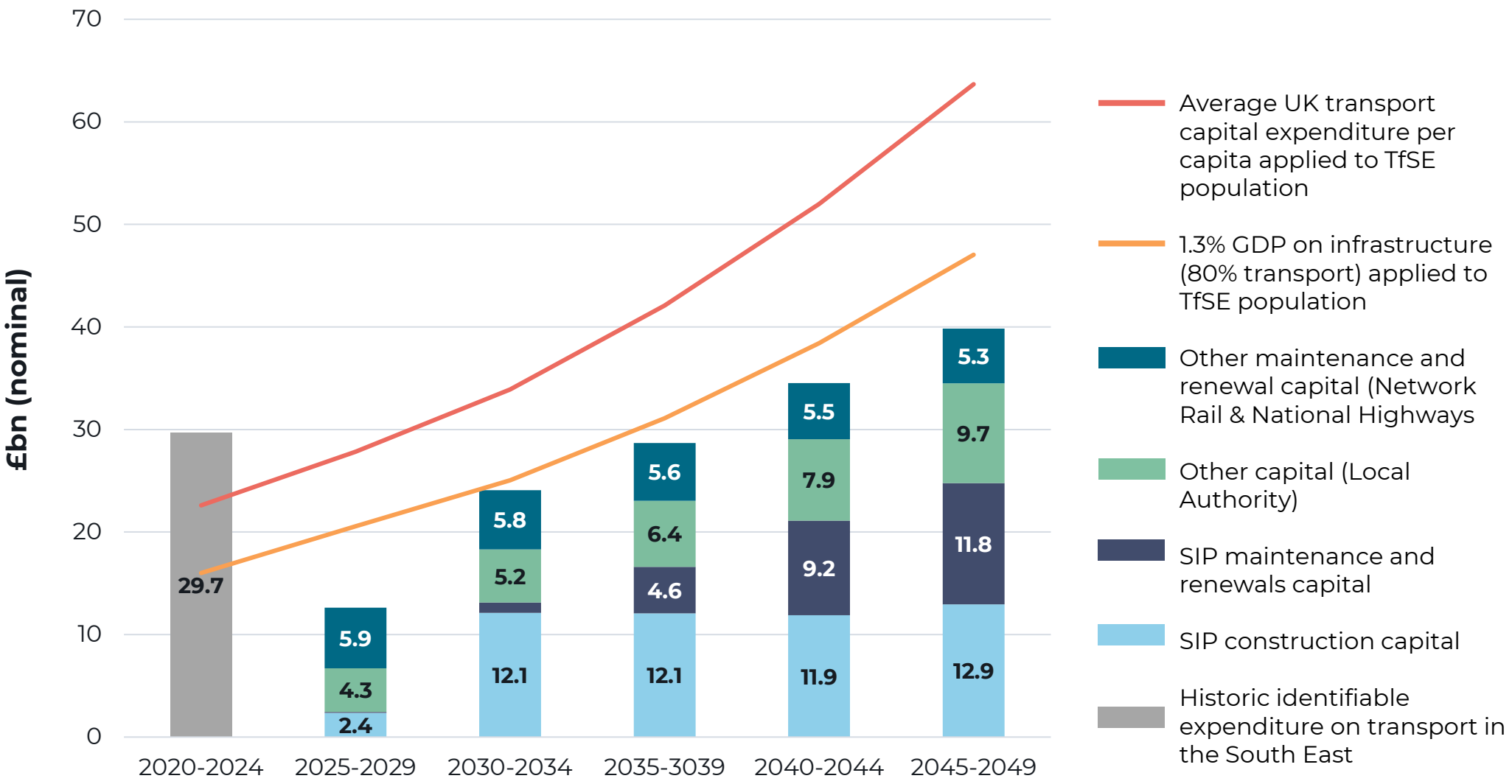
When forecasting Strategic Investment Plan costs, a number of assumptions were made to ensure a smooth spending profile until 2050:

- Any rail, SRN, or unprogrammed MRN schemes were moved back 5 years, excepting schemes under construction, starting after 2045 or airport access.
- MRT schemes over half a billion were programmed from 2035-2040. MRT schemes over 100 million are programmed from 2030-2035.
- Airport rail access schemes were programmed from 2030-2040.

1. In Autumn 2023, the National Infrastructure Commission published its second National Infrastructure Assessment. The assessment contained a recommendation for 1.3% of GDP to be spent on infrastructure for the 15-year period from 2025 to 2039 with 80% earmarked for transport.

Strategic Investment Plan funding requirement in context

Figure 13: Profile of investment requirements and 'affordable' funding profile



TRANSPORT FOR THE South East

Delivery

Transport for the South East's Role in Delivering the Strategic Investment Plan

Delivering this Strategic Investment Plan requires a coordinated, strategic approach to planning, prioritisation, and progress monitoring. To achieve this, Transport for the South East has established a clear framework for translating the strategy into actionable interventions and policies.

The Analytical Framework

This underpins the evidence base for all strategic decisions, from decarbonisation and electric vehicles to freight and economic assessments. Comprising data, models and tools, it is both a resource on which delivery partners can draw and also a core component of Transport for the South East'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.

The Prioritisation Framework

Recognising the complexity of delivering schemes through various funding streams, Transport for the South East's Prioritisation Framework provides a structured methodology to rank Strategic Investment Plan schemes against criteria such as strategic fit, deliverability, and impact. This supports Transport for the South East in its role providing advice to government and also ensures resources can be directed in line with any prioritisation criteria.

Support for Delivery Partners

Transport for the South East works closely with partners to provide funding, resources, and technical tools to support scheme development. Key initiatives include:

- *Centre of Excellence*: Building capacity and technical expertise across the region.
- *Scheme Development Support*: Supporting the early stages of scheme development.

Monitoring, Reporting, and Refreshing

Progress is tracked through annual updates to the Delivery Action Plan and reported in Transport for the South East's Annual Report.

The Delivery Action Plan is a detailed route map for achieving the Strategic Investment Plan, especially for schemes prioritised for progress within the next three years. It clarifies responsibilities, resource requirements, and Transport for the South East's role in delivery. The plan is updated annually with partners to align with regional priorities. More detail is provided in the Updating the Strategic Investment Plan section on page 89.

Delivery partners

The delivery of this Strategic Investment Plan will require the collective effort of Transport for the South East and its partners. Transport for the South East'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.

Department for Transport	• Provides funding, sets policies, and makes regulatory changes needed for delivery. • The Department for Transport's support ensures alignment between national transport objectives and the priorities for the South East.
Local Transport Authorities	• Manage local roads, public transport, and active travel (like cycling and walking). • Develop and deliver transport projects, making sure local plans align with national priorities. • As new Mayoral Strategic Authorities are created, they will take on responsibility for local transport in their areas.
Local Planning Authorities	• Ensure new housing, jobs, and transport are planned together. • Develop local plans to help create well-connected, sustainable communities that support Transport for the South East's vision.
National Highways	• Government company that plans, designs, builds, operates and maintains England's motorways and major A roads (SRN), to make journeys safer, smoother and more reliable. • Priorities are safety, customers and delivery.
Network Rail and Great British Railways	• Manage rail infrastructure, operations and stations. • Align rail investment with regional priorities. • Aim to enhance rail connectivity, reliability, and support environmental goals like decarbonisation.
Active Travel England and Walk Wheel Cycle Trust	• Develop and promote walking and cycling infrastructure. • Key stakeholders on the Regional Active Travel Strategic Action Plan. • Integrate active travel into wider transport planning to create healthier, more connected communities.
Transport operators and port and airport owners	• Operates public transport services, ports, and airports. • Plays a key role in delivering better connections and transitioning to zero-emission fleets. • Addresses operational challenges and improves access to international gateway.
Industry bodies and interest groups	• Provides expertise and feedback on transport initiatives. • Helps ensure projects align with economic, social, and environmental objectives. • Supports collaboration and investment in projects that benefit the South East.

Monitoring and evaluation

The Strategic Investment Plan is a long-term plan and its outputs, outcomes and impacts will materialise incrementally through its 24 year time horizon and beyond.

Monitoring and evaluating the development delivery and benefits realisation of the Strategic Investment Plan will be delivered through updates to the Delivery Action Plan and the State of the Region Report.

The Delivery Action Plan is the detailed route map for achieving the Strategic Investment Plan, especially for schemes prioritised for progress within the next three years. It clarifies leadership responsibilities, resource requirements, and Transport for the South East's role in supporting delivery. Updated annually through partner collaboration, this plan remains dynamic and aligned with regional priorities. Progress on the delivery of individual schemes is reported in Transport for the South East's Annual Report.

The State of the Region Report is developed to show how the region is changing across key economic, social and environmental areas linked to transport.

Transport for the South East has committed to publish an updated State of the Region report every two years to demonstrate how the region continues to evolve. This will enable monitoring and evaluation of the Strategic Investment Plan in terms of scheme achievement of intended outputs, outcomes and impacts.

The second and most recent State of the Region report is optimised for assessing Strategic Investment Plan progress. It aligns each indicator to one of the Transport Strategy missions allowing progress monitoring of mission delivery.

We will also repeat our Regional Travel Survey every two years. This will enable us to track changes in travel behaviour over time and provide valuable data for the State of the Region report.

Updating the Strategic Investment Plan

Updates to the Strategic Investment Plan

Transport for the South East recognises the need to maintain the Strategic Investment Plan as a 'live' programme to account for:

- changes in funding and development status of Strategic Investment Plan interventions
- delivery or cancellation of Strategic Investment Plan interventions
- interventions for which the need no longer exists or has been addressed by alternative solutions
- emergence of new interventions for inclusion

These updates will be made annually using the following process:

1. Engagement with all LTAs and delivery partners to identify
    i. changes to existing Strategic Investment Plan interventions
    ii. new interventions for inclusion
2. Changes to existing Strategic Investment Plan interventions will be recorded in the Delivery Action Plan.
3. The three-stage option assessment process (described on page 11) is used for all new proposals firstly to test if the intervention is sufficiently strategic to be included in the Strategic Investment Plan.
4. The multi-criteria assessment framework is used to test mission alignment and performance against strategic, economic and delivery criteria (as all current Strategic Investment Plan interventions have been).
5. Depending on scale of intervention, appropriate quantitative analysis including updated modelling will be conducted to test the impact of new proposals.
6. Where new proposals show sufficient mission alignment and performance against strategic, economic and delivery criteria, they will be included (alongside the change to any existing Strategic Investment Plan interventions) in an updated Strategic Investment Plan, Delivery Action Plan and there will be annual reporting of the changes through the TfSE Annual Report.

Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE

tfse@eastsussex.gov.uk

tfse.org.uk

TRANSPORT FOR THE South East

TRANSPORT FOR THE South East

Integrated Sustainability Appraisal

Strategic Investment Plan

March 2026

Prepared by

Tresor Consulting for

Steer

14-21 Rushworth Street

London SE1 0RB

+44 20 7910 5000

www.steergroup.com

Prepared for

Transport for the South East

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Non-Technical Summary

Transport for the South-East (TfSE) has updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022.

In terms of sustainability policy in England, recent years have 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).

This report sets out a summary of the Integrated Sustainability Appraisal (ISA) for the Transport Strategy, in addition to an updated assessment for the SIP. The ISA aims to identify and mitigate environmental and social impacts at a strategic level.

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.

Both the Strategy and the SIP have 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 for investment. The majority of these were previously assessed as part of work undertaken for the recent Transport Strategy. 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 identified include air quality, greenhouse gases, safety, health, equalities and the economy.

New interventions and measures proposed in the updated SIP do not substantially change previous assessments undertaken. For many of the interventions, a precautionary approach is taken to the assessment. This considers 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 assessment and project-level design. For larger projects, this will involve environmental impact assessment as part of consenting.

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1. Introduction

Transport for the South East (TfSE) is the Sub-national Transport Body for the south east, bringing together 16 local transport authorities, as well as representatives from district and borough councils, protected landscapes, business representatives, National Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise. The TfSE area is shown below.

Figure 1.1 TfSE Area

A map of the Transport for the South East area

TfSE adopted a refreshed Transport Strategy in June 2025 and subsequently updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment.

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) was previously undertaken for the Strategy and has been updated for the SIP. The ISA combines several sustainability appraisal processes, so that environmental and social impacts, including equalities and health, are identified and mitigated as part of strategy development.

This report has two functions

1) Meet the statutory requirements of a 'Post-Adoption Statement' for the Strategic Environmental Assessment of the Strategy. This is undertaken under Regulation

16 of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

2) A non-statutory ISA to update the assessment to reflect the SIP, including any changes since the Strategy.

The ISA draws on a substantial body of work from previous assessments, including Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA)

Note that a separate HRA under the Conservation of Habitats and Species Regulations 2017 (as updated) has also been undertaken for new interventions in the SIP and this is included as Appendix B

The structure of this report

This report comprises

- Background to the updated Strategy and SIP, including changes following consultation and sustainability assessments undertaken to date.
- Overview of the Methodology used for the ISA.
- Summary of the Sustainability Context for the Region, including overview of policy updates which have been detailed in previous reports.
- Results of the previous ISA for the Strategy, as applied to the SIP including assessment of new interventions.
- Monitoring and mitigation for the SIP, updated to reflect assessment results.

2. TfSE Strategic Investment Plan

Background: The TfSE Transport Strategy

TfSE's work is guided by a shared vision for 2050, recently updated in collaboration with stakeholders as part of the 2025 Transport Strategy[1].

The overall TfSE 2050 vision is set out below:

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.

The overarching 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 and better compete in the global marketplace.
- **Social Goal:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environment Goal:** Protect and enhance the South East's unique natural and historic environment.

Underpinning these goals are five key Missions that TfSE will prioritise to achieve its vision. The five Missions are as follows:

- **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 work to maintain 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.

[1] https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

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

An Integrated Sustainability Appraisal[2], including SEA, HRA, EqIA and HIA was undertaken alongside the Strategy and forms the basis for the assessment of the SIP.

Consultation

In the development of the Strategy, TfSE took a co-creation approach including a programme of engagement using a variety of methods with key stakeholders (local transport authorities, National Rail, Highways England, Protected Landscapes and TfSE Transport Forum), expert working groups, socially excluded groups and the general public[3].

A public consultation was also held on the Transport Strategy, including the ISA, between 10 December 2024 and 7 March 2025. The consultation attracted over 1,500 responses. The Strategy was updated following analysis of consultation responses. A summary of 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.

[2] Available at: https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

[3] TfSE, Transport Strategy Refresh: You Said – We Did Report: file:///Users/ursulastevenson/Downloads/Transport-Strategy-Refresh-You-Said-We-Did-1%20(1).pdf

- 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.
- Provide case studies of schemes that demonstrate some form of third party support and/or value capture.

The ISA influenced the development of the Strategy through:

- A review of sustainability policy in England, particularly in the last five years, increased the emphasis in the Strategy on environmental net gain, climate resilience and the need to decarbonise.
- Identification of potential for significant or uncertain effects and introduction of mitigation and monitoring.
- Identification of opportunities for environmental enhancement including nature recovery and blue/ green infrastructure.

The updated Strategy and supporting documents can be found on TfSE's website[4].

Strategic Investment Plan overview

The Strategic Investment Plan provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022, including evidence base and investment priorities.

Stakeholder engagement has played a key part in development of the SIP. Extensive engagement with the region's constituent authorities, infrastructure managers, operators, business forums, and interest groups has also been undertaken to ensure that the SIP reflects regional ambitions and local needs.

Proposed interventions have been assessed for alignment with national policy and TfSE's five strategic missions and transport, socio-economic and environmental outcomes. The SIP prioritises the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

Changes to proposals

While many of the interventions proposed in the 2025 Strategy have been included in the updated SIP, there are some differences. There are a number of new interventions that have been proposed through engagement, including schemes for increased climate resilience.

[4] https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

A number of interventions have also been removed. These include:

- schemes that have since been delivered or cancelled.
- interventions requested to be removed by Local Transport Authority
- rail interventions not supported by Network Rail

For purposes of updating the ISA from the 2025 Strategy, this is based on the following changes:

New interventions
• Crossrail 2 (MR22) • Fareham mobility hub (BH11) • Beachy Head (Birlington Gap) (CR05) • A259 (East Saltdean) resilience scheme (CR02) • Eastbourne-Pevensey Bay A259 resilience scheme (road and rail) (CR03) • Rushey Hill (between Peacehaven/Newhaven) resilience scheme (CR04) • Willington Chord (EW03) • M2 Junction 4 enhancements (UD03) • Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay (CR07) • Major bridging scheme of the Graben, Ventnor (CR09) • Highway widening between Ventnor and Godshill via Whitwell ((TB10) • New gyratory at Down End, Newport (TB14) • Further phase of Newport junction improvements (DC08) • Raising the height of Morton Road (A3055) Brading (CR08) • M2 Junction 1 enhancements (UD02)

Interventions already delivered	Interventions not included
• M20 Junction 3 - Junction 5 Smart Motorway • A21 Safety Enhancements (RIS3 pipeline, brought forward to RP2) • Digital Operations Stack and Brock • A20 Enhancements for Operations Stack & Brock • M3 Junction 9 • A322 and A329(M) Smart Corridor	• New Station - Canterbury Interchange • Ebbsfleet International (Swanscombe Connection) • Hoo Peninsula Passenger Rail Services • North Kent Line / Hundred of Hoo Railway - Rail Chord • High Speed 1 - Link to Medway (Chatham) • M2 Junction 4 - Junction 7 Smart Motorway (SMP) • A24 Dorking Bypass • A23 Carriageway Improvements - Gatwick to Crawley • Brighton Main Line - 100mph Operation • A27 Fontwell Enhancements • Southampton Cruise Terminal Access for Mass Transit • M271 Junction 1 Strategic Mobility Hub • Additional Rail Freight Paths to Southampton • Southampton Central Station Upgrade and Timetabling

	• Southampton Central Station - Woolston Crossing • Southampton Automotive Port Rail Freight Access and Loading Upgrades • Solent new city centre station • Havant and Fratton Rail Freight Hubs • A27 Falmer – Polegate Bus Stop and Layby Improvements • West Worthing Level Crossing Removal • M3 Junction 9 - Junction 14 Smart Motorway (SMP)

In addition, some of the interventions which were included in the original SIP have been aggregated into two of the global policies. These are the following:

- **Active travel** (under Sustainable Growth mission): This global policy comprises all the individual active travel interventions and local cycling and walking improvement plans previously listed individually in the 2022 SIP and 2025 Strategy.
- **Bus enhancements** (under Inclusion & Integration mission): This global policy comprises all the individually listed local bus enhancements in the 2022 SIP and 2025 Strategy.

It is important to note that these remain in the SIP but are assessed as a global policy rather than individual interventions.

3. Methodology

The ISA methodology tends to be driven by the SEA process and other sustainability assessments are incorporated into this. While the ISA for the SIP is not covered by the SEA Regulations[5], it follows a similar process. The stages set out in this section cover:

- Stage A: Setting the context and objectives, establishing the baseline and scope;
- Stage B: Developing and refining strategic alternatives and assessing their effects;
- Stage C: Preparing the ISA Report
- Stage D: Consultation; and
- Stage E: Monitoring the significant effects of implementing the SIP.

Stage A Scoping

The scope of this assessment was determined via the Scoping Report for the Transport Strategy issued in August 2024 to the statutory bodies (Environment Agency, Historic England and Natural England).

As the SIP sets out a framework for investment for the Strategy, it uses this scoping exercise to ensure consistency with sustainability objectives and assessments. The assessment framework is presented in Table 4.1 in the next Chapter.

Stage B: Assessment

The assessment builds on the approach used for the previous SIP and 2025 Strategy. Given the early stages of development and number of interventions across the Region, the assessment is high-level and precautionary. The assessment aims to identify potential significant effects to be mitigated as part of future project development, including feasibility studies and outline business cases (see list of interventions for each mission in the SIP for project stage). These are designed to test viability of projects, including environmental constraints. In addition, project level Environmental Impact Assessment (EIA) and other tools will be required as design develops.

The methodology draws on transport typologies and sensitivity of corridor described below, project design information is limited.

The assessment of interventions 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.

[5] The purpose of the SIP in the context of the SEA Regulations is to inform investment under priorities already assessed in the Transport Strategy.

Stages C & D: Reporting and Consultation

This report sets out the results of the ISA for the SIP, incorporating SEA, HIA and EqIA. A separate HRA has also been prepared.

This report also summarises changes to the Plan following consultation on the Strategy and how the results of the ISA has influenced the development of the Strategy (Chapter 2).

Stage E: Monitoring

Chapter 6**Error! Reference source not found.** of this report sets out monitoring required. Key metrics are incorporated into TfSE's State of the Region Report[6], 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 and SIP. At this level, it is not possible to assess interventions alongside design information and a precautionary approach which uses sensitivity of the corridor combined with type of intervention as set above.

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 – in some cases at a strategic level to develop feasibility and outline design, but 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.

The results of the updated HRA have informed the assessment. However, there may be some differences between the assessments. At the screening stage, the HRA focuses on whether there is a potential pathway between interventions and European sites[7],

[6] Transport for the South East State of the Region 2023 Report: https://transportforthesoutheast.org.uk/state-of-region-report/

[7] The European Sites comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). In the UK, Ramsar sites are also afforded the same level of protection.

whereas the IIA objective for biodiversity is wider in scope and does not reflect 'likely significant effects' under the Habitats Regulations.

4. Sustainability Context

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 for the 2025 TfSE Strategy 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, 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[8] 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[9] 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[10] 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[11]. 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

[8] HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment https://www.gov.uk/government/publications/25-year-environment-plan
[9] 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/
[10] Defra, 2023, Local Nature Recovery Strategies Policy Paper: https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies
[11] 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

decarbonisation covering change in fuels, freight and logistics, the role of technology and places.

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.

Key sustainability issues and objectives

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. 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.

Table 4.1 below sets out the sustainability issues, opportunities and objectives used for the assessment of the Strategy and are also used for the SIP.

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 full assessment for each Mission is presented in Appendix B. New interventions are highlighted and act as alternatives to those previously presented in the Strategy. Interventions from the Strategy that don't form part of the SIP have also been identified as alternative options.

The SIP sets out whether interventions will be implemented in the short-term (before 2030), medium term (in the 2030s) or long-term (2040s). Interventions such as timetabling and service provision are generally short to medium term and reversible. Effects associated with implementation of infrastructure are considered medium to long-term, depending on the scale of infrastructure, and permanent.

Cumulative effects, which arise when projects have an in-combination effect on a receptor, were taken into account in the development of the SIP. Interventions reflect regional growth and infrastructure proposals at both the national and local level. Interventions such as Crossrail and Southern Access Heathrow are included within the SIP. A review of potential cumulative effects are provided in Chapter 5 of the ISA for the Transport Strategy[12] and are not repeated here.

Results of the ISA

Table 5.1 below sets out the results of the ISA for each of the Sustainability objectives. For each objective there is:

- An overall summary of the effects of the SIP
- A summary of the assessment for new interventions not previously assessed (in the 2022 SIP or 2025 TfSE Strategy update)
- A summary of the assessment for interventions which were previously assessed (in the 2022 SIP or 2025 TfSE Strategy update) but have been removed from the 2026 SIP update

[12] See Integrated Sustainability Appraisal at the following link: https://transportforthesoutheast.org.uk/our-vision/transport-strategy/

Table 5.1 Results of the ISA

ISA 1: Natural capital, ecosystem services. To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.	
Summary of assessment	The assessment 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 Southern access to Heathrow, A27 Improvements at Arundel, Lewes to Polegate, Lower Thames Crossing and South East 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 from improvements to existing infrastructure. **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.
New Interventions included	The Willingdon Chord has potential for **significant negative effects** due to loss of habitats and agricultural land, although this will depend on the route. Other small scale infrastructure such as minor highway works (junction improvements, highway widening and improvements (e.g. Isle of Wight schemes, M2 Junctions) were assessed as having potential for **negative effects**, although not significant.
Interventions not included	The HS1 Link to Medway and A27 Fontwell Junction are not included in the SIP update and were predicted to have potential for **significant negative effects**. Other interventions such as the North Kent Line / Hundred of Hoo Railway - Rail Chord and Ebbsfleet international connections were predicted to have mixed effects.
ISA 2: Biodiversity To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain	
Summary of assessment	The assessment 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 the Southern access to Heathrow, A27 Improvements at Arundel, Lewes – Polegate, Crawley Western Link Road, A21 Kipplings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses and South East Lorry Parks. 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 sensitive, so potential effects such as disturbance of wildlife and impacts on water quality from ferry services (Medway and Queensborough Passenger Ferry infrastructure, A28

	North Thanet Link) are also predicted on a precautionary basis. **Negative effects** are predicted for smaller-scale habitat loss and disturbance. Active travel schemes (global intervention) across the region associated with priorities for integration and sustainable growth have potential to result in **positive effects**. Although new routes could involve disturbance and 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.
New Interventions included	**Significant negative effects** were predicted for re-routing the A3055 between Brook Chine and Freshwater Bay, Raising the height of A3055 at Brading and Major bridging of the Graben Ventnor, all of the Isle of Wight. These interventions were either within or in close proximity to sensitive habitats and designations including Isle of Wight Downs SAC, Compton Down SSSI, Compton Chine to Steephill Cove SSSI, Isle of Wight Maritime SAC, Solent & Southampton Water SPA, Brading Marshes to St Helens Ledges SSSI. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord, although this will depend on route and design. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which has the potential to affect the Seaford to Beachy Head SSSI including chalk biological and geological features, although set-back could have a positive effect by moving the road out of the SSSI.
Interventions not included	The HS1 Link to Medway, A27 Fontwell Junction and New Sheerness to Hoo Peninsular Ferries are not included in the SIP update and were predicted to have potential for **significant negative effects**. Other interventions such as the North Kent Line / Hundred of Hoo Railway - Rail Chord and Ebbsfleet international connections were predicted to have mixed effects.
ISA 3: Historic Environment To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.	
Summary of assessment	The assessment 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, South East Lorry Parks 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). Many interventions with more minor infrastructure were assessed as having **mixed effects**. Positive effects are predicted where reduced congestion, particularly in urban areas can improve setting and reduce deposition of particulate matter from traffic emissions on built heritage. Place-making interventions such as those at Southampton can also improve cultural interpretation or access. However, place-making and train station improvements can also erode the setting of heritage assets, if they aren't considered in design.
New interventions included	**Significant negative effects** were predicted for interventions on the Isle of Wight - Re-routing the A3055 between Brook Chine and Freshwater Bay due to presence of scheduled barrows; Raising the height of A3055 at Brading due to nearby scheduled Roman Villa and Listed Buildings; and Major bridging of the Graben Ventnor due to potential effects on setting of Scheduled bowl barrows and Listed Buildings. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord due to new land take and unknown archaeology, although this will depend on route and design. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which has the potential to affect Scheduled Monuments, although set-back could have a positive effect by moving the road away from designated sites.
Interventions not included	HS1 Link to Medway are not included in the SIP update and were predicted to have potential for **significant negative effects.** North Kent Line / Hundred of Hoo Railway - Rail Chord, Ebbsfleet international connections and other interventions not included were largely predicted to have mixed effects
ISA 4: Landscape and townscape To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.	
Summary of assessment	The assessment 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 visual intrusion from components such as lighting (impact on dark skies), signage, and overhead lines. Risks are greater for offline highway

	improvements such as A27 Arundel and Lewes – Polegate and Lower Thames Crossing. **Negative effects** on visual amenity can also arise from many small-scale interventions. However, **positive effects** may also arise from rail and other mass transit interventions by reducing vehicular traffic in landscapes (Fawley Peninsula Rail Connectivity and New Forest National Park), and related reduction in noise and visual disturbance. Place-making in urban centres (Southampton) and active travel interventions across the region improve connections between people and townscapes/ landscapes.
New Interventions included	**Significant negative effects** were predicted on a precautionary basis for re-routing the A3055 between Brook Chine and Freshwater Bay, raising the height of A3055 at Brading and major bridging of the Graben Ventnor, all of which are within the Isle of Wight National Landscape, although impact will depend on design. Similarly the M2 Junction modifications are located within the Kent Downs National Landscape so assessed on a precautionary basis at this stage. Significant effects were also predicted for new rail infrastructure – the Willingdon Chord, although this will depend on route and design. Other new resilience schemes along the A259 lie in proximity to the South Downs National Park but are online improvements within the urban corridor, minor **negative** effects were predicted. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, within the South Downs National Park, which could cause visual impact although may have positive effects by continuing to provide safe access for visitors to this dramatic coastal landscape.
Interventions not included	A27 Fontwell Junction and A24 Dorking Bypass are not included in the SIP update and were predicted to have potential for **significant negative effects**.
ISA 5: Soils and resources To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.	
Summary of assessment	The assessment has resulted in mixed effects on soils and resources. **Significant negative effects** were identified for the A29 Realignment, A27 Arundel and A27 Lewes – Polegate interventions from the SIP. They are likely to result in large scale loss of soils, potentially affecting best and most versatile agricultural land. There is potential for deterioration in quality and loss of soils for other schemes, for example, for junction improvements on the A27 at Brighton, Hove and Worthing, which 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.
New Interventions included	**Significant negative effects** were predicted for the Willingdon Chord and South East Lorry Parks due to loss of agricultural land and soils. Mixed **positive** and **negative effects** were predicted for Isle of Wight schemes for making best use of existing infrastructure and protecting areas of erosion and geological features but involve small scale loss of soils. **Uncertain effects** were predicted for the Beachy Head (Birling Gap) resilience scheme, which may involve additional land-take although may reduce pressure on the eroding cliff at this location.
Interventions not included	The majority of interventions removed from the SIP, were assessed as having minor **negative** or **no effects** on soils and resources.
ISA 6: Water environment To protect and enhance surface and groundwater quality.	
Summary of assessment	The assessment 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 (including pollutants); and have impacts on surface water and groundwater, particularly from physical alteration as a result of development. Similarly, the New Thames Crossing East of Reading and Lower Thames Crossing have a higher risk of water pollution due to locations. 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. Southampton to Fawley Waterside, Medway and Queensborough services) 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.

New Interventions included	**Significant negative effects** were predicted ed for the Willingdon Chord and South East Lorry Parks on a precautionary basis due to potential for polluted run-off. **Mixed negative and positive effects** were predicted for A259 and Isle of Wight resilience schemes due to potential risks to surface and ground water resources, although there are also opportunities to improve existing drainage.
Alternatives not included	The majority of interventions removed from the SIP, were assessed as having minor **negative** or **mixed effects** on water resources.
ISA 7: Air quality To protect and enhance air quality by reducing transport related emissions	
Summary of assessment	The assessment has resulted in mixed effects on air quality. **Significant negative effects** were identified for interventions such as the A27 Arundel bypass, A27 Lewes to Polegate, and potentially the South East 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 pinch points, or reallocate lanes for public transport, but may also induce vehicular traffic. Examples include A34 Junction and Safety enhancements and A27 Brighton and Hove 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 and Netley Line Service Enhancements. 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 global interventions for active travel, and use of public transport.
New interventions included	Crossrail 2 is predicted to have **significant positive effects** on air quality due to modal shift. **Positive effects** are also predicted from rail schemes such as the Willingdon Chord. **Mixed effects** are predicted from M2 Junction Enhancements, which ease congestion and reduce build-up of pollutants but also may induce traffic.
Interventions not included	West Worthing Level Crossing removal and New Southampton Central Station had potential for **significant positive** effects on air quality.

ISA 8: Climate change and greenhouse gases To reduce greenhouse gas emissions and maximise resilience to climate change.	
Summary of assessment	The assessment 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 SIP. 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, high temperatures and wind. The West Coastway 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 and public transport interventions will contribute to reducing greenhouse gas emissions. Interventions to reduce fares for long distance transport, road user charging, research on alternatives fuels and decarbonisation would have **significant positive effects**.
New interventions included	Crossrail 2 is predicted to have **significant positive effects** on air quality due to modal shift. **Positive effects** are predicted for A259 and Isle of Wight resilience schemes as these reduce climate impacts, by moving infrastructure away from areas at risk of erosion, storm damage or coastal flood risk.
Alternatives not included	Only minor **positive and negative effects** were predicted on climate change and greenhouse gases from interventions removed from the SIP.

ISA 9: Noise To reduce exposure to transport related noise and vibration.	
Summary of assessment	The assessment has resulted in mixed effects on noise. **Significant negative effects** were identified for the South East Lorry Parks, 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 reducing noise pollution. Efficient rail travel has the potential to reduce traffic noise and ease road 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.
New interventions included	No significant effects from noise were predicted for new interventions in the SIP, **minor negative effects** were predicted for the M2 Junction enhancements and Willingdon Chord due to potential to introduce new or increased sources of road/ rail noise.
Alternatives not included	Only minor **positive and negative effects** were predicted on noise from interventions removed from the SIP.
ISA 10: Equalities To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.	
Summary of assessment	The assessment of the SIP has generally identified **positive effects** on equalities. Most missions, themes 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. **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 A4 Reading - Maidenhead - Slough - London Heathrow Airport and Blackwater Valley mass rapid transport schemes. Global interventions for affordable fares,

	concession schemes and integrated ticketing also enable these groups to better access jobs, services and leisure opportunities. Potential for **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.
New interventions included	**Mixed effects** are predicted (Willingdon Chord) where new interventions will have impacts on local receptors, such as noise, which may be disproportional for some groups, but positive effects in relation to accessibility and access to opportunities and services. There are likely to be **positive effects** from climate resilience schemes on A259 and Isle of Wight where some groups may be disproportionately affected by the impact of climate change.
Alternatives not included	Only potential minor **positive and negative effects** were predicted on equalities from interventions removed from the SIP.
ISA 11: Health To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.	
Summary of assessment	The assessment 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

	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.
New interventions included	**Significant positive effects** are predicted on physical and mental health from the Integrated Maidstone Stations and Fareham Mobility Hub, from factors such as better access to services and potential for first mile/last mile active travel. New interventions such as the Willingdon Chord, Newport and M2 Junctions are predicted to have **mixed positive and negative effects** on local receptors, due to potential changes in noise and air quality.
Alternatives not included	Only potential minor **positive and negative effects** were predicted on health from interventions removed from the SIP.
ISA 12: Community Safety To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.	
Summary of assessment	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 the A22 Corridor Package . 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.
New interventions included	Only potential minor **positive and negative effects** were predicted on safety from interventions removed from the SIP.
Alternatives not included	West Worthing Level Crossing removal had potential for **significant positive effects** on safety.

ISA 13: Economy To promote a strong economy through the transport network with better access to opportunities.	
Summary of assessment	The assessment 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. **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.
New interventions included	**Significant positive effects** predicted for M2 Junction Enhancements, Crossrail 2 due to improved journey times and for the resilience schemes (e.g. Isle of Wight and A259 interventions) the importance to local economies for maintaining transport links into the future.
Alternatives not included	The Brighton main Line 100mph service, improvements to Southampton main line at the Woolston crossing, and new Central Station have been removed from the SIP. These interventions was predicted to have **significant positive effects** on the economy. Other interventions removed were due to have minor **positive effects**.

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, including the SIP, and includes metrics from the TfSE State of the Region Reporting[13]. 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 assessment
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%)*	Feasibility studies Outline Business Case Ecological impact assessment (including as part of EIA) Biodiversity net gain assessment Project level design

[13] https://transportforthesoutheast.org.uk/state-of-region-report/#:~:text=This%20first%20iteration%20of%20the,Transport%20for%20the%20South%20East.

Topic	Mitigation/ Monitoring	Delivery mechanism
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.*	Feasibility studies Outline Business Case Heritage impact assessment (including as part of EIA) Archaeological investigation and monitoring.
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*	Feasibility studies Outline Business Case 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.*	Strategic and project level 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

Topic	Mitigation/ Monitoring	Delivery mechanism
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
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 and safety audit
Economy	• No mitigation required. • *Monitoring: TfSE transport and the economy metrics.*	Included in Strategy Missions. TfSE State of the Region Report

Appendix A Habitats Regulations Assessment Screening Statement

Strategic Investment Plan

February 2026

Prepared by

SLR Consulting Ltd for Steer

14-21 Rushworth Street

London SE1 0RB

+44 20 7910 5000

www.steergroup.com

Prepared for

Transport for the South East

County Hall, St. Anne's Crescent

Lewes, BN7 1UE

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Author/originator: KW

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Executive Summary

Transport for the South-East (TfSE) has updated its Strategic Investment Plan (SIP). The SIP provides a framework for investment in strategic transport infrastructure and policy interventions over the next 25 years. It sets out to deliver the ambitions of the 2025 Transport Strategy for the South East and is a shared, long-term programme for investment. It updates the previous SIP published in 2022.

The SIP:

- Builds on the technical work conducted since the publication of the SIP in 2022
- Reflects the output of an updated evidence base.
- Updates the investment priorities in line with our 2025 Transport Strategy and the five missions that underpin it.

The first TfSE Transport Strategy (2020) and the 2025 update have been subject to a Habitats Regulations Assessment (HRA). The Strategic Investment Plan (SIP) must also be subject to a HRA, the first stage of which is Stage 1 - Screening. This document therefore presents the HRA Screening statement for the updated SIP 2026.

The HRA Screening of the updated SIP has considered whether there is potential for activities associated with the SIP's Missions, Themes and Interventions to result in Likely Significant Effects (LSEs) on European and Ramsar Sites located both inside and outside of the TfSE Region.

European Sites include Special Protection Areas (SPAs), designated for important bird species, and Special Areas of Conservation (SACs), designated for important habitats and other wildlife. Ramsar Sites are wetlands of international importance recognised under the Ramsar Convention.

Some of the interventions are either very strategic or do not propose any physical developments which could affect European and Ramsar Sites. However, a number of interventions could cause LSEs on a selection of European and Ramsar Sites, either alone or in combination with other interventions. In addition, some interventions lack detail and therefore, due to uncertainty, it is not possible to exclude LSEs on other European and Ramsar Sites within the region.

The HRA Screening has reached a similar conclusion to the previous HRA undertaken for the 2025 Transport Strategy. Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations through to Stage 2 - Appropriate Assessment. In order for this to be undertaken, further details on the interventions and consultation with Natural England would be required. There is insufficient detail at this time to enable a more in-depth analysis of the SIP to the degree required for Appropriate Assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and robust analysis can be carried out.

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Separate Appendices

Appendix A: Information on European and Ramsar Sites

Appendix B: HRA Detailed Screening (Excel)

Introduction

Overview

Transport for the South East (TfSE) is a sub-national transport body consisting of 16 Local Transport Authorities (LTAs) as well as representatives from 46 district and borough councils, protected landscapes (such as the South Downs National Park), and national agencies (including Network Rail, Transport for London and National Highways).

The TfSE region is depicted in Figure 1 below.

Figure 0-1: The TfSE Region

TfSE was established in 2017 and published its first Transport Strategy in 2020. The Transport Strategy was updated in 2025 to reflect the changes to national and local policies, changes in travel behaviour as a result of the COVID-19 pandemic, and progress made since the publication of the last Strategy.

To support the delivery of the Transport Strategy, TfSE has developed a SIP. The first SIP was published in 2023 and set out a framework for investment in strategic transport infrastructure, services, and regulatory interventions and covers the period until 2050. The SIP sits at the regional planning level, "bridging the gap between national and local government," and is intended to provide advice to the Secretary of State for Transport. The SIP is a 'live' programme which is updated annually to account for changes to funding, changes to SIP interventions, and the emergence of new interventions for inclusion. The last update to the SIP took place in 2025 and coincided with the Transport Strategy refresh.

This report sets outs the Habitats Regulations Assessment for the updated SIP 2026.

Habitats Regulations Assessment (HRA)

A HRA is a mandatory process which determines whether a plan or project could significantly harm the designated features of European and Ramsar Sites. A European

Site is protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations)[14], which was transposed into domestic legislation from the Habitats Directive (92/43/EEC)[15].

European Sites include Special Protection Areas (SPAs), designated for important bird species, and Special Areas of Conservation (SACs), designated for important habitats and other wildlife. Ramsar Sites are wetlands of international importance recognised under the Ramsar Convention.

Part 6 of the Conservation of Habitats and Species Regulations 2017 (as amended) sets out the requirements for screening assessments, the circumstances under which an Appropriate Assessment is required and the further implementation of Article 6(3) and 6(4) of the Habitats Directive.

The UK left the European Union (Brexit) on Exit Day, 31st January 2020, followed by Completion Day on 31st December 2020. The EU Exit Regulations (2019) establish any EU Exit-related changes to the Habitats Regulations (2017), with these considered to have no material implications on the requirement or process for a HRA of the Plan. After Brexit, European and Ramsar sites occurring in the UK designated under the Habitats Regulations became part of the National Site Network (as defined in the interpretation sections of the Habitat Regulations (2017)), with a focus on maintaining ecological coherence throughout the UK.

In addition to the Habitats Regulations, UK Government policy (Office of the Deputy Prime Minister Circular 06/2005) states that internationally important wetlands designated under the Convention on Wetlands 1971, called the Ramsar Convention (Ramsar sites) are afforded the same protection as SPAs and SACs for the purpose of considering development proposals that may affect them. The Government also affords the same level of protection to potential SPAs (pSPAs), possible SACs (pSACs) and proposed Ramsar sites and to sites identified, or required, as compensatory measures for adverse effects on any of the above sites, through planning policy such as the National Planning Policy Framework[16].

The Habitat Regulations place a duty upon 'Competent Authorities' (in this case TfSE) to consider the potential for effects upon European and Ramsar sites. The HRA process must be applied before a plan or project which may affect a European or Ramsar site(s) can be lawfully undertaken or authorised. When undertaking an HRA, it is best practice for competent authorities to clearly record and reason their decision-making process and their conclusions, which take into account the precautionary principle where there is reasonable uncertainty.

[14] UK Government, The Conservation of Habitats and Species Regulations 2017, SI 1012 (Accessed 12/02/2026)

[15] European Union, Council Directives 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, 1992 (Accessed 12/02/2026)

[16] Department for Levelling Up, Housing & Communities (2023) National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf (Accessed 12/02/2026)

The TfSE Strategic Investment Plan

The SIP sets out TfSE's long-term vision for the region, providing a comprehensive framework for strategic transport investment over the next thirty years. The SIP has been developed in partnership with local authorities, transport operators, and wider stakeholders. It outlines the transport interventions required to support sustainable economic growth, improve environmental outcomes, and enhance connectivity across the South East.

In 2025, the SIP was updated to align with the new strategic framework. This update incorporated a revised vision, evidence base and investment priorities. The updated SIP now reflects the 2025 Transport Strategy vision.

While many of the interventions proposed in the 2025 Strategy have been included in the updated SIP, there are some differences between the documents. There are a number of new interventions within the SIP that have been proposed through engagement, including schemes for increased climate resilience. A number of interventions have also been removed. These include:

- schemes that have since been delivered or cancelled;
- interventions requested to be removed by a Local Transport Authority; and
- rail interventions not supported by Network Rail.

The overall TfSE 2050 vision is set out below:

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.

The overarching 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 and better compete in the global marketplace.
- **Social Goal:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environment Goal:** Protect and enhance the South East's unique natural and historic environment.

Underpinning these goals are five key Missions that TfSE will prioritise to achieve its vision. The five Missions are as follows:

- **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 work to maintain 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.

Work Undertaken to Date

TfSE's Transport Strategy was adopted in 2020 and provided the strategic direction for the region. The Transport Strategy was subject to a HRA[17].

Following on from the Transport Strategy, TfSE undertook an Economic Connectivity Review which was the first major output of the Transport Strategy for the region. This work identified five Area Studies:

- Inner Orbital Study;
- Outer Orbital Study;
- South Central Radial Study;
- South East Radial Study; and
- South West Radial Study.

The objectives and interventions included within these areas studies were also subject to individual HRAs and Sustainability Appraisals (SAs).

The outcome of these Area Studies helped to form the 'blueprint' for TfSE's SIP. The SIP was developed in partnership with TfSE's 16 LTAs and aims to build on the Transport Strategy and bring together previously published work including area and thematic studies to present an investment plan.

The SIP was adopted in March 2023 and sets out a series of packages comprising complementary, multi-modal interventions designed to deliver the long-term vision and strategic goals originally established in the 2020 Transport Strategy. It is described as "a

[17] Transport for the South East Habitats Regulations Assessment Screening Statement, Update of the Transport Strategy for the South East. TfSE Framework_HRA Screening statement_SLR_1.pdf (Accessed: 16/02/2026)

framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades."

Habitats Regulations Assessment Process and Methodology

Legislative, Policy Context and Guidance

Legislation

Regulation 63 (1) of the Habitats Regulations states that 'A competent authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

> (a) is likely to have a significant effect on a European site[3] or a European offshore marine site (either alone or in combination with other plans or projects), and
>
> (b) is not directly connected with or necessary to the management of that site,

—must make an Appropriate Assessment of the implications for that site in view of that site's conservation objective.'

Policy

The National Planning Policy Framework (paragraph 194)[18] also states that the following should be given the same protection as habitats sites:

> a) potential Special Protection Areas and possible Special Areas of Conservation;
>
> b) listed or proposed Ramsar sites; and
>
> c) sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

Guidance

The following guidance has been referred to in undertaking the HRA to date:

- Scottish Natural Heritage (2015) Habitats Regulations Appraisal of Plans Guidance For Plan-Making Bodies In Scotland Version 3.0[19] ;
- DTA Publications (terminated Jan 2026) The Habitats Regulations Assessment Handbook[20];
- European Commission (2021). Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC[21];

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[18] National Planning Policy Framework (Accessed 12/02/2026)
[19] Scottish Natural Heritage Habitats Regulations Appraisal of Plans Guidance For Plan-Making Bodies In Scotland Version 3.0 originally prepared by David Tyldesley and Associates, 2015 (Accessed 12/02/2026)
[20] DTA Publications (terminated Jan 2026) The Habitats Regulations Assessment Handbook https://www.dtapublications.co.uk/handbooks (Accessed 12/02/2026)
[21] ·European Commission. Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC, 2021 (Accessed 12/02/2026)

- Government Guidance (2019) – Appropriate Assessment: Guidance on the use of Habitats Regulations[22]; and
- Natural England (2021). Habitats Regulations Assessment. Natural England Standard[23].

Stages of Habitats Regulations Assessment

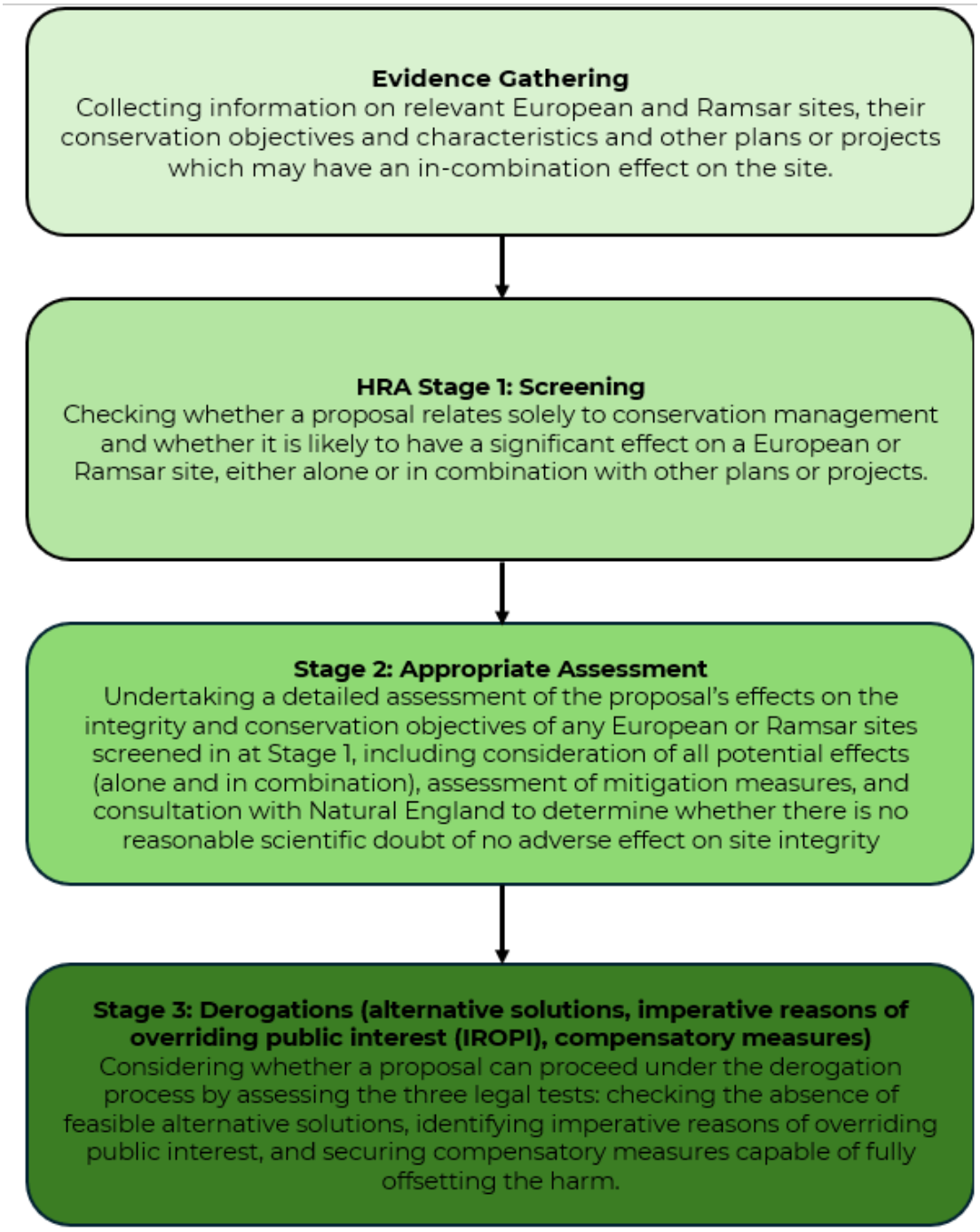
HRA is a staged process as shown in **Figure 0-1** overleaf, setting out the overall approach followed in accordance with the Habitats Regulations Assessment draft guidance.[24]. Current best practice demonstrates that a blurring of the tasks in an iterative manner is the most effective method of assessing a plan as it develops.

The HRA process requires close working with Natural England in order to agree the process and outcomes and, if necessary, obtain information and agree mitigation proposals.

During screening, the 'Precautionary Principle' needs to be applied: if an effect cannot be ruled out based on objective information, it has been reported as "likely" or not possible to rule out. Furthermore, a judgement by the Court of Justice of the European Union (People Over Wind) ruled that Article 6(3) of the Habitats Directive must be interpreted as meaning that mitigation measures (referred to in the judgment as measures which are intended to avoid or reduce effects on Habitats Sites) should be assessed within the framework of an AA and that it is not permissible to take account of measures intended to avoid or reduce the harmful effects of the plan or project on a European or Ramsar Site at the screening stage. The screening exercise must therefore consider elements of the plan without any proposed mitigation. Measures that reduce impacts on European or Ramsar Sites but form an integral part of the plan and would have been provided even if there were no LSE on European or Ramsar Sites, can still be included at the screening stage.

[22] Ministry of Housing, Communities and Local Government, Planning Practice Guidance, Appropriate Assessment: Guidance on the use of Habitats Regulations, 2019 (Accessed 12/02/2026)
[23] Natural England Standard: HRA Habitats Regulations Assessment (HRA) - NESTND026 (Accessed 12/02/2026)
[24] Gov.UK Guidance: Habitats Regulations Assessments: protecting a European site Habitats regulations assessments: protecting a European site - GOV.UK (Accessed 12/02/2026)

Figure 0-1: The HRA Process



Previous HRA Work and Findings

HRA Screening was undertaken for the first Transport Strategy (2020). This was undertaken at a high level and focused on the Plan's objectives and strategic corridors. The assessment was based solely upon the preliminary information available in relation to the locations of 'Strategic Corridors', rather than specific interventions. A Zone of Influence (ZoI) was used to determine the scope of the HRA. The ZoI was defined by the potential effects arising from the project or plan and the available pathways for those

effects to reach and affect interest features of European sites. In order to identify the ZoI an initial buffer of 2km around each Strategic Corridor was established. This buffer was extended accordingly where a corridor was located up/downstream of a European Site and up to 30km where bats are qualifying features of a SAC, cSAC or pSAC. This approach follows Highways England Design Manual for Roads and Bridges (DMRB) guidance and provided a contextual framework for the consideration of impacts. A total of 72 European Sites were identified as being present within the initial ZoI.

A HRA of the updated Transport Strategy took place in 2025. The screening of the Transport Strategy update focused on each of the short- and long-term priorities associated with each of the missions and their accompanying interventions, to identify whether they could lead to LSEs on any European and Ramsar Sites.

The HRA Screening of the Transport Strategy (2025) identified LSEs on 48 European and Ramsar Sites. The LSEs of the priorities and interventions identified included disturbance, habitat loss / habitat damage and/or fragmentation, hydrological change (water quality or quantity), air pollution, recreational pressures and human disturbance and coastal processes.

Scope of the SIP HRA Screening

The SIP is underpinned by five Transport Strategy Missions. Each Mission is divided into between three and five Mission Themes. Under each Theme, there are a number of interventions which are projects which will take place across the South East to address the issues and opportunities of each Mission. A summary of the SIP Missions and Themes is outlined in the table below.

The HRA Screening has considered whether there is potential for activities associated with the SIP's Interventions to have a likely significant effect (LSE) on European and Ramsar sites both inside and outside of the TfSE Region.

The same set of 72 European Sites used as the basis of the previous HRAs has been used as the basis for the HRA of the SIP update, however, a number of additional sites have been added which have been identified as having an impact pathway with priorities and interventions. See **Appendix A** for further details of the sites.

The HRA screening process has involved assigning each intervention a screening category letter (A-J), as presented in **Table 0-1:** below. The full screening of individual interventions is provided in Appendix B, with a summary of the screening outcomes outlined in Chapter 0.

Table 0-1: SIP Missions and associated Themes

Mission	Mission Statement	Themes
Strategic Connectivity	"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.".	1. **Orbital and east-west connectivity:** Improve orbital and east-west connectivity. Improvements to be made to the coastal rail corridor and the inner orbital rail corridor. This should alleviate congestion on the A27. Improvements to be made to highway corridors. 2. **Access to international gateways and strategic freight:** Improve access to South East's ports, airports and international rail services. Improve surface access by bus and rail to Heathrow and Gatwick airports. Improve strategic freight connectivity by strengthening rail and highway corridors from Southampton and Channel Ports to the Midlands and North and increasing lorry parking efficiency. 3. **Incentives and timetables:** Incentivise long distance mode-shift through targeted fare reforms, improved interchanges, and better facilities for passengers and freight users.
Sustainable Growth	"We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities."	1. **Urban and suburban metro rail:** Introduce metro-style rail enhancements. Deliver reliable, high-frequency and affordable urban rail services to support sustainable intensification. Improved intra and inter-regional services to contribute to sustainable economic development through strengthening job markets and tacking exclusion. 2. **Growth-led mass transit:** Deliver high quality mass transit systems to areas outside of the core rail network. This may include light rail, Bus Rapid Transit (BRT), or dedicated express bus corridors. Networks should be integrated into housing plans. 3. **Active travel:** deliver local and regional cycling and walking infrastructure plans across the South East. Active travel should be embedded into Local Plans, regeneration schemes and new settlements. 4. **Unlocking development:** Invest in high-quality, multi-modal highway corridors. 5. **Integrated transport and land use planning:** build planning capacity at local and regional levels including through local levies, developer contributions and long-term funding settlements to deliver supporting infrastructure.
Resilience	"We will safeguard the south east's connectivity and work to maintain and enhance the reliability and resilience of transport systems for future generations. We will do this by anticipating risks, taking	1. **Tacking bottlenecks:** Resolve major capacity constraints on key rail and road corridors, including Croydon, Woking, Southampton Central, and critical radial routes such as the A3 and A2/A282. Address pinch points on the Major Road Network to improve resilience and reduce disruption across the wider transport system. 2. **Diversionary and alternative corridors:** Strengthen secondary rail and road corridors to reduce reliance on single routes, including progressing the Kent Bifurcation Strategy, assessing reinstated rail links, and upgrading alternatives such as the A22

Mission	Mission Statement	Themes
	preventative measures, enhancing recovery and adapting in the face of uncertain future risks."	and connections between the M3 and M4. These corridors would provide resilience during disruption and support planned redistribution of travel demand. 3. **Coastal and river infrastructure:** Invest in assessing, monitoring, and managing long-term climate risks to transport assets located on vulnerable coastlines and river corridors. Integrate transport planning with shoreline management and climate adaptation to protect key rail and road routes with limited alternative alignments. 4. **Sustainable maintenance and renewal:** Secure long-term funding for highway and rail maintenance to address the growing backlog and reduce the risk of disruptive failures. Prioritise sustainable renewal to maintain network reliability and support continued economic growth.
Inclusion and integration	"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."	1. **Better integrated hubs:** Expand high-quality multimodal hubs that combine rail, bus, active travel, and shared mobility in accessible locations such as Strood, Farnborough, and Canterbury. Improve access to islands and peninsulas by upgrading ferry services and better integrating them with the wider transport network. 2. **Inclusive infrastructure:** Embed universal design principles and deliver a clear upgrade programme to raise accessibility standards across transport networks. Improve step-free access, wayfinding, and facilities to meet the needs of excluded and underserved groups. 3. **Fares and ticketing:** Create simple, affordable, integrated fares through multi-modal and multi-operator ticketing, capped daily rates, and improved concessionary offers. Remove cost and complexity barriers to encourage more people to choose sustainable travel.
Decarbonisation	"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."	1. **Zero and low Emission Vehicles:** Accelerate EV adoption by expanding charging infrastructure, especially in rural and suburban areas. Support the wider transition to zero and low-emission vehicles through investment in battery reuse, recycling, and circular-economy systems. 2. **Railway decarbonisation:** Deliver a strategic, corridor-based approach to electrification, prioritising overhead lines for long-distance services and using battery or sustainable fuels for shorter routes. Target key corridors such as Hastings–Ashford, the North Downs Line, and the Wessex Main Line to reduce diesel reliance and improve efficiency. 3. **Behaviour change and demand management:** Promote sustainable travel through behaviour-change campaigns, better marketing of alternatives, and improved digital connectivity that reduces the need to travel. Explore future options for an equitable

Mission	Mission Statement	Themes
		national road-user charging framework aligned with the transition away from fuel duty. 4. **Ferry decarbonisation:** Support the shift to low-carbon ferry operations by adopting hybrid, electric, and cleaner fuel technologies. Invest in shore-side power infrastructure to cut emissions and protect sensitive coastal and estuarial environments. 5. **Power supply:** Plan for a resilient, low-carbon energy system that can meet rising demand from EVs, electrified rail, and shore-side port operations. Strengthen local grid capacity and expand smart charging to ensure clean, reliable power across the transport network. 6. **Beyond transport:** Integrate transport decarbonisation with wider efforts in housing, energy, land use, and digital connectivity. Take a joined-up approach to ensure zero-carbon transport supports broader environmental and place-based outcomes.

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Table 0-2: Screening Criteria

Screening category	Description	Screening outcome
A	General statement of policy / general aspiration	Screened out
B	Policy listing general criteria for testing the acceptability / sustainability of proposals	Screened out
C	Proposal referred to but not proposed by the plan	Screened out
D	General plan-wide environmental protection /site safeguarding / threshold policies	Screened out
E	Policies or proposals which steer change in such a way as to protect European and Ramsar sites from adverse effects.	Screened out
F	Policy that cannot lead to development or other change.	Screened out
G	Policy or proposal that could not have any conceivable effect on a site.	Screened out
H	Policy or proposal the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects).	Screened out
I	Policy or proposal which may have a likely significant effect on a site alone.	Screened in
J	Policy or proposal with an effect on a site but unlikely to be significant alone, so need to check for likely significant effects in-combination.	Dependent on in-combination test
K	Policy or proposal unlikely to have a significant effect either alone or in-combination.	Screened out after the in-combination test
L	Policy or proposal which might be likely to have a significant effect in-combination.	Screened in after the in-combination test
M	Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European Site.	Screened in

Potential In Combination Effects with SIP Interventions, and Other Relevant Plans, Programmes and Projects

The HRA must consider the potential for LSEs on European and Ramsar Sites either alone or in combination with other plans, projects and programmes, in order to identify any cumulative or incremental impacts on the same European and Ramsar Sites. In combination effects need to consider both the potential effects of other plans published for consultation and projects seeking consent and any ongoing negative effects of finalised and/or adopted plans or projects.

Potential in combination effects have been identified with respect to other relevant plans, projects and programmes both nationally and regionally as well as those adjacent to the TfSE region. These have been considered in detail in Section 4, but those plans, projects include:

- National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2024)[25]
- National Networks National Policy Statement, DfT (2024)[26]
- Ports National Policy Statement, DfT (2012)[27]
- Local Plans
- Local Transport Plans
- Local Cycling and Walking Infrastructure Plans
- Local Bus Service Improvement Plans
- High Speed Two (HS2)[28]
- Heathrow Expansion[29]

Assumptions and Limitations

HRA guidance states that the precautionary principle needs to be applied during the assessment of plans in a way that recognises the general nature of some plans, or some parts of plans, and that there may be degree of uncertainty as to the plan's effects due to the non-specific nature of a plan.

The previous HRA Screenings undertaken for the first Transport Strategy and the five Area Studies did not assess interventions. The HRA Screenings focussed on other components of the plan such as potential transport corridors, policies and objectives. Whilst this HRA has screened the interventions from the SIP, there is still a very limited amount of information on these proposals. As there are still limited details on the interventions, such as location, routes, whether construction is required, technology likely to be used etc, it is unlikely that that the screening will be able to categorically demonstrate that the SIP will not have any LSEs upon European and Ramsar Sites.

[25] National Planning Policy Framework (Accessed 12/02/26)
[26] National Networks - National Policy Statement (Accessed 12/02/26)
[27] National Policy Statement for Ports (Accessed 12/02/26)
[28] What is HS2 - HS2 (Accessed 12/02/26)
[29] Plan overview | Heathrow (Accessed 12/02/26)

Best endeavours have been made to ensure that this HRA is proportionate and has been based on best scientific information available at the time of writing.

The specific transport interventions set out in the Transport Strategy are being delivered by other organisations, including National Highways and Network Rail. Although they form part of the SIP, TfSE is not the authority responsible for their development and delivery.

The consideration of plans, programmes and projects is limited to what is considered proportionate and relevant to this HRA. Within the TfSE region, there will be large numbers of plans and projects at the local authority level but these are too numerous and too detailed for this HRA to consider.

Screening Findings

Screening of Interventions

The full HRA Screening can be found in Appendix B. This chapter provides a summary of the screening findings.

The HRA Screening assessed all interventions within the TfSE SIP to determine whether they could give rise to LSEs on European Sites or Ramsar Sites, either alone or in combination. The screening process took into account the nature of interventions and allocated a corresponding screening category in line with the criteria presented in **Table 0-2**. Generally, interventions which would lead to significant levels of development, or would lead to activities in close proximity to European and Ramsar sites would be screened in. Small-scale interventions where no pathways towards European and Ramsar sites could be identified would be screened out.

Screening identified LSEs on 74 European and Ramsar Sites which are located within or outside of the South East region.

As a result of the high-level, strategic nature of the interventions, interventions were often screened in or out for similar reasons. In general, interventions were screened in where:

- The intervention involved new construction which could cause physical damage, disturbance, air and water pollution to European or Ramsar Sites. It was not possible to rule out LSEs on the European and Ramsar Site(s) as a result of the intervention, therefore it was screened in; and
- The intervention involved small-scale development, and would not lead to LSEs alone, however in-combination with other interventions may lead to LSEs in-combination, therefore they were screened in.

Interventions were screened out where:

- They rely entirely on existing infrastructure with no or minimal need for physical works;
- Any required works would be small-scale, localised, and not reasonably capable of affecting European or Ramsar Sites;
- They are strategic or policy-based, with no direct physical interventions proposed; and / or
- They are located at a sufficient distance from European and Ramsar Sites such that no feasible impact pathway exists.

The following sections summarise the screening outcomes for each of the five SIP Missions.

Strategic Connectivity:

There are a total of 52 Strategic Connectivity interventions. A total of 31 interventions were screened in, all of which were categorised with an 'I' (policy or proposal which may have a LSE on a site alone). Screened-in interventions involved construction works,

whereas screened-out interventions involved construction works to existing assets or involved small-scale, localised development works.

Resilience:

There are a total of 35 Resilience interventions. 27 were screened in, all of which were categorised with an 'I'. Eight were screened out, all of which were categorised with a 'G' (policy or proposal that could not have any conceivable effect on a site). Those screened out generally involve small-scale or contained works, such as the *TB03 Mount Pleasant Level Crossing Removal* scheme which would result in the localised construction of a bridge or a tunnel on Mount Pleasant Road between St Denys and Southampton Central railway station.

Inclusion and Integration

There are a total of 17 Inclusion and Integration interventions. 15 were screened in. 10 were categorised with an 'I', four with a 'J', and one with a 'L'. Those categorised with an 'L' or a 'J' were strategic mobility hubs which were unlikely to result in LSEs alone; however, LSEs were identified when considered in-combination. These interventions are:

- BH03: Eastbourne / Polgate Strategic Mobility Hub;
- BH09 Cosham Station Mobility Hub;
- BH12: M27 Junction 5 / S'oton Airport Strategic Mobility Hub;
- M27 Junction 7 / 8 Strategic Mobility Hub (BH13); and
- M27 Junction 9 Strategic Mobility Hub (BH14).

In-combination effects have been identified for these interventions due to their proximity to each other which have the potential to adversely affect a number of European and Ramsar Sites, particularly if construction of these schemes happens concurrently. At this stage, the size, scale and location of these mobility hubs is not known. There is potential for surface runoff from construction to result in changes to water quality which may affect the composition of species within these European and Ramsar sites.

Two interventions were screened out and categorised with a 'G' because they would result in small-scale development and no pathways to European and Ramsar Sites were identified.

Decarbonisation:

There are 12 Decarbonisation interventions in total. Seven were screened in and were categorised with an 'I'. Five were screened out, four of which were categorised with a 'G'. These interventions included the decarbonisation of railway lines where construction activities would be limited and would ultimately result in improvements to localised air quality. One intervention was categorised with an 'A' because it is a strategic policy which would not itself propose physical developments which could affect European and Ramsar sites.

Sustainable Growth:

There are 74 Sustainable Growth interventions in total. 47 were screened in, 45 of which were categorised with an 'I' and two with an 'L'. The two interventions categorised with an 'L' were not considered significant alone; however, LSEs were identified when considered in-combination. These interventions were GT09: Eastbourne / Wealden Mass Rapid Transit and GT09: Hastings / Bexhill Mass Rapid Transit. These interventions are likely to increase movements between Eastbourne, Bexhill-on-Sea and Hastings which may lead to in-combination effects on the Pevensey Levels SAC and Ramsar, particularly if construction of these schemes happens concurrently. In addition, surface runoff from construction may result in changes to water quality which may affect the composition of species within these European and Ramsar sites.

27 interventions were screened out, all of which were categorised with a 'G', because the intervention is either: development which relies on existing infrastructure, development being small scale, or positioned a sufficient distance away from European or Ramsar Sites.

Potential In Combination Effects

The HRA process must consider the potential for LSEs on European and Ramsar Sites either alone or in combination. Potential in combination effects may be identified between the interventions within the SIP or between the SIP and other plans, projects and programmes, in order to identify any cumulative or incremental impacts on the same European and Ramsar sites. In combination effects need to consider both the potential effects of other plans published for consultation and projects seeking consent and any ongoing negative effects of finalised and/or adopted plans or projects.

The screening exercise found that some interventions may result in minor effects alone, however, when assessed alongside other interventions, they have the potential to generate significant in-combination effects. These effects have been detailed in **Chapter 0: Screening Findings.**

The plans and programmes considered for potential in combination effects are described in **Table 0-1**, whilst the projects considered for potential in combination effects are set out in

Table 0-3 overleaf. Please refer to the

Assumptions and Limitations for an explanation of the approach to the identification of relevant plans, programmes and projects.

Table 0-2 : Potential In Combination Effects with Other Plans and Programmes

Plan Name	Plan Description	Potential In Combination Effects
National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2024)	The NPPF promotes the development of sustainable transport and highlights that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Development of these forms of transport will help to reduce congestion and emissions and improve air quality and public health.	In-combination effects may arise from the transport interventions within the TfSE SIP alongside growth outlined within the NPPF. The construction of new transport infrastructure, together with new residential and employment development, could further exacerbate pressures on European and Ramsar Sites. Impacts include physical damage, disturbance, air pollution and water pollution.
National Networks National Policy Statement, DfT (2024)	The National Networks National Policy Statement (NPS) supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing single and dual carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of	In-combination effects may arise from the transport interventions within the TfSE SIP alongside the development of transport infrastructure supported and outlined within the National Networks NPS. These documents in combination could further exacerbate pressures on European and Ramsar Sites.

Plan Name	Plan Description	Potential In Combination Effects
	strategic rail freight interchanges will also be developed. A HRA was undertaken to inform the NPS. Due to the non-spatial and strategic nature of the NPS, it was not possible to know the timescales or locations of individual NSIPs that will come forward and be subject to Development Consent Orders. It therefore was not possible to discount the potential for likely significant effects on European or Ramsar Sites or the potential for adverse effects on the integrity of European or Ramsar Sites	Impacts include physical damage, disturbance, air pollution and water pollution.
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. A HRA Screening and AA were undertaken in support of the NPS. The screening identified LSE on eight European and Ramsar Sites as a result of impacts that may arise from the development of a new runway at Heathrow Airport. These effects were assessed further through the AA stage of the HRA. Whilst it was considered likely that a number of the potential adverse effects identified could be ruled out through detailed design, it was deemed not possible to exclude all of the likelihood of adverse effects given the lack of detailed project information.	Potential effects of the Airports NPS could lead to LSEs on European and Ramsar Sites in combination with the interventions which will deliver the TfSE SIP. The interventions which support the SIP (such as Western Rail Link to Heathrow, Southern Access to Heathrow and A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit) may help to enable the expansion of Heathrow airport and contribute to potential localised effects of construction to European and Ramsar Sites in the vicinity of the airport.
Ports National Policy Statement, DfT (2012)	Development of new ports, in addition to expansion of existing ports, is likely to increase freight trade capacity. It should be noted that this statement is currently under review and is due to be adopted in 2025, as set out in the Freeports Bidding Prospectus[30]. A HRA Screening and AA were undertaken in support of the NPS.	A number of LSEs on European and Ramsar Sites in coastal locations close to existing ports have been identified through the screening of the TfSE SIP. Port expansion will involve construction activities and therefore has the potential to result in in-combination effects on the same European and

[30] HM Treasury, Freeports Bidding Prospectus, 2020

Plan Name	Plan Description	Potential In Combination Effects
	This concluded that it was not possible to predict in advance of specific development applications that may come forward. However, it is in the nature of port development that intertidal mudflats, saltmarshes and some other categories of protected habitat may be required for the development itself, or be adversely affected in other ways such that the impacts cannot be directly mitigated.	Ramsar Sites that may be affected by the SIP.
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.	The Sustainable Growth Mission within the TfSE SIP aims to deliver transport interventions that unlock investment and support sustainable growth in line with Local Plans. The construction of new transport infrastructure associated with the SIP, together with construction arising from new housing and employment development, has the potential to give rise to in-combination effects on European and Ramsar Sites depending on where proposals are located.
Local Cycling and Walking Infrastructure Plans	Local Cycling and Walking Infrastructure Plans (LCWIPs) enable Local Authorities to plan for active modes of transport in their areas. LWCIPs identify where walking and cycling infrastructure improvements should be made, based on existing and future potential demand. Investment in cycling and walking schemes can help to improve public health, provide access to services and facilities, minimise carbon emissions and contribute to the natural environment.	New walking and cycling infrastructure could result in in-combination effects on European and Ramsar Sites where it is delivered in addition to the interventions identified as supporting the TfSE SIP, depending on the location of proposals. These effects may arise from construction-phase impacts as well as disturbance associated with improved access and increased recreational pressure on sensitive sites.
Local Transport Plans	Local Transport Plans (LTPs) are statutory documents required by the Transport Act 2000, which set the strategy for the management, maintenance and development of a Local Authority area's transport system. LTPs can identify both strategy policy and implementation	LTPs are likely to align with the TfSE SIP and may rely on the same interventions for delivery. However, where LTPs include additional interventions not considered within the SIP, the construction of this infrastructure could give rise to

Plan Name	Plan Description	Potential In Combination Effects
	plans for delivering policy. Therefore, like the SIP, 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. A LTP is likely to include interventions and schemes which appear within the TfSE SIP (which will be delivered by various parties) and interventions and schemes put forward by the Local Authority itself. LTPs must be subject to HRA in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).	in-combination effects on European and Ramsar Sites, depending on where proposals are located.

Table 0-3: Potential In Combination Effects with Projects

Project Name	Project Description	Potential In Combination Effects
Heathrow Expansion[31]	Heathrow Airport plans to expand via the development of a third runway, as well as new facilities both on and off the airfield, to the north-west of the existing runways. The development of this runway would provide the capacity for an additional 260,000 flights annually.	Potential effects of the planned Heathrow Airport expansion could give rise to LSEs on European and Ramsar Sites in combination with the interventions that will deliver the TfSE SIP. The interventions supporting this priority—such as the Western Rail Link to Heathrow, Southern Access to Heathrow, and the A4 Reading–Maidenhead–Slough–London Heathrow Mass Rapid Transit—may help to facilitate the airport's expansion and therefore contribute to construction-related impacts on European and Ramsar Sites in the vicinity of Heathrow. These in-combination effects relate specifically to construction activities associated with both the airport expansion and the enabling transport

[31] Plan overview | Heathrow (Accessed 20/11/24)

Project Name	Project Description	Potential In Combination Effects
		infrastructure, where temporal or spatial overlap may occur.

Conclusions

This HRA Screening exercise has identified that the updated TfSE SIP 2026 could lead to a number of LSEs, either as a result of a single intervention or in combination with other interventions, plans, projects and programmes.

Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations, through to Stage 2 - Appropriate Assessment. In order for this to be undertaken, further details on the interventions and consultation with Natural England would be required.

There is insufficient detail at this time to enable a more in-depth analysis to the degree required for Appropriate Assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and robust analysis can be carried out.

The interventions set out in the SIP are being delivered by other organisations, including National Highways and Network Rail. Although they form part of the SIP, TfSE is not the authority responsible for their development and delivery.

Many of the interventions will also be included within the LTPs within the TfSE region and will undergo HRA when they are prepared, providing another opportunity for potential LSEs to be identified and potential adverse effects to be assessed, as well as when interventions become projects (through project-level HRA). Any transport project brought forward in accordance with the TfSE SIP, which may involve construction/improvements to infrastructure, and which may increase access in order to meet the Missions and deliver the priorities of the TfSE, would require careful consideration of potential effects on European and Ramsar Sites.

The HRA Screening of the TfSE SIP 2026 update has been precautionary and uncertainty has been identified due to the strategic nature of the Plan and lack of detail relating to the interventions cited within it. Appropriate Assessment of transport interventions / projects at the project stage may identify that some interventions may not have impact pathways to European and Ramsar Sites and impacts on ecological integrity could be excluded at the Appropriate Assessment stage.

It is expected that all LTPs and transport interventions / projects within the TfSE region will be subject to HRA Screening and it is recommended that this requirement is referred to in the 'Delivery' chapter of the SIP. Where potential in combination effects are identified in Screening, an assessment of adverse effects on site integrity and in-combination effects of interventions will be required and full recommendations for mitigation is expected to be provided within each project/plan-level Appropriate Assessment (HRA Stage 2 Appropriate Assessment) in order to avoid adverse effects upon the European and Ramsar Sites.

Appendix B – Assessment of SIP Interventions

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

Appendix A - ISA for the Strategic Connectivity Mission

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
1. Orbital and East West Connectivity													
HS 1 / Marsh Link – Hastings, Bexhill and Eastbourne Upgrade (EW01)	--	--	0	-	-	+/-	+	+	-	+	+	+	++
East Coastway Line faster services (EW02)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
NEW: Willingdon Chord (EW03)	--	--	--	--	--	-	+	+	-	+/-	+/-	+	+
Brighton Main Line - Reinstate Cross Country Services (EW05)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Brighton Station Additional Platform (EW05)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	+
Arun Valley Line - Faster services (EW06)	0	0	0	0	0	0	-	+	-	++	+	+/-	++
West Coastway Faster services (EW07)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
West of England Service Enhancements (EW08)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Reigate Station Upgrade (EW09)	0	0	+/-	0	0	0	+	+/-	0	+	+	+	++
Reading to Waterloo Service Enhancements (EW10)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Cross Country Service Enhancements (EW11)	0	0	+/-	+/-	0	0	0	+	?	+	+	+	+
A259 Level Crossing Removals (EW12)	-	--	-	-	-	-	0	0	0	0	0	++	+
A27 Lewes – Polegate (EW13a)	--	--	--	--	--	--	--	--	--	+/-	+/-	+/-	++
A27 Worthing and Lancing Improvement (EW13b)	+/-	-	-	-	-	+/-	+/-	+/-	-	+/-	-	+	+
A27 Worthing Long Term Solution (EW13c)	+/-	-	-	-	-	+/-	+/-	+/-	-	+/-	-	+	+
A27 Arundel Enhancements (EW13d)	--	--	--	--	--	--	--	--	--	+/-	+/-	+/-	++
A27 Tangmere Junction (EW13e)	--	--	--	--	-	-	+/-	+/-	+/-	0	+/-	+	+
A27 Chichester Improvements (EW13f)	-	-	--	-	0	+/-	+/-	+/-	+/-	0	+/-	+	+
A259 Chichester to Bognor Regis Enhancement (EW14)	-	-	+/-	+	+	+/-	+	+	+	+	+/-		
Isle of Wight Ferry Service Enhancements (EW15)	-	-	0	+/-	0	-	+/-	+/-	-	++	++	+/-	+
New Summer Route - Ryde to Southampton (EW16)	-	-	0	+/-	0	-	+/-	+/-	-	++	++	+/-	+

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
2. Access to international gateways and strategic freight													
A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit (IG01)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
London Heathrow Airport Bus Access Enhancements (IG02)	0	0	0	0	0	0	+	+	+	+	+	+	0
Western Rail Link to Heathrow (IG03)	-	-	-	-	-	-	+/-	+/-	-	+	+	+/-	+
Southern Access to Heathrow (IG04)	--	--	-	--	-	--	+/-	+/-	-	+	+	+/-	+
Gatwick – Kent Service Enhancements (IG05)	+/-	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	0	0	+	+
North Downs Line - Service Level and Capacity Enhancements (IG06)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
Redhill Station Upgrade (IG07)	0	0	-	+/-	0	0	+/-	+/-	+/-	+	+	+	+
Redhill Aerodrome Chord (IG08)	-	-	-	-	-	-	+/-	+/-	+/-	+	+	+	+
Ebbsfleet International (Northfleet Connection) (IG09)	-	-	-	-	-	-	+/-	+/-	+/-	+	+	+	+
High Speed East – Dollands Moor Connection (IG10)	+/-	+/-	+/-	0	0	+/-	+/-	+/-	+/-	0	0	+/-	+
Portsmouth Direct Line - Line Speed Enhancements (IG11)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme (IG12)	-	-	+/-	+/-	0	0	+/-	-	+/-	+	+	+/-	+
Newhaven Port Capacity and Rail Freight Interchange Upgrades (IG13)	-	-	0	-	-	-	-	-	-	+/-	0	0	+
Lower Thames Crossing (IG14)	--	--	+/-	--	-	--	-	--	-	+/-	+/-	0	++
Better Rail Access to Port of Southampton (IG15)	0	+/-	0	0	0	-	+	+	+	0	+	+	+
B9 Southampton Container Port Rail Freight Access and Loading Upgrades (B9)	0	+/-	+/-	0	0	-	+	+	+	0	+	+	+
Fawley Peninsula New Rail Connectivity (IG16)	--	--	+/-	+/-	-	-	++	+/-	?	+	+	+	++
Theale Strategic Rail Freight Terminal (IG17)	+/-	+/-	+/-	-	0	-	+/-	+/-	+/-	0	+	+	+
Rail Freight Gauge Clearance Enhancements (IG18)	--	--	-	-	-	-	+/-	+/-	-	+/-	+/-	+	+
A2 Brenley Corner Enhancements (IG19)	-	-	+/-	+/-	-	-	+/-	-	+/-	0	+	+	+
M20 Junction 6 Sandling Enhancements (IG20)	-	-	+/-	+/-	-	-	+/-	-	+/-	0	+	+	+
A2 Dover Access (IG21)	-	-	+/-	-	-	-	-	--	-	+/-	-	0	+
Dover Freight Diversification(IG22)	0	0	0	0	0	0	+	+	+/-	0	+/-	+	+
M23 Junction 9 Enhancements - Gatwick (IG23)	-	-	0	0	+	0	+/-	-	+/-	+/-	+/-	+	+

Appendix A - ISA for the Strategic Connectivity Mission

Strategic Connectivity - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	GHGs	Noise	Equal.	Health	Comm Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
A26 Lewes - Newhaven Realignment and Junction Enhancements (IG24)	-	-	0	+/-	-	-	+	-	+/-	+/-	-	+	+
A34 Junction and Safety Enhancements (IG25)	--	--	--	-	+/-	+/-	+/-	-	+/-	0	0	+	+
Southampton Access (M27 Junction 2 and Junction 3) (RIS3 pipeline) (IG26)	-	-	0	0	+	0	+/-	+/-	+/-	0	0	+	+
A326 Capacity Enhancements (LLM) (IG27)	--	--	--	--	-	0	+/-	+/-	+/-	+/-	+/-	+	++
Global Policy Intervention South East Lorry Parks (IG28)	--	--	--	--	--	-	--	--	--	+/-	-	+/-	+
3. Incentives and timetables													
Isle of Wight Operating Hours and Frequency Enhancements (IT01)	-	-	-	+/-	0	-	+/-	+/-	-	++	++	+/-	+
Interventions removed from SIP													
A27 Fontwell Junction (I21)	--	--	-	--	-	-	+/-	+/-	+/-	0	+/-	+	+
Southampton Central Station – Woolston Crossing (B1)	0	0	+/-	?	0	0	+	+/-	?	+	+	+	++
West Worthing Level Crossing Removal (F2)	0	0	+	+	0	0	+	+	?	+	+	++	0
A21 Safety Enhancements (X4)	-	-	-	-	0	-	+/-	+/-	+/-	+	0	++	+
High Speed 1 – Link to Medway (U1)	--	--	--	0	-	-	+/-	+/-	+/-	+	+	+/-	+
Additional Rail Freight Paths to Southampton (A11)	+/-	+/-	+/-	+	0	+/-	+	+	+	0	+	+	+
B7 Havant Rail Freight Hub (B7)	0	0	+/-	+/-	0	+/-	+/-	+/-	+/-	0	+	+	+
B8 Fratton Rail Freight Hub (B8)	0	0	+/-	+/-	0	0	+/-	+/-	+/-	0	+	+	+
M3 Junction 9 (R1)	-	-	-	+/-	0	+/-	+/-	-	+/-	+	0	+	+
M3 Junction 9 - Junction 14 Smart Motorway (R2)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Urban and suburban metro rail													
Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet (MR01)	-	--	--	-	0	-	+/-	+/-	+/-	0	0	+/-	+
St Pancras International Domestic High Speed Platform Capacity (MR02)	0	0	+/-	+/-	0	0	+	+	+/-	0	0	0	+
High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access (MR03)	-	-	--	-	+/-	-	+/-	+/-	+/-	+	0	+/-	+
London Victoria Capacity Enhancements - Signalling and Digital Rail (MR04)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	++
London Victoria to Shortlands Capacity Enhancements (MR05)	0	0	0	0	0	0	+/-	+/-	+/-	+	+	+	++
Dartford Station Remodelling / Relocation (MR06)	0	0	-	+/-	0	+/-	+/-	+/-	+/-	+	0	?	+
North Kent Line/ Chatham Main Line - Line Speed Enhancements (MR07)	+/-	+/-	+/-	+/-	0	+/-	+	+	+/-	+	+	+	+
North Kent Line – Service Enhancements (MR08)	0	0	+/-	+/-	0	0	+	+	?	+	+	+	+
Bakerloo Line Extension (MR09)	0	0	-	0	0	-	+/-	+/-	+/-	0	0	+/-	+
South Eastern Main Line Capacity Enhancements (MR10)	+/-	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	0	0	+	+
NEW: Otterpool Park/Westenhanger Station Additional Platform (MR11)	0	0	+/ -	+/-	0	0	+	+	+/-	0	0	+	+
New Station to the North East of Horsham (MR12)	-	-	0	-	-	-	+/-	+/-	-	++	+	+/-	+
Portsmouth Station Platforms (MR13)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Fareham Loop / Platform (MR14)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Botley Line Double Tracking (MR15)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Netley Line Signalling and Rail Service Enhancements (MR16)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
Southampton Central Station Upgrade (MR17)	0	0	+/-	?	0	0	+	+/-	?	+	+	+	++
Eastleigh Station Platform Flexibility (MR18)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
South West Main Line – Totton Level Crossing Removal (MR19)	-	-	-	0	0	?	?	+	?	?	+	++	0
Isle of Wight Railway Service Enhancements (MR20)	0	0	+/-	+/-	0	0	+	+	?	+	+	+	+
Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport (MR21a)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+
Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor (MR21b)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
NEW: Crossrail 2 (MR22)	?	?	?	?	0	0	++	+	+/-	+	+	+	++
Guildford Station Upgrade (MR23)	0	0	0	?	0	-	+/-	+/-	+/-	+	+	+	+
New Station Guildford East (Merrow) (MR24)	-	-	?	?	-	-	+/-	+/-	+/-	+	+	+	+
New Station Guildford West (Park Barn) (MR25)	-	-	?	?	-	-	+/-	+/-	-	+	+	+	+
2. Growth-led mass transit													
Fastrack Expansion - Northfleet to Gravesend (GT01)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastrack Expansion - Medway (GT02)	0	0	0	0	0	0	+	+	+	+	0	+	+
Kent, Medway and East Sussex Mass Transit (GT03)	0	0	0	0	0	0	+	+	+	+	0	+	+
Medway to Maidstone Bus Priority (GT04)	0	0	0	0	0	0	+	+	+	+	0	+	+
Medway Passenger Ferry Infrastructure & Services (GT05)	--	--	--	+/-	0	-	+/-	+/-	+/-	+	0	+/-	+
Strood Riverside Highway Enhancement and Bus Lane (GT06)	-	-	-	-	0	-	-	--	-	-	-	0	+
Queensborough Passenger Ferry Infrastructure & Services (GT07)	--	--	-	+/-	0	-	+/-	+/-	+/-	+	0	+	+
Eastbourne / Wealden Mass Rapid Transit (GT08)	+/-	+/-	+/-	+/-	?	0	+	+	+	++	+	+	+
Hastings / Bexhill Mass Rapid Transit (GT09)	+/-	+/-	+/-	+/-	?	0	+	+	+	++	+	+	+
Sussex Coast Mass Rapid Transit (GT10)	-	-	+/-	-	?	0	+	?	+	++	+	+	++
Fastway Extension: Crawley - Redhill (GT11a)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - East Grinstead (GT11b)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - Haywards Heath - Burgess Hill (GT11c)	0	0	0	0	0	0	+	+	+	+	0	+	+
Fastway Extension: Crawley - Horsham (GT11d)	0	0	0	0	0	0	+	+	+	+	0	+	+
South East Hampshire Rapid Transit Future Phases GT12)	0	0	+/-	+/-	0	0	++	+	+/-	+	+	+	++
Southampton Mass Transit (GT13)	0	0	+/-	+/-	0	0	++	+	+/-	+	+	+	++
Southampton to Fawley Waterside Ferry Service (GT14)	--	--	-	+/-	0	-	+/-	+/-	+/-	+	0	+	+
Southampton City Centre Placemaking (GT15)	+	+	+/-	+	+	+	+	+	+	+	+	+	+
Isle of Wight Mass Transit and bus connections (GT16)	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
Blackwater Valley Mass Rapid Transit (GT17)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
Basingstoke Mass Rapid Transit (GT18)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+
Reading Mass Rapid Transit (GT19)	+/-	+/-	+/-	+/-	?	+/-	+/-	+	+/-	++	+	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
3. Active travel													
Global Policy Intervention: Active Travel (AT01)	+/-	+/-	+/-	+/-	0	0	+	+	+	+	++	+	+
Global Policy Intervention: Shared Micro Mobility (AT02)	0	0	0	0	0	0	+	+	+	+	+	?	+
4. Unlocking development													
M25 Junction 1a Enhancements (UD01)	-	-	0	-	0	0	-	-	-	-	-	0	+
NEW: M2 Junction 1 Enhancements (UD02)	+/-	-	-	--	-	+/-	+/-	-	-	0	-	+/-	++
NEW: M2 Junction 4 Enhancements (UD03)	+/-	-	-	--	-	+/-	+/-	-	-	0	-	+/-	++
A2 Canterbury Junctions Enhancements (UD04)	-	-	+/-	+/-	-	-	+/-	-	-	0	+	+	+
A228 Hoo Peninsula Enhancements (UD05)	-	-	-	-	-	-	+/-	--	+/-	0	-	0	+
A228 Medway Valley Enhancements (UD06)	-	-	-	-	-	-	+/-	--	-	-	-	+	+
A228 Colts Hill Strategic Link (MRN Pipeline) (UD07)	-	-	-	-	-	-	+/-	--	+/-	-	-	+	+
A2270/A2101 Corridor Movement and Access Package (MRN pipeline) (UD08)	-	-	-	-	-	-	+/-	--	+/-	+/-	+/-	+	+
A23 Hickstead and Bolney Junction Enhancements (UD09)	-	-	-	--	+/-	0	+/-	-	+/-	0	0	+/-	+
A22 Corridor Package (UD10)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	++	+
A22 Corridor - Hailsham to Uckfield (MRN pipeline) (UD11)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	+	+
A22N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM pipeline) (UD12)	+/-	-	-	-	-	+/-	+/-	--	-	+/-	-	+	+
A26 – East Sussex Corridor enhancements – Lewes – Uckfield - Crowborough (UD13)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	+/-	+	+
Brighton & Hove A27 Junction Improvements (UD14)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	-	+	+
A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure (UD15)	+/-	-	-	-	-	+/-	+/-	-	-	+/-	+/-	+	+
Crawley Western Link Road and Active Travel Infrastructure (UD16)	--	--	--	-	-	-	-	--	--	+/-	-	+/-	++
A24 / A243 Knoll Roundabout and M25 Junction 9a (UD17)	-	--	0	+/-	0	+/-	+/-	-	+/-	+/-	+/-	+	+
A24 Horsham to Dorking Improvements (UD18)	+/-	-	-	-	-	+/-	-	--	-	+/-	-	+	+
A29 Realignment including combined Cycleway and Footway (UD19)	--	--	-	--	--	+/-	+/-	+/-	+/-	+	+	+	+
West Quay Realignment (LLM) (UD20)	-	-	-	+	?	-	+/-	+/-	+/-	+/-	+/-	+	+

Sustainable Growth - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
Portsmouth City Centre Road (LLM) (UD21)	0	0	-	+	+	0	+/-	+/-	+/-	+/-	+/-	+	+
A3/A247 Ripley South (RIS3 pipeline) (UD22)	-	-	0	+/-	+/-	-	+/-	-	+/-	+/-	0	+	+
A31 Farnham Corridor (LLM) (UD23)	-	-	-	+/-	+/-	-	+/-	-	+/-	+/-	0	+	+
A404 Bisham Junction (UD24)	+/-	-	-	-	-	+/-	-	+/-	-	+/-	-	+	+
5. Integrated transport and land use planning													
Global Policy Intervention: Transport and land use planning integration (IP01)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	+
Interventions removed from SIP													
Southampton Cruise Terminal Access for Mass Transit (C4)	?	?	?	+/-	?	-	+	+	+/-	+	+	+	+
M271 Junction 1 Strategic Mobility Hub (C5)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
North Kent Line / Hundred of Hoo Railway - Rail Chord (S7)	+/-	+/-	+/-	0	0	+/-	+/-	+	+/-	+	0	0	+
Ebbsfleet International connections (S21 and S22)	+/-	+/-	+/-	0	0	+/-	+/-	+	+/-	+	0	+	+
Southampton – Woolston Crossing (B1)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++
New Southampton Central Station (B2)/ New City Centre Station (B3)	-	-	+/-	+/-	0	-	++	+/-	?	+	+	+	++

Appendix A - ISA for the Resilience Mission

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
1. Tackling bottlenecks													
Croydon Area Remodelling Scheme (TB01)	-	-	0	-	0	0	+/-	+	+/-	0	0	+	+
South West Main Line – Digital Signalling (TB02)	0	0	0	0	0	0	?	?	?	+	+	++	+
South West Main Line – Mount Pleasant Level Crossing Removal (TB03)	0	0	+	+	0	0	++	+	?	+	++	++	0
South West Main Line / Portsmouth Direct Line – Woking Area Capacity Enhancement (TB04)	-	-	-	+/-	-	-	+/-	+/-	-	+	+	+	+
M25 Junction 5 Enhancements (TB05)	0	0	0	0	0	0	?	?	?	0	0	+	+
A28 North Thanet Link (MRN) (TB06)	-	--	--	-	-	-	-	--	-	0	-	+	+
A259 Bognor Regis to Littlehampton Enhancement (TB07)	-	-	-	-	+	+/-	+/-	+/-	+/-	+	+	+	+
Northam Rail Bridge Replacement and Enhancement (MRN) (TB08)	-	-	0	?	0	-	0	0	0	0	0	+	+
A259 South Coast Road Corridor – Eastbourne to Brighton (TB09)	-	-	-	--	?	+/-	+/-	+/-	+/-	+	+	+	+
NEW: Highway Widening between Ventnor and Gidshill via Whitwell (TB10)	-	-	-	-	-	0	0	0	0	+	+	+	+
A3 Guildford Local Traffic Segregation (TB11)	+/-	+/-	+/-	+/-	0	+/-	+	+/-	+/-	+	+	+	+
A3 Guildford Long Term Solution (TB12)	--	--	-	-	0	-	-	--	-	-	-	+/-	+
A264 Horsham - Pease Pottage Carriageway Enhancements (TB13)	-	-	-	-	0	-	+/-	-	+/-	+	-	+	+
NEW: Gyratory at Down End, Newport (TB14)	-	-	-	--	-	-	+/-	+/-	+/-	0	+/-	+	+
A339 Newbury to Basingstoke Enhancements (TB15)	-	-	+/-	--	+/-	+/-	+/-	-	+/-	+/-	+/-	+	+

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
2. Diversionary and alternative corridors													
Canterbury Rail Chord (DC01)	-	-	0	-	0	-	+/-	+/-	+/-	0	0	0	+
Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements (DC02)	-	-	0	+/-	0	+/-	+/-	+	+/-	+	+	+	+
Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes (DC03)	--	--	-	-	-	--	+/-	+/-	-	0	0	0	+
Spa Valley Line Modern Operations Reopening – Eridge to Tunbridge Wells West to Tunbridge Wells (DC04)	-	-	--	-	-	+/-	+/-	+/-	-	+	+	+	+
A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses (DC05)	--	--	--	--	-	-	+/-	--	+/-	0	-	+	+
A22 Uckfield Bypass Dualling (DC06)	--	--	?	-	-	-	-	--	--	-	-	+	+
M23 Junction 8a New Junction and Link Road - Redhill (DC07)	--	--	?	-	0	0	-	--	--	0	0	+	+
NEW: Newport Junction Improvements - Further Phase (DC08)	-	-	-	-	-	-	+/-	--	+/-	+/-	+/-	+	+
A320 North Corridor (MRN) (DC09)	-	-	-	+/-	-	-	+/-	+/-	+/-	0	0	+	+
New Thames Crossing East of Reading (LLM) (DC10)	-	-	0	-	-	--	-	--	+/-	+/-	+/-	+	+
3. Coastal and river infrastructure													
A259 (King's Road) Seafront Highway Structures Renewal Programme (CR01)	-	-	?	+	?	+/-	+/-	+/-	+/-	+	+	+	+
NEW: A259 (East Saltdean) Resilience Scheme (CR02)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Eastbourne Pevensey Bay A259 Resilience Scheme (Road and Rail) (CR03)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Rushey Hill (between Peacehaven and Newhaven) Resilience Scheme (CR04)	+/-	-	-	-	-	+/-	0	+	0	+	0	+	++
NEW: Beachy Head (Birling Gap) (CR05)	?	?	?	?	+/-	0	0	+	0	+	0	++	++
Improved Gosport – Portsmouth and Portsmouth – Hayling Island Ferries (CR06)	-	-	-	+/-	0	-	+/-	+/-	-	++	++	+/-	+
NEW: Rerouting A3055 between Brook Chine and Freshwater Bay (CR07)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++
NEW: Raising the height of Morton Road (A3055) Brading (CR08)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++
NEW: Major Bridging Scheme of the Graben Ventnor (CR09)	--	--	--	--	+/-	+/-	0	+	0	+	0	++	++

Resilience Mission - Theme / Intervention	Nat Cap.	Biodiv.	His. Env.	Lands.	Soils & res.	Water	Air Qu.	Climate/GHGs	Noise	Equal.	Health	Safety	Econ.
	ISA1	ISA2	ISA3	ISA4	ISA5	ISA6	ISA7	ISA8	ISA9	ISA10	ISA11	ISA12	ISA13
4. Sustainable maintenance amd renewal													
Global Policy: Sustainable maintenance and renewal (SM01)	0	0	0	0	0	0	0	++	0	0	0	+	+
Interventions removed from SIP													
Brighton Main Line - 100mph Operation (J2)	0	0	0	0	0	0	-	+	-	++	++	+/-	++
New Station – Canterbury Interchange (S15)	-	-	0	-	0	-	+/-	+/-	+/-	0	0	0	+
A22 Smart Road Trial Proposition Study (N19	0	0	0	0	0	0	?	?	?	+	+	+	+
A23 Carriageway Improvements - Gatwick to Crawley (N7)	-	-	0	+/-	+	-	+/-	-	+/-	+/-	-	+	+
A24 Dorking Bypass (N11)	-	-	-	--	-	-	-	-	-	0	-	+/-	+
Digital Operations Stack and Brock (X8)	0	0	0	0	0	0	+/-	+/-	+/-	+/-	-	?	?
A20 Enhancements for Operations Stack and Brock (X9)	?	?	?	?	?	?	+/-	+/-	+/-	+/-	-	?	?
M2 Junction 4 – Junction 7 Smart Motorway (X13)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+
M20 Junction 3 - Junction 5 Smart Motorway (X15)	0	0	0	0	0	0	+/-	+/-	+	0	0	?	+
A322 and A329(M) Smart Corridor (R13)	-	--	+/-	+/-	0	+/-	+/-	-	+/-	+/-	+/-	+	+

Appendix A - ISA for the Inclusion and Integration Mission

Inclusion & Integration - Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Better integrated hubs													
Strood Rail Interchange Upgrade (BH01)	--	--	-	-	-	+/-	+/-	+/-	+/-	0	0	+/-	+
NEW: Integrated Maidstone Stations (BH02)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	++
Eastbourne / Polegate Strategic Mobility Hub (BH03)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	++
Three Bridges Strategic Mobility Hub (BH04)	+/-	+/-	+/-	+/-	+	+	+	+	+/-	+	++	+	++
Falmer Strategic Mobility Hub (BH05)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
A27/A23 Patcham Interchange Strategic Mobility Hub (BH06)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
Shoreham Strategic Mobility Hub (BH07)	+/-	+/-	+/-	+/-	?	?	+	+	+/-	+	++	+	+
Southsea Transport Hub (BH08)	+/-	+/-	+/-	+/-	?	0	+	+	+/-	+	++	+	+
Cosham Station Mobility Hub (BH09)	+/-	+/-	+/-	+/-	?	+/-	+	+	+/-	+	++	+	+
Tipner Transport Hub (M275 Junction 1) (BH10)	0	0	0	+/-	+	-	+/-	+/-	+/-	+/-	+/-	+	+
NEW: Fareham Station Mobility Hub (BH11)	+/-	+/-	+/-	+/-	?	+/-	+	+	+/-	+	++	+	+
M27 Junction 5 / S'oton Airport Strategic Mobility Hub (BH12)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
M27 Junction 7 / 8 Strategic Mobility Hub (BH13)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
M27 Junction 9 Strategic Mobility Hub (BH14)	+/-	+/-	0	+/-	?	0	+	+	+/-	+	++	+	+
Global Policy Intervention: Transport Integration (BH15)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+/-	+	++	+	+
2. Inclusive infrastructure													
Global Policy Intervention: Local Bus Enhancements (IN05)	0	0	+/-	+/-	0	0	+	+	+/-	+	+	+	+
3. Fares and ticketing													
Global Policy Intervention: Public transport fares (FT01)	0	0	0	0	0	0	+	+	+	++	+	0	++
Interventions removed from SIP													
A21 Safety Enhancements (X4)	-	-	-	-	0	-	+/-	+/-	+/-	+	0	++	+
High Speed 1 – Link to Medway (U1)	--	--	--	0	-	-	+/-	+/-	+/-	+	+	+/-	+

Appendix A - ISA for the Decarbonisation Mission

Decarbonisation Theme / Intervention	Nat Cap. ISA1	Biodiv. ISA2	His. Env. ISA3	Lands. ISA4	Soils & res. ISA5	Water ISA6	Air Qu. ISA7	GHGs ISA8	Noise ISA9	Equal. ISA10	Health ISA11	Safety ISA12	Econ. ISA13
1. Zero and Low Emission Vehicles													
Global policy intervention: Fuel decarbonisation (LE01)	0	0	0	0	++	0	++	++	0	0	0	0	0
2. Railway Decarbonisation													
North Downs Line Electrification (RD01)	+/-	+/-	+/-	+/-	0	0	+	+	?	+	+	+	+
Uckfield Branch Line – Hurst Green to Uckfield Electrification (RD02)	-	-	+/-	+/-	0	+/-	+/-	+	+/-	+	+	+	+
Eastleigh to Romsey Line Electrification (RD03)	+/-	+/-	+/-	+/-	-	-	+	+	+	+	+	+	+
West of England Main Line – Electrification from Basingstoke to Salisbury (RD04)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	+
Reading to Basingstoke Enhancements (RD05)	+/-	+/-	+/-	+/-	-	-	+/-	+/-	-	+	+	+	+
Newbury – Taunton electrification (RD06)	+/-	-	+/-	+/-	0	0	+	+	+	+	+	+	+
Thames Valley Branch Line Decarbonisation (RD07)	0	0	0	0	0	0	+	+	+	+	+	+	+
3. Behaviour change and demand management													
Global policy intervention: Virtual access (BC01)	0	0	0	0	0	0	+	+	+	+	+	+	+
Global policy intervention: Road user charging (BC02)	0	0	0	0	0	0	++	++	+	-	++	+	+/-
4. Ferry decarbonsiation													
Global policy intervention: Ferry decarbonisation (FD01)	0	0	0	0	++	0	++	++	0	0	0	0	0
5. Power supply													
Global policy intervention: Energy decarbonsiation (PS01)	0	0	0	0	++	0	++	++	0	0	0	0	0
Interventions removed from SIP													
Eastleigh/Southampton to Salisbury – Electrification (B6)	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	+

Agenda item 6

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Technical Call Off Contract – non-allowed for (implicit) extension**
Purpose of report:	**To update the Partnership Board on the performance of Transport for the South East's Technical Call-off Contract, and to propose that the contract be extended for an additional 12 months with an associated increase in value of up to a further £2,000,000.**

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

1) **note the performance of the technical call off contract with the Steer consortium; and the ongoing need for support to deliver the technical programme through a period of uncertainty;**
2) **approve an implicit modification for extension of the current technical call off contract for an additional 12 months and an increase in value of up to a further £2,000,000.**

1. Introduction

1.1 The purpose of this report is to update the Partnership Board on the performance of Transport for the South East's (TfSE) technical call off contract, and to propose that the contract be extended for an additional 12 months and an increase in value of up to a further £2,000,000.

2. Background

2.1 As set out in our business plans, TfSE has an ambitious and evolving technical work programme. The range and scale of work to be delivered is diverse and specialist advice and technical support is required from consultants to support its delivery.

2.2 In March 2023 the Partnership Board agreed that a technical call off contract was required, and delegated to the Chief Officer responsibility to undertake a procurement exercise to commission a supplier to deliver technical support for TfSE work programme (previously each work element had been commissioned separately).

2.3 Following that procurement exercise, at their meeting in July 2023, the Partnership Board awarded a technical call off contract to a consortium of Steer (as lead bidder) and their supply chain partners (including Atkins, Arup and City Science).

2.4 The initial contract period was for 2 years from July 24th 2023 - July 23rd 2025, and contained an "allowed for modification" option to extend to a third year to July 2026. The value of the initial two year term was up to £4m, with a possible additional £2m for a third year. At their meeting on 27th January 2025 the Partnership Board approved the allowed for extension of the technical call off contract for a third year until July 2026. The contract therefore currently runs from July 24th 2023 - July 31st 2026, with a value of £4m.

2.5 With the end of the current contract term approaching, a decision is needed on whether to extend the current contract, or whether to re-procure a new contract. To help inform this decision, TfSE officers carried out a contract review.

2.6 As per the TfSE constitution (part 3, section 16, 16.1, e), TfSE will not delegate (to the Chief Officer) the function of awarding contracts in excess of the threshold for goods and services set out in the Public Contracts Regulations 2015. (This is for any spend over £213,477). The value of the potential contract extension is over this threshold, and having previously agreed to award the contract, the Partnership Board are invited to agree the recommendation that the current contract should be extended.

3. Contract review

3.1 The technical call off contract has been in place since July 2023, and in this time 52 tasks have been commissioned, with a total value of £3,408,337.25. Work is commissioned via TfSE preparing a task order setting out what is required, to which the Steer consortium respond with a task proposal detailing their methodology, costs, timescales and risks to delivery. This is a collaborative process and there is the opportunity to use the supply chain knowledge and experience to scope the work and shape task orders before a task proposal is prepared and agreed. This is particularly helpful when the work being undertaken is outside the direct experience of the TfSE team or is of a more innovative nature. If necessary or beneficial, this also allows for specialist input to be sought from the supply chain partners.

3.2 Prior to the technical call off contract being in place, each element of technical work had to be commissioned separately. As set out in the reports to the Partnership Board in March and July 2023, with the growing TfSE technical programme, increasing amounts of time and resource were involved in running many separate procurement processes, and the technical call off contract was intended to ease that resource pressure through a more cost efficient, streamlined process.

3.3 The call off contract has been very successful in this endeavour, to the extent that the volume of work that has been completed would have been impossible to procure had the call off contract not been in place. The streamlined process ensures our limited resources are more focussed towards delivery, and provides the ability to commission work swiftly to respond to changing circumstances or asks from government.

3.4 Whilst the technical call off contract has facilitated the completion of a greater amount of the technical work, it has also enabled us to deliver against our budget in a more timely manner, and to reduce the amount of funding needing to be carried forward into next financial year.

3.5 The time and resource savings in procuring work have not only generated efficiency for TfSE, but also eased the pressure on the accountable body's procurement and sourcing solutions teams, who would be called on to support any procurement activities we undertake.

3.6 The contract is managed at both an individual project and overall programme or framework, level. Individual project management focuses on technical content and direct stakeholder engagement, whilst the framework management office ensures the work is managed as a cohesive programme (with consistency in approach and methodology) and leads on contractual and risk matters. This framework oversight ensures the most efficient use of resources and provides opportunity to shape and adapt the overall TfSE technical programme to best meet our desired outcomes. It also ensures that the resulting work lands correctly within the wider policy landscape in which Sub national Transport Bodies (STB's) operate.

3.7 Quality audits are carried out on individual projects, ensuring that agreed processes are being followed, with best practice and lessons learned shared amongst the whole team to continually improve the delivery of our work programme.

3.8 To ensure continued value for money each task proposal is agreed by TfSE officers before work commences and this includes the costs, programme and deliverables. The rates charged are set through the ESPO Framework through which the call off contract was tendered, and benchmarking is carried out to compare the costs against other similar work.

3.9 Social value was a key part of the tender process and thus far Steer and their supply chain have delivered £362,000 of social value across the TfSE region, including directly employing staff within the region, providing work experience opportunities, attending STEM and careers fairs, and offering professional advice and training to local organisations. Further social value offerings are planned for the remainder of the contract.

3.10 Having the technical call off contract in place has been hugely beneficial to delivery of the TfSE work programme and business plan, both in terms of the volume of work that it has been possible to complete, and the more efficient manner in which that has been done.

3.11 Discussions have been held with the host authority's procurement and finance teams to discuss potential options at the end of the current contract period. This has indicated that there is the option to extend the current contract, in both time and value, via an "implicit modification". Doing so would not commit any guaranteed expenditure, rather it provides the opportunity to commission work, subject to available funding.

4. Future requirements

4.1 Despite DfT funding ceasing from April 2027, the Business Plan for the 2026/27 transition year sets out a significant programme of work to ensure TfSE is in the best possible position to support its LTAs. The Board approved the business plan and work programme as part of its transition plan submission to the DfT in December 2025. The DfT have confirmed a funding allocation of £1.5m for the 2026/27 financial year to deliver work set out in the programme. The current contract term ends in July 2026.

4.2 Whilst the business plan for 2026/27 is approved and funded, requirements for 2027/28 and onwards are less clear. TfSE has operated a mixed funding model since 2017, with a mix of local transport authority contributions and DfT grant, however DfT funding will cease from April 2027. Whilst Local Transport Authorities are supportive of providing contributions after that date, agreement on future levels of funding is complicated by both Local Government Reform (LGR) and Devolution plans across the

region. In essence the number and nature of local transport authorities in the region is set to change and board members are unable to set a budget for an authority which does not yet exist. All current local transport authorities agree with the principles for pan-regional collaboration and support a continued role for TfSE however there is recognition that TfSE will evolve as the impact of LGR and Devolution takes shape.

4.3 For the reasons set out above, currently it is not possible to determine with certainty what TfSE's requirements for technical support will be beyond April 2027. However there remains the need to deliver the 2026/27 work programme beyond July 2026 to ensure we continue to support LTAs at a time of great change, providing continuity and consistency.

4.4 In order to deliver the 2026/27 work programme beyond July 2026 the option of tendering each work task separately has been discounted on the grounds of cost and resource efficiency for both TfSE and our accountable body. The rationale set out in the 2023 Partnership Board paper which sought agreement to the framework approach still apply.

4.5 Re-procuring a new framework provider from July 2026 onwards presents two major risks. Firstly, delivery of the 2026/27 programme could be compromised, due to either work not being able to be completed before expiry of the existing contract, or that work could not start until a new contract in August 2026 and then may not be able to be completed within the financial year. Additionally, a new contract would require the drafting of a contract specification. Without clarity on the nature and quantum of work to be procured, there is a strong risk that any new contract could be not fit for purpose and may not deliver either the desired outcomes or value for money.

4.6 The current contract is performing well. Measures are in place to effectively manage the contract framework and work programme, ensuring value for money, and the delivery of high quality outputs. Extending the contract for a further 12 months would provide an efficient means of delivering the technical work programme through a period of uncertainty, providing stability, maximising the knowledge and experience gained from the operation of the contract thus far. This would take the contract term up until 31st July 2027. Re-procurement of a new provider would then start in early 2027, by which time the position with LGR, Devolution and TfSE funding will be clearer.

5. Conclusion

5.1 As set out in our business plan for 2026/27, TfSE continue to have an ambitious work programme, and will continue to require specialist advice and technical support from consultants to support its delivery. Through this current period of uncertainty, extending the current contract would provide an element of stability and an efficient means of continuing to deliver the technical work programme in a cost efficient manner, maximising the knowledge and experience gained from the operation of the technical call off contract.

5.2 Subject to the Partnership Board's agreement, the contract extension will be undertaken within the rules and parameters set out by the procurement team at East Sussex County Council as the accountable body.

5.3 The extended term would commence immediately following the close of the three year term on 31st July 2026 and run until 31st July 2027.

5.4 Prior to the extended contract expiring, in early 2027 proposals for the future provision of technical support would be brought to the Partnership Board for their consideration.

6. Recommendation

6.1 The Partnership Board recommended to note the performance of the technical call off contract with the Steer consortium, and the ongoing need for support to deliver the technical programme.

6.2 The Partnership Board are further recommended to approve the implicit modification for extension of the current technical call off contract for an additional 12 months and an increase in value of up to a further £2,000,000.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Sarah Valentine
Email: sarah.valentine@transportforthesoutheast.org.uk

Agenda Item 7

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

Date of meeting: **19 March 2026**

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

Title of report: **Amendments to Constitution - Update**

Purpose of report: **To provide an update on proposed amendments to the TfSE Constitution**

RECOMMENDATION:

The Members of the Partnership Board are recommended to agree for the Chief Officer to present a further paper to the July AGM Partnership Board.

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1. Purpose of the report

1.1 This report sets out the governance issues arising from devolution, the creation of Combined County Authorities (CCAs), and Local Government Reorganisation (LGR) across the South East, and the implications these changes may have for Transport for the South East's (TfSE's) Constitution (adopted 26 September 2023) and Inter-Authority Agreement (IAA).

1.2 The paper does not seek decisions or recommendations at this stage. Instead, it highlights emerging risks and pressures within the current governance framework and explains why elements of the Constitution and IAA may require future review.

1.3 Subject to the Board's views, the Chief Officer, will bring a further paper to the Annual General Meeting (AGM) in July, which will consider these issues in detail and propose recommendations reflecting the changing administrative landscape across the South East.

2. Matters for the Board to note

2.1 The Board is invited to note the pace and scale of devolution and LGR activity across the South East, the potential impact on TfSE's membership and decision making arrangements, and the increasing likelihood that the current governance framework will require review.

2.2 The Board is also invited to indicate whether it is content for the Chief Officer to prepare a further paper for the July AGM which would bring forward recommendations at that point.

3. Background: TfSE's current governance framework

3.1 TfSE's governance is established through its Constitution and Inter-Authority Agreement, which together set out membership, representation, powers and decision-making arrangements. These documents were designed around the existing pattern of local transport authorities at the time of their adoption.

4. Why this issue is emerging now

4.1 Government policy is driving the creation of Combined County Authorities and Local Government Reorganisation across the South East. These changes may significantly alter the number, size and identity of local transport authorities participating in TfSE.

4.2 As a result, arrangements that currently function effectively may, over time, produce unintended consequences or lack sufficient clarity in a future governance landscape.

5. Key governance issues for consideration

5.1 Key issues include membership and representation, decision-making and voting arrangements, and the need to ensure continuity and legal certainty during periods of administrative transition.

5.2 The current constitution has the mechanism for constituent authorities to appoint coopted members. This is not proposed to change.

6. Inter-Authority Agreement considerations

6.1 Any future changes to governance arrangements will need to be reflected consistently in the Inter-Authority Agreement, with careful attention to process, sequencing and legal assurance.

7. Next steps

7.1 This paper is intended as a framing discussion only. Subject to the Board's direction, a further paper will be brought to the July AGM considering options and presenting recommendations for formal decision.

RUPERT CLUBB
Chief Officer
Transport for the South East
Contact Officer: Emily Bailey
Email: Emily.bailey@transportforthesoutheast.org.uk

Agenda Item 8

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
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 note TfSE's financial position to the end of February 2026 and the final end of year forecasts for 2025/26

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1. Overview

1.1 The purpose of this report is to update the Partnership Board on TfSE's financial position to the end of January 2026 and the final end of year forecasts for 2025/26.

2. Background

2.1 The Board agreed TfSE's final Business Plan for 2025/26 in July 2025. This Business Plan set out how funding is allocated to each of TfSE's technical work areas for the year ahead. This report sets out our progress in spending money against each budget line and forecasts our outturn to the end of the Financial Year.

3. Summary of our Financial Position to the end of January 2026

3.1 Our financial position to the end of February 2026 is set out in **Appendix 1**. In the nine months from April to the end of February, TfSE spent £2,216,009.

3.2 This is in line with our expectations at the start of the year. We only pay for work on completion, so the rate of expenditure has increased as the financial year progresses.

4. End of Year Forecasts

4.1 At the end of February 2026, our updated forecast expenditure is now £2,922,977, against a budget of £3,807,322. This is £286,055 less than forecast at the previous Board meeting. As we are closer to the end of the year and have final invoices from suppliers, the confidence rating has increased, with most budget line forecasts now virtually certain. This paper outlines how the forecast has evolved.

4.2 Forecasts for staffing costs remain unchanged at £1,231,862. However, the confidence rating has decreased from a '5' to a '4', as we are still waiting on an invoice from DfT for a member of staff on secondment. This cost may need to be accrued, if the invoice is received late.

4.3 Across the technical programme, the Forecast confidence rating has risen to a '5', or virtually certain, as for most budget lines we have final invoices in from suppliers. However, as work has been scoped, forecast expenditure on the technical programme h as decreased from £1,832,890 to £1,588,589.

4.4 The forecast on SIP Implementation has decreased from £401,704 to £343,854. This is due to additional contributions from Local Authorities that were not accounted for in previous forecasts.

4.5 The Analytical Framework forecast has decreased from £465,327 to £391,618, as TfSE's modelling and analysis work has been re-scoped to ensure all work can be completed in 2026/27, in light of the DfT's recent funding decision.

4.6 The Centre of Excellence forecast has decreased by £50,000, as work that was scheduled to be completed in March will now be completed from April-June, meaning the Centre of Excellence continues to support officers during this time.

4.7 The private finance forecast has also changed from £50,000 to £10,000, as work has been rescoped with TfSE's Funding and Finance Group, to ensure it adds maximum value in terms of developing the evidence base for a future Strategic Outline Business Case for the A27/M27 corridor. This work will now be completed by October 2026.

4.8 Forecast expenditure on communications and engagement has decreased from £89,280 to £62,526. This is due to efficiency savings across our communications and engagement programme, including bringing a number of products in-house to be developed by our comms team.

4.9 The forecast on governance costs has reduced from £25,000 to £10,000, as we have the final cost for work that suppliers did with Board Members on TfSE's future status and funding. No other governance work is projected in 2025/26, meaning the forecast confidence rating has increased from a '4' to a '5'. The forecast for operational expenses remains steady at £25,000.

5. Conclusions and Recommendations

5.1 The Partnership Board are recommended to note the financial position to the end of February 2026 and the final end of year forecasts for 2025/26.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact officer: Keir Wilkins
Email: keir.wilkins@transportforthesoutheast.org.uk

Appendix 1 – TfSE Budget Position at end February 2026

	Budget	Actual YTD	Year End Forecast	Forecast Confidence (1-5)	
EXPENDITURE					
Salaries (including on-costs)	1,319,857	907,133	*1,231,862*	**4**	▼1
Training	20,000	6,444	*5,000*	**4**	
STAFFING	**1,339,857**	**913,577**	***1,236,862***	**4**	
Transport Strategy	120,737	97,975	97,975	**5**	▲1
SIP Refresh	98,000	107,602	*121,425*	**5**	▲1
SIP implementation	482,473	305,568	*343,854*	**4**	
Analytical framework	546,984	198,033	*391,618*	**4**	
Future mobility	40,000	0	*0*	**5**	
Active travel	45,000	0	*0*	**5**	
Decarbonisation	40,000	14,000	*24,000*	**4**	
Freight	185,758	107,300	*121,438*	**4**	
Rail	75,000	78,298	*79,062*	**5**	▲1
Electric Vehicle Infrastructure	129,319	116,775	*131,744*	**5**	▲1
Centre of Excellence	251,759	93,700	*153,355*	**4**	
Private Financing	104,435	0	*10,000*	**4**	
Other costs/technical support	150,000	100,298	*114,118*	**5**	▲1
TECHNICAL PROGRAMME	**2,269,465**	**1,219,549**	**1,588,589**	**4**	
Events	40,000	47,426	*47,426*	**5**	▲1
Communication (and Media Subscriptions)	14,000	100	*100*	**5**	
Publications	5,000	0	*0*	**5**	
Website	21,000	4,842	*5,000*	**4**	
Stakeholder Database	18,000	9,371	*10,000*	**4**	
COMMUNICATIONS/ENGAGEMENT	**98,000**	**61,739**	***62,526***	**4**	
TfSE Governance	25,000	0	*10,000*	**5**	▲1
Operational Expenses	75,000	21,144	*25,000*	**4**	
OTHER	**100,000**	**21,144**	***35,000***	**4**	
TOTAL EXPENDITURE	**3,807,322**	**2,216,009**	***2,922,977***	**4**	

MONEY HELD BACK FOR TFSE RESERVE	496,730
TOTAL BUDGET INCLUDING RESERVE	4,304,052

FUNDING FOR 2025/26	
Local Contributions	498,000
DfT Grant	2,161,666
Technical Programme Carry Forward from 2024/25	1,237,656
TOTAL FUNDING EXCLUDING RESERVE	**3,897,322**
Carry Forward for TfSE Reserve from 2024/25	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 9

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
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 Thursday 5 March 2026. This report provides a summary of the discussions and actions to take forward.

2. Local Government Reorganisation and Devolution

2.1 The Committee received an update on Local Government Reorganisation (LGR) and Devolution activity across the region. Members acknowledged that these developments have implications for TfSE's governance and longer-term strategic planning.

3. Amendments to the constitution

3.1 The Committee received an update on the approach to amending the constitution and Inter Authority Agreement (IAA). Members were advised that significant revisions will be required once the statutory instruments are laid, particularly to reflect the new roles of the Combined Authority and unitary authorities as Highway Authorities.

3.2 LGR will also require constitutional changes, including accommodating the creation of East and West Surrey, and further boundary changes across the region. Given

current uncertainties, Members agreed that undertaking revisions in the summer when greater clarity is available would avoid the need for multiple updates.

3.3 The Committee recommended an inclusion in the paper for the Partnership Board that would consider future representation of Highway Authorities within the governance structure.

4. Finance Update

4.1 The Committee were provided with an update on the financial position to the end of January 2026, alongside the forecasted total spend for 2025/26, and confidence ratings.

4.2 The Committee signed off the finance figures and forecasts to be presented to the Board.

5. Strategic Risk Register

5.1 The Committee reviewed TfSE's risk register, which had been updated to reflect developments in government policy on STBs. The text has been updated to acknowledge the fact that following the 2026/27 transition year, DfT will no longer be TfSE's primary funder, and as such the relationship will change and evolve.

5.2 The risk register was also updated to reflect changes that are needed to TfSE's governance and to provide an update on the recent TfSE Transport Forum.

6. Conclusions and recommendation

6.1 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

Agenda Item 10

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

Date of meeting: **19 March 2026**

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 response to the House of Commons Transport Committee's Call for Evidence – 'Supercharging the EV transition'.**

2) **Agree the draft response to Ministry of Housing, Communities and Local Government Consultation on National Planning Policy Framework: proposed reforms and other changes to the planning system**

3) **Agree the draft response to Department for Transport and Office for Zero Emissions Vehicles' consultation on New HGV CO2 emissions regulatory framework for the UK**

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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:

- House of Commons Transport Committee's Call for Evidence – 'Supercharging the EV transition'
- Ministry of Housing, Communities and Local Government consultation on National Planning Policy Framework: proposed reforms and other changes to the planning system
- Department for Transport and Office for Zero Emissions Vehicles consultation on New HGV CO2 emissions regulatory framework for the UK

2. House of Commons Transport Committee's Call for Evidence - 'Supercharging the EV transition'

2.1 In December 2025, TfSE responded to House of Commons Transport Committee's Call for Evidence - 'Supercharging the EV transition'. This response is

contained in **Appendix 1**.

2.2 The response noted TfSE's support for the Committee's focus on ensuring the EV transition is enabled by a charging network that is reliable, affordable, accessible and equitably distributed. Evidence from local delivery partners indicates that accelerating rollout at the required pace will depend on reducing system wide delivery friction, particularly around grid connections, programme administration, procurement capacity and clarity on cross-pavement and accessibility requirements.

2.3 The response noted that TfSE also encourages Government and delivery partners to ensure the charging network evolves to support commercial fleets alongside private vehicles. TfSE stands ready to support Government and partners by convening stakeholders, sharing evidence and building local capability through our Centre of Excellence platform and regional forums.

3. Ministry of Housing, Communities and Local Government (MHCLG) Consultation on National Planning Policy Framework: proposed reforms and other changes to the planning system

3.1 MHCLG opened their consultation in December 2025. TfSE submitted a response in March 2025 which is contained in **Appendix 2**.

3.2 The response sets out TfSE's comments on selected consultation questions within the draft National Planning Policy Framework. The response focuses on matters relating to transport, infrastructure delivery, spatial integration, freight and logistics, climate mitigation and adaptation, and the interaction between spatial planning, transport investment and energy network capacity.

1.4. The response highlights that across the South East, the interaction between housing delivery, employment growth, transport infrastructure and electricity network capacity is increasingly complex. It states the effectiveness of the revised Framework will depend on how well these elements are integrated in practice. A significant opportunity is highlighted to strengthen alignment between:

- Spatial Development Strategies and Local Plans;
- Local Transport Plans and emerging Transport Delivery Plans;
- Regional Energy Strategic Plans and electricity network investment programmes.

1.5. The response affirms TfSE stands ready to work with government and partners to support the effective implementation of the revised Framework across the South East.

4. Department for Transport and Office for Zero Emissions Vehicles' consultation on New HGV CO2 emissions regulatory framework for the UK

4.1 The Department for Transport and Office for Zero Emissions Vehicles opened their consultation in December 2025. TfSE submitted a response in March 2025, which is contained in **Appendix 3**.

4.2 The response noted TfSE's support for a framework centred on a ZEV mandate for HGVs, supported by CO_2 emission improvement targets for the remaining diesel fleet, and reflects operator readiness and financial constraints. This framework offers consistency, clarity, and common standards for the sector, thereby supporting compliance.

4.3 The response noted that TfSE supports a criterion for a net zero HGV vehicle as one which has no internal combustion engine. To allow the definition to include hydrogen fuel-cell battery-operated HGVs, as vehicles which only emits Euro VI standards for pollutants, including nitrogen oxides, particulate matter, and carbon monoxide.

4.4 The response noted that TfSE supports the introduction of regulations for all HGV vehicles, including coaches and those that are harder to decarbonise, noting the trajectory for both to deliver net zero emissions may be longer than that for HGVs.

4.5 The response noted TfSE's support for emission reduction targets of at least 45 per cent by 2030, 65 per cent by 2035, and 90 per cent by 2040, alongside confirmation that the 2035 phase-out for HGVs up to and including 26 tonnes and the 2040 phase-out for all new HGVs remain fixed.

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: Emily Bailey
Email: emily.bailey@transportforthesoutheast.org.uk

Transport for the South East (TfSE) draft response to the House of Commons Transport Committee Call for Evidence – 'Supercharging the EV transition'.

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 2 February 2026 for 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. Decarbonisation is one of the five core "missions," set out in the strategy alongside Strategic Connectivity, Resilience, Integration and Sustainable Growth.

1.4 Our Strategic Investment Plan, which is currently being refreshed, 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 For this call for evidence, TfSE is focusing our response on Questions (g) and (h). TfSE's work is focused on supporting local transport authorities to deliver EV charging infrastructure (EVCI) and does not analyse the impacts of taxes or subsidies in the consumer EV market. Our regional perspective gives us 'on the ground' insight on delivery barriers and opportunities for accelerating the rollout of EVCI across the South East.

2. TfSE evidence base for response

2.1 Our evidence draws on insight captured through EVCI related projects TfSE has delivered between x and this Financial Year. Supporting technical documents are available as part of TfSE's published outputs and can be provided to the Committee on request. The key sources used in developing this submission:

(i) TfSE's EVCI Discovery Project - Structured interviews with officers across local transport authorities in the South East which corroborates consistent delivery barriers experienced by local transport authorities; and
(ii) TfSE's EVCI Fleet Forecast Methodology – Methodology for forecasting energy and charging demand arising from the electrification of commercial vehicle fleets to inform 'fleet ready' infrastructure planning.

3. Responses to the questions in the call for evidence

3.1 Question G: What further action is required to ensure that the rollout of EV charging infrastructure facilitates transition at the necessary rate?

3.1.1 TfSE agrees that further action is required. Our evidence suggests that rollout pace is being currently constrained by a combination of different factors. These include:

(i) grid connection lead times;
(ii) programme administration and procurement burdens; and
(iii) unresolved areas affecting on-street delivery (notably cross-pavement solutions and accessibility).

TfSE also considers it important that national approaches broaden beyond a predominantly car-focused model and also support the charging needs of commercial vehicles.

Key delivery constraints from the perspective of local transport authority officers

The points below summarise the most consistent constraints raised by local transport authorities through TfSE's recent work programme, including structured interviews with LTAs and the synthesis presented in our EVCI Discovery Project Summary Report. These are not intended to be exhaustive, but represent the most common factors affecting pace, cost and confidence in the rollout of EV charging infrastructure.

1. Funding and administration (including LEVI): Delays linked to election and funding cycles, lengthy governance and procurement routes, slow approvals, scope changes, and uncertainty or late guidance that can affect the ability to submit and progress tender documentation.
2. Commercial models and procurement: Local authorities report limited capacity (time, skills and experience) to run procurements effectively. They also note that Charge point operators can be saturated with Requests for Proposals, and that

certain contract terms (including perceived risks around return on investment and early termination provisions) can deter investment.

3. Planning / highways consents: Delivery teams report that changes in direction and delayed guidance on highways processes can slow progress. This is particularly the case where there is uncertainty around approvals, heads of terms and the sequencing of consents, leading to rework and delay.
4. On-street delivery and public consent: High-density areas often face parking and bay constraints, which can limit where infrastructure can be deployed. Local authorities also need proportionate consultation processes to manage expectations and avoid backlash, which can extend delivery timescales if not well supported.
5. Accessibility and cross-pavement solutions: Local partners highlight unresolved policy, safety and liability questions that can slow scalable on-street delivery. This is particularly important where solutions must work safely and reliably for disabled users, and where responsibilities and standards are not yet sufficiently clear.
6. Grid connections: Significant Distribution Network Operator (DNO) delays are consistently reported as a critical path risk for many schemes. Uncertainty around connection timelines can affect programme planning, procurement sequencing and the ability to give confidence to residents and investors.
7. Capacity and skills: Local authorities report staff shortfalls in key disciplines such as GIS, procurement and legal support. It has also been highlighted that limited dedicated project resources across local authorities and delivery partners can slow delivery and reduce the ability to manage risks proactively.
8. Commercial fleets: Limited availability of suitable charging for larger vehicles (including space requirements, dwell time and power needs) can constrain fleet electrification. Limited capacity for fleet engagement and demand validation can make it harder to plan investable infrastructure at the right locations and at the right scale.

Recommendations (practical actions for the Government and the sector)

The recommendations below build on the delivery constraints set out above and reflect TfSE's recent engagement with local delivery teams. They focus on practical actions to reduce system friction and accelerate delivery, by improving clarity, predictability and coordination across the EV charging ecosystem.

1. Ensure the rollout of EVCI supports commercial vehicle fleets as well as private cars: Set an expectation that programmes and local plans explicitly consider vans, buses and HGVs (and taxis/PHVs where relevant), including physical and operational access for larger vehicles.

2. Reduce programme friction and improve predictability (including LEVI): Streamline approvals, stabilise requirements to reduce scope churn, and improve transparency/coordination of tender pipelines to reduce market congestion.
3. Support investable procurement at scale: Provide model documentation and contract positions that reflect real-world risk allocation and enable 'bundling' approaches so smaller authorities can bring forward investable opportunities.
4. Resolve on-street policy barriers (cross-pavement and accessibility): Provide clear national frameworks for permitting, safety, liability and inclusive design so local authorities can progress schemes consistently and at pace.
5. Tackle grid connection delays through stronger coordination: Improve certainty on connection lead times and create effective escalation routes between DNOs, local authorities and charge point operators, recognising grid delivery as a critical path.
6. Improve monitoring and data transparency: Standardise the reporting of reliability, utilisation and performance (in a proportionate and privacy-respecting way) to support better planning, accountability and value for money across the industry.

3.2 Question H: How effectively is the Department for Transport addressing issues in the rollout of charging infrastructure such as affordability, geographic equity, accessibility, administration of funding, and the availability of grid connections?

3.2.1 The Department for Transport has established a range of programmes intended to support the rollout of charging infrastructure. However, from the perspective of local delivery partners, national direction has not always translated into clear, consistent and timely guidance for implementation. Our evidence indicates that effectiveness is currently constrained by persistent delivery barriers in funding administration, grid connections, and unresolved policy areas affecting accessibility and on-street delivery. TfSE also considers that current approaches would be strengthened by explicitly reflecting the requirements of commercial fleets alongside private vehicle provision.

Affordability

Affordability pressures arise both for residents and for fleet operators. Local delivery partners report tensions between tariff expectations and commercial viability, particularly where utilisation and investor confidence are uncertain. Improving data transparency and creating investable delivery models is therefore part of ensuring affordable provision in the places that need it most.

Geographic equity

Equity is shaped by two main factors. Household reliance on public charging is higher in some places (for example, high-density areas with constrained parking and limited

off-street options). Fleet demand is also concentrated in logistics and industrial areas and along strategic corridors. A stronger national approach would explicitly recognise these different demand geographies and avoid leaving less commercially attractive areas behind.

Accessibility
Local partners highlight challenges with EV bay accessibility and concerns around cross-pavement solutions, including liability and safety for disabled users. Clearer national standards and policy clarity would improve consistency and reduce local re-litigation of the same issues.

Administration of funding
Evidence from TfSE's work indicates that LEVI processes can be slowed by multi-layer governance and lengthy procurement, with delays arising from funding cycles, scope changes, and uncertainty or late guidance that affects tender approvals. This administrative friction can hold back delivery even where funding exists.

Grid connections
Significant DNO delays remain a major delivery constraint. This affects both public charging schemes and the larger connections likely required for fleet charging hubs (such as depots and logistics sites), reinforcing the need for stronger cross-sector coordination.

Commercial vehicles and fleets
TfSE's fleet forecasting work highlights that commercial vehicles are expected to represent a substantial share of future energy and charging demand. National programmes should therefore embed fleet requirements and monitoring, alongside enabling delivery at depots, workplaces, logistics hubs and strategic corridors.

Recommendations

The recommendations below reflect TfSE's assessment of the delivery issues outlined above and focus on improvements that would strengthen the effectiveness of national support. They are intended to be actionable within existing roles and responsibilities, with a focus on simplifying delivery pathways, improving coordination (including with the energy system), and strengthening consistency on standards and data.

1. Simplify and stabilise programme administration and approvals (including LEVI), with clearer and earlier guidance.
2. Strengthen grid coordination and provide greater certainty on connection lead times, including for fleet hubs.

3. Provide national clarity on cross-pavement and accessibility standards to unlock scalable on-street delivery.
4. Enable procurement approaches that reduce transaction costs and support market capacity, including bundled opportunities where appropriate.
5. Embed commercial vehicle charging needs in national infrastructure planning and monitoring, reflecting their significant contribution to mileage/emissions and future energy demand.

4 Conclusion

4.1 TfSE supports the Committee's focus on ensuring the EV transition is enabled by a charging network that is reliable, affordable, accessible and equitably distributed. Our evidence from local delivery partners indicates that accelerating rollout at the required pace will depend on reducing system wide delivery friction, particularly around grid connections, programme administration, procurement capacity and clarity on cross-pavement and accessibility requirements. TfSE also encourages Government and delivery partners to ensure the charging network evolves to support commercial fleets alongside private vehicles. TfSE stands ready to support Government and partners by convening stakeholders, sharing evidence and building local capability through our Centre of Excellence platform and regional forums.

Transport for the South East Response to Consultation on the Draft National Planning Policy Framework (December 2025)

1. Introduction

1.1. Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England. TfSE works with constituent local transport authorities, national agencies and stakeholders to develop and deliver a strategic transport system that supports sustainable economic growth, improves connectivity, enhances resilience and contributes to national decarbonisation objectives.

1.2. Transport for the South East welcomes the opportunity to comment on the draft Framework and supports the objective of creating a clearer and more rules-based planning system that enables sustainable growth. This is a draft response which will be presented to our Partnership Board on 19 March for their agreement. A further iteration may therefore follow.

1.3. This response sets out TfSE's comments on selected consultation questions within the draft National Planning Policy Framework. The response focuses on matters relating to transport, infrastructure delivery, spatial integration, freight and logistics, climate mitigation and adaptation, and the interaction between spatial planning, transport investment and energy network capacity.

1.4. Across the South East, the interaction between housing delivery, employment growth, transport infrastructure and electricity network capacity is increasingly complex. The effectiveness of the revised Framework will depend on how well these elements are integrated in practice. There is a significant opportunity to strengthen alignment between:

- Spatial Development Strategies and Local Plans;
- Local Transport Plans and emerging Transport Delivery Plans;
- Regional Energy Strategic Plans and electricity network investment programmes.

1.5. TfSE stands ready to work with government and partners to support the effective implementation of the revised Framework across the South East.

2. Responses to Consultation Questions

2.1. The plan-making framework

Question 6 - Do you agree with the role, purpose and content of spatial development strategies set out in policy PM1?

Response: Partly agree

Transport for the South East supports the principle of Spatial Development Strategies as an important mechanism for aligning housing growth, employment distribution and strategic infrastructure planning across functional economic areas.

The South East contains multiple cross boundary travel to work and freight corridors, and road and rail networks do not align with individual local authority boundaries. A strategic planning tier therefore has the potential to improve coordination of infrastructure provision with growth. However, greater clarity is required on how Spatial Development Strategies will integrate with:

- Local Transport Plans and emerging Transport Delivery Plans;
- Funding assumptions for strategic infrastructure;
- Regional Energy Strategic Plans and electricity network capacity planning.

For Spatial Development Strategies to be effective, infrastructure requirements must be identified alongside housing and employment distributions, with transparent phasing and delivery assumptions. Without this integration, there is a risk that strategies will allocate growth in locations where strategic transport or energy infrastructure capacity is constrained.

TfSE therefore supports the intent of the proposal but recommends clearer guidance on how transport and energy infrastructure evidence should be incorporated at the Spatial Development Strategy stage.

Question 7 - Do you agree that alterations should be made to spatial development strategies at least every 5 years to reflect any changes to housing requirements for the local planning authorities in the strategy area?

Response: Agree in principle

A regular review cycle is appropriate to ensure that Spatial Development Strategies remain aligned with evolving housing needs, infrastructure programmes and decarbonisation pathways. However, the effectiveness of a five year alteration cycle will depend on alignment with other statutory and strategic cycles, including:

- Local Plan review cycles;
- Local Transport Plan updates;
- Transport Delivery Plan funding settlements;
- Electricity network investment planning periods.

If these cycles are not aligned, there is a risk of repeated plan alterations without corresponding infrastructure funding certainty. TfSE recommends that guidance clarify how review cycles should align with infrastructure investment programming to ensure that revisions to housing distribution are informed by realistic transport and energy delivery assumptions.

Question 9 - Do you agree with the role, purpose and content of local plans set out in policy PM2?

Response: Partly agree

TfSE supports the clarification of Local Plans as the primary vehicle for allocating land and setting development requirements within a clear strategic framework. However, to support infrastructure led growth, Local Plans should explicitly demonstrate how:

- Allocations are supported by transport capacity assessments covering the whole transport network, not solely highways;
- Carbon impacts of proposed growth patterns have been assessed using a consistent methodology;
- Infrastructure phasing is aligned with housing delivery trajectories.

There is a risk that Local Plans will continue to rely on optimistic assumptions about infrastructure funding or capacity enhancements. Strengthened guidance on the integration of Local Plans with Transport Delivery Plans would improve confidence that allocations are deliverable and aligned with national decarbonisation objectives.

2.2. Preparing plans

Question 13 - Do you agree with the approach to the preparation of plan evidence set out in policy PM8?

Response: Partly agree

TfSE supports the intention to streamline plan making and avoid unnecessary duplication of evidence. Proportionate evidence requirements can improve timeliness and certainty in plan preparation. However, transport and infrastructure evidence must remain sufficiently robust to ensure that growth allocations are deliverable and aligned with national policy objectives. In particular, plans should be supported by:

- Network wide, multi modal transport assessments addressing rail capacity, bus networks, active travel infrastructure and both strategic and local road impacts;
- Transparent assumptions regarding infrastructure funding and delivery timing;
- Carbon assessments that reflect both transport user emissions and wider infrastructure impacts.

Where evidence is simplified or standardised, there is a risk that corridor specific constraints or cumulative impacts may be under represented. Clear guidance should therefore confirm that proportionate evidence does not mean reduced rigour in assessing strategic transport capacity and decarbonisation impacts.

This approach is important to ensure the delivery of road-based, public transport, freight, and logistics outcomes that benefit areas beyond the planning authorities' borders. We would also encourage planners to take into account broader, cross-boundary evidence, especially concerning freight and rail issues. Later policies in the revised NPPF encourage planners to locate new housing near rail stations, so it is imperative to gather appropriate evidence, e.g., a comprehensive capacity assessment to ensure sufficient capacity on the rail line and at the station. Likewise, the delivery and servicing needs of new developments should be assessed before they are included in a local authority's plan. This should include the possibility of using sustainable freight transport modes as alternatives to road transport (e.g., rail and water), the need for driver welfare, and charging facilities for both vans and lorries. The increasingly high volume of freight and logistics demands from new housing developments, employment centres, and major infrastructure projects, and the need to reduce congestion and improve air quality, require a more sustainable approach to servicing and delivery beyond the traditional transport assessment for refuse collection.

Question 14 - Do you agree with the approach to identifying land for development in PM9

Response: Partly agree

TfSE supports the objective of ensuring sufficient land is identified to meet development needs in a timely manner. However, land identification should be explicitly linked to infrastructure capacity and deliverability. In areas such as the South East, where rail and highway corridors are already operating under significant pressure, the allocation of land without corresponding infrastructure provision risks exacerbating congestion and undermining sustainable transport objectives. Plans should therefore be able to demonstrate:

- That identified sites are located where sustainable transport options are realistically available or can be provided;
- That cumulative impacts across administrative boundaries have been considered;

- That necessary transport and energy infrastructure is deliverable within the plan period.

Strengthening the link between site identification and infrastructure programming would improve confidence that development patterns are genuinely infrastructure led.

Question 15 - Do you agree with the policies on maintaining and demonstrating cross-boundary cooperation set out in policy PM10 and policy PM11?

Response: Partly Agree

TfSE supports the intention to strengthen cross boundary cooperation on strategic matters. The South East economy functions across multiple administrative areas, with travel to work patterns, freight flows and strategic transport corridors extending beyond local authority boundaries. Effective cooperation is therefore essential for aligning housing distribution with infrastructure provision. To be effective, cooperation arrangements should:

- Be informed by shared transport and energy evidence at functional economic area scale;
- Address cumulative impacts across multiple authorities;
- Provide clarity on how infrastructure funding responsibilities are apportioned.
- Greater clarity on how Spatial Development Strategies, Local Plans and Transport Delivery Plans interact would further strengthen the effectiveness of cross boundary planning.

TfSE strongly recommends that freight and rail matters be specifically mentioned in policies PM10 and PM11. This will ensure that there is a specific mention of how issues related to sustainable freight servicing and delivery, driver welfare, and rail passenger and freight infrastructure requirements are discussed, recorded and reviewed regularly by all authorities across neighbouring planning authority areas. Freight and rail facilities and requirements cannot be considered on a local, small-scale basis; they must be considered strategically to ensure that both the needs of the developments concerned, and the freight and rail requirements are properly addressed and integrated in the land-use planning process.

2.3. Examining plans

Question 19 - Do you agree that the tests of soundness set out in policies PM14 and PM15 will allow for a proportionate assessment of spatial development strategies, local plans and minerals and waste plans at examination?

Response: Partly agree

TfSE supports the principle that plans should be deliverable and based on proportionate evidence. However, the effectiveness of the soundness tests will depend on how deliverability is interpreted in practice. In areas of significant growth pressure, there is a risk that infrastructure assumptions are treated as aspirational rather than secured. For plans to be considered sound, it should be clear that:

- Transport infrastructure required to support allocations is either committed, funded or realistically programmed;
- Carbon implications of spatial choices have been assessed;
- Cross boundary impacts have been addressed through effective cooperation.
- Clearer guidance on infrastructure deliverability within the soundness framework would strengthen confidence in long term growth strategies.

2.4. Achieving sustainable development

Question 34 - Do you agree with the proposed approach to setting a spatial strategy in development plans?

Response: Strongly Agree

TfSE strongly agrees with policy S1, which states that development plans should be positively forward-looking and seek to meet the development needs of their area. This includes providing for objectively assessed housing and other needs (including supporting infrastructure), as well as any needs that cannot be met within neighbouring areas. This should mean that new developments include improvements to the wider environment that promote sustainable patterns of growth, mitigate climate change, and adapt to its effects.

Question 36- Do you agree with the revised approach to the presumption in favour of sustainable development?

Response - Partly agree.

TfSE supports this approach because it should result in housing and employment developments being sited close to sustainable transport, thereby reducing reliance on private cars. However, a comprehensive capacity assessment must be carried out to determine whether there is sufficient capacity on the adjacent rail line or corridor. Where major developments are concerned, such as new towns, large employment centres, or large infrastructure projects, the land around rail stations should also be assessed for its potential to support sustainable freight servicing and delivery to that development, either as a rail or road-based freight interchange, consolidation centre, or warehousing site.

Question 40 - Do you agree with the proposed approach to development around stations, including that it applies only to housing and mixed-use development capable of meeting the density requirements in chapter 12?

Response: Partly agree

TfSE supports the principle of directing higher density development to locations with strong public transport accessibility. Development around rail stations can make efficient use of existing infrastructure and support modal shift. However, a uniform approach risks overlooking important differences in station typology, service frequency and onward connectivity. Not all stations within the South East have the capacity to accommodate significant additional demand without investment in rail infrastructure, interchange facilities or active travel interventions. Support for development around stations should therefore be linked to:

- Realistic assessment of rail network capacity and service levels;
- Safe and convenient walking and cycling access;
- Bus connectivity and interchange quality;
- Funding and delivery of necessary capacity enhancements.
- A more explicit link between density expectations and infrastructure capability would reduce the risk of overloading constrained parts of the network.

2.5. Tackling climate change

Question 42 – Do you agree with the approach to planning for climate change in policy CC1?

Response: Agree in principle

TfSE supports the strengthened emphasis on addressing climate change through spatial planning. Spatial choices have a significant and long term influence on transport emissions. Locating development in areas with strong public transport accessibility and proximity to employment and services is central to achieving national carbon reduction objectives. However, the effectiveness of the policy will depend on consistent application and clear methodologies. Plans should demonstrate:

- How spatial allocations reduce the need to travel by private car;
- How transport emissions have been assessed using a transparent and consistent methodology;
- How infrastructure phasing supports early delivery of sustainable transport options.
- Without clearer expectations on carbon assessment and monitoring, there is a risk that climate objectives remain aspirational rather than embedded in spatial decision making.

Question 43 – Do you agree with the approach to mitigating climate change through planning decisions in policy CC2?

Response: Partly agree

TfSE supports measures that contribute to emissions reduction across the built environment. However, mitigation in transport is heavily influenced by spatial form and infrastructure provision. The Framework should make clear that mitigation includes:

- Reducing transport demand through compact, well connected development patterns;
- Supporting modal shift through early provision of public transport and active travel infrastructure;
- Aligning growth with areas where electricity network capacity can support electrification of transport.

Stronger alignment between mitigation policy and transport infrastructure programming would improve delivery of national net zero commitments.

Question 44 – Do you agree with the approach to climate change adaptation through planning decisions in policy CC3?

Response: Agree

TfSE supports the inclusion of clearer policies on climate adaptation. Transport networks in the South East are increasingly exposed to extreme weather events, including heat stress and flooding. Spatial planning decisions should take account of long term resilience of strategic transport corridors. Plans should demonstrate that:

- Critical transport infrastructure is protected from increased climate risk;
- Development does not exacerbate flood risk affecting transport networks;
- Adaptation measures are integrated with infrastructure planning.

A stronger emphasis on infrastructure resilience within spatial strategies would support long term network reliability.

Question 47 - Do you have any other comments on actions that could be taken through national planning policy to address climate change?

TfSE considers that the integration of spatial planning, transport decarbonisation and energy network capacity is critical. There is an opportunity to strengthen references to the alignment between Local Plans, Transport Delivery Plans and Regional Energy Strategic Plans to ensure that growth, electrification and infrastructure investment are coordinated.
Planning for energy and water infrastructure

2.6. Building a strong, competitive economy

Question 84- Do you agree that more emphasis should be placed on relevant national strategies and the need for flexibility in planning for economic growth, as drafted in policy E1?

Response – Strongly Agree

TfSE strongly supports this policy because it provides distinct provisions for freight and logistics sites, which are essential to an efficient supply chain and sustainable economic growth.

Question 85 – Do you agree with the approach to meeting the need for business land and premises in policy E2?

Response: Partly agree

TfSE supports ensuring sufficient land is identified for employment growth. However, employment land distribution has direct implications for travel patterns and congestion. Business land allocations should be located where sustainable transport options are viable and where strategic transport capacity exists or can be delivered. Failure to align employment growth with transport infrastructure may increase car dependency and undermine decarbonisation objectives.

Question 86 – Do you agree with the proposed new decision-making policy supporting freight and logistics development in policy E3?

Response: Partly agree

TfSE supports recognition of the importance of freight and logistics to economic growth. The South East contains nationally significant ports, airports and logistics corridors. Safeguarding appropriate land for freight and logistics development is essential to maintain supply chain resilience and support economic competitiveness. However, freight growth must be planned alongside:

- Strategic road and rail freight capacity;
- Access to ports and intermodal facilities;
- Mitigation of environmental and congestion impacts.

Stronger alignment between logistics land allocation and strategic transport corridor capacity would improve long term network efficiency.

Question 88 - Do you agree with the proposed changes to policy for planning for town centres?

Response – Partly agree

This policy should include specific reference to the needs of freight and logistics sector, which plays a central role in supplying goods and services to town centres. Therefore, consideration should be given to including a specific reference to this sector in this policy. A reference should be included in the last paragraph, which sets out the use of design plans and master plans as a requirement for a freight and logistics servicing and delivery plan. This plan would outline how the town centre would manage its goods deliveries and service visits in a safe, efficient, and sustainable manner. Such a plan would reduce the impact of LGVs and HGVs on both the town centre and the surrounding transport network, particularly to address congestion, air quality, and safety issues and increase freight and logistics operator efficiency.

2.7. Securing Clean Energy and Water

Question 96 – Do you agree with the approach to planning for energy and water infrastructure in policy W1?

Response: Agree in principle

TfSE supports clearer policy on energy infrastructure planning. Transport decarbonisation, including the electrification of rail and the transition to electric vehicles and zero-emission buses, is dependent on electricity network capacity and reinforcement. Spatial plans should therefore:

- Be informed by Regional Energy Strategic Plans and Distribution Network Operator investment programmes;
- Consider the cumulative impact of growth and transport electrification on network demand;
- Ensure that energy infrastructure upgrades are programmed alongside development.

Closer integration between energy and transport planning will be essential to deliver sustainable growth.

Question 97 – Do you agree with the amendments to current Framework policy on planning for renewable and low-carbon energy development and electricity network infrastructure in policy W2?

Response: Agree

TfSE supports facilitating renewable energy and electricity network infrastructure.
A resilient and expanded electricity network is fundamental to transport decarbonisation. Planning policy should enable timely delivery of reinforcement and generation projects required to support both housing growth and transport electrification. Clearer reference to the interaction between transport infrastructure and electricity network planning would further strengthen the policy framework.

2.8. Making effective use of land

Question 114 - Do you agree policy L1 provides clear guidance on how Local Plans should be prepared to promote the efficient use of land?

Response: Partly agree

This policy ignores the need to protect previously developed land, such as railheads, rail sidings, river wharves, and car parks. There is a pressing need to remove HGVs from the road, not only to reduce congestion but also to improve air quality and road network resilience. There is the potential for redundant transport infrastructure to be repurposed to revive a rail interchange site, provide a sea/river wharf to load and unload goods and transfer goods by rail and water rather than by road. Large car parks could also be used as freight consolidation or interchange sites to allow the transfer of goods from diesel to zero-emission freight vehicles. In addition, these sites, particularly on the edge of towns, could also be repurposed to serve as future HGV alternative-fuel recharging or refuelling sites, or as smaller safe and secure lorry parking sites.

Question 121 - Do you agree policy L3 provides clear guidance on achieving appropriate densities for residential and mixed-use schemes?

Response: Partly agree

TfSE supports the objective of providing clearer national guidance on density, particularly where this supports sustainable travel patterns and efficient use of infrastructure. Policy L3 moves in the right direction by linking density to accessibility and transport connectivity.

However, from a transport perspective, the policy would benefit from clearer reference to infrastructure capacity as distinct from proximity. While accessibility is an important factor, density decisions should also reflect:

- Peak rail and highway capacity constraints
- Station throughput and platform capacity
- Quality and capacity of bus and active travel networks
- Cumulative corridor impacts across local authority boundaries

Without explicit reference to infrastructure capability and deliverability, there is a risk that density expectations are set in locations where the transport network cannot accommodate additional demand without significant investment.

The guidance could be strengthened by:

- Requiring plan makers to demonstrate that density assumptions are aligned with realistic transport capacity and funding pathways;
- Making clear that accessibility metrics should be supported by capacity and infrastructure assessments;
- Encouraging integration with Transport Delivery Plans to ensure infrastructure phasing aligns with density expectations.

Question 122 - Do you agree with the minimum density requirements set out within policy L3?

Response: Partly agree

TfSE recognises that minimum density requirements can help promote compact development and reduce car dependency where this is supported by strong public transport networks. However, minimum density standards should not operate as a blunt national tool. In parts of the South East, rail corridors and some stations are already operating close to peak capacity. Applying minimum densities without regard to network constraints may:

- Exacerbate crowding on constrained rail services;
- Increase pressure on highway networks where rail capacity is insufficient;

- Lead to car-based access to stations if sustainable access is not delivered early.

Minimum densities should therefore be contingent on demonstrable infrastructure capacity or a funded and deliverable investment pathway.

Question 123 - Do you agree that using dwellings per hectare is an appropriate metric for setting minimum density requirements? Additionally, is our definition of 'net developable area' within the NPPF suitable for this policy?

Response: Partly agree

Dwellings per hectare is a familiar and widely understood metric, which supports consistency across plan making. However, from a transport perspective, density metrics alone do not capture transport demand intensity. High densities located adjacent to constrained rail corridors may generate substantial peak demand that exceeds network capability, even if the dwellings per hectare metric appears appropriate. In addition, definitions of net developable area should be clear to avoid inconsistencies that may distort comparisons between sites. TfSE recommends that density metrics be accompanied by:

- Transport capacity assessments;
- Consideration of peak travel demand implications;
- Clear guidance on how infrastructure space such as bus priority, cycle routes and interchange areas is treated within net developable area calculations.

Question 124 - Do you agree with the proposed definition of a 'well-connected' station used to help set higher minimum density standards in targeted growth locations?

Response: Partly agree

TfSE supports the principle of linking higher density standards to well-connected stations. However, the definition of "well-connected" should go beyond service frequency and Travel to Work Area metrics. A station may meet service frequency thresholds yet still be constrained by:

- Platform capacity limitations;
- Peak train crowding;
- Limited interchange space;
- Insufficient active travel or bus integration.

Similarly, Travel to Work Area metrics may not fully reflect strategic corridor pressures or cumulative growth impacts across the South East. TfSE recommends that the definition of "well-connected" incorporates:

- Peak period rail capacity and load factors;
- Interchange quality and multi-modal integration;
- Access to frequent bus services and safe active travel routes;
- Demonstrable infrastructure investment plans aligned with proposed density uplift.

This would ensure that higher densities are directed to stations capable of supporting them sustainably.

Question 125 - Are there other types of location where minimum density standards should be set nationally?

Response: Yes

In addition to well-connected rail stations, national minimum density standards could be considered for:

- Urban cores with high quality public transport networks;
- Locations served by high frequency mass transit systems;
- Strategic public transport interchanges with demonstrable spare capacity.

Definitions should be based on measurable transport criteria, including:
- Service frequency;
- Peak capacity;
- Multi-modal integration;
- Proximity to major employment centres.

Density standards should be indicative rather than rigid, and contingent on infrastructure capability.

Question 126 - Should we define a specific range of residential densities for land around stations classified as 'well-connected'?

Response: Yes, subject to infrastructure tests.

A defined range could provide clarity and consistency. However, it should:
- Reflect differences in station typology;
- Be aligned with capacity and infrastructure investment;
- Allow flexibility where constraints exist.

A range approach is preferable to a single national figure.

Question 127 - If so, what should that range be, and which locations should it apply to?

Response: TfSE does not propose a single national density figure. Appropriate ranges should:
- Reflect the level of service frequency and rail capacity;
- Be higher in metropolitan or high-capacity rail contexts;
- Be lower in locations where network constraints exist.

The key principle should be that density uplifts are aligned with realistic infrastructure capability and delivery pathways, rather than proximity alone.

2.9. Protecting Green Belt land

Question 133 - Do you agree with proposals to better enable development opportunities around suitable stations (*in the Green Belt*) to be brought forward?

Response: Partly agree

TfSE supports the principle of focusing additional development in locations where high quality public transport already exists, and where higher densities can support sustainable travel patterns. Enabling well planned growth around suitable stations can make efficient use of land, support modal shift, and reduce the need to travel by car, provided the station truly functions as a high capacity, well connected node.

However, TfSE is cautious about applying a broad enabling presumption in the **Green Belt** without clear tests of suitability and deliverability. In the South East, many rail corridors and some stations are already operating at or near peak capacity. In those circumstances, bringing forward development around stations could overload constrained rail services,

worsen interchange pressures, and lead to car based access to stations if walking, cycling and bus connections are not improved. That would undermine the purpose of using station locations to support sustainable development.

TfSE therefore supports the proposal subject to the policy being strengthened to require that station related **Green Belt** development demonstrates, at plan making stage and development management stage where relevant:

- Rail service and station capacity, including peak period capacity, is sufficient or is capable of being increased within a realistic funding and delivery pathway.
- Safe and convenient access by walking, cycling and bus is provided from the outset, with high quality interchange and no reliance on private car access as the default.
- A clear infrastructure and phasing plan is in place so that sustainable transport measures are delivered early, aligned with Local Plans and Transport Delivery Plans.
- Cumulative impacts on the wider network and across local authority boundaries are assessed, including impacts on the strategic road network where car travel may be displaced.

With these safeguards, TfSE considers the proposal could support genuinely sustainable station led development while avoiding unintended impacts on constrained rail and road corridors and protecting the core purposes of the Green Belt.

Question 136 - Do you agree policies GB6 and GB7 set out appropriate tests for considering development on Green Belt land?

Response: Partly agree

TfSE recommends that freight and logistics infrastructure should be added to the list of development categories that are classed as ‘not inappropriate’ for sites within the Green Belt. This is supported by the policy TR5, which deals with the need for and protection of roadside facilities. We agree that any such proposal should be demonstrably required in a Green Belt location, and that any impact on the openness of the Green Belt should be minimised. However, there are occasions where the need for freight and logistics infrastructure, such as safe and secure lorry parking or warehousing to support related housing and mixed-use developments and local businesses, could be demonstrated as required for the area. The recent example of the judicial review, which upheld the approval for a proposed lorry parking site within the Green Belt near the Kent Downs National Landscape, serves as a precedent. The site partly abuts the slip road to the M26 motorway at junction 2A and is adjacent to the A20 and near to the M20. Therefore, TfSE recommends that, within the caveats set out in the policy, sites supporting freight and logistics facilities should be added to policy GB7.

2.10. Promoting sustainable transport

Question 150 – Do you agree that policy TR1 will provide an effective basis for taking a vision-led approach and supporting sustainable transport through plan-making?

Response: Strongly agree

TfSE strongly supports a vision-led approach to transport planning. An outcomes focused approach aligns with TfSE’s Transport Strategy, which prioritises sustainable growth, decarbonisation and improved connectivity rather than forecasting traffic growth and

providing additional highway capacity as a default response. The emphasis on shaping development around sustainable transport outcomes is consistent with national carbon objectives and supports more efficient use of infrastructure. However, effective implementation will require:

- Clear guidance on how vision-led principles should be reflected in Local Plans and Transport Delivery Plans;
- Alignment with funding mechanisms to ensure sustainable transport interventions are prioritised;
- Consistent carbon assessment methodologies to support decision making.

A vision led approach will only achieve its intended outcomes if infrastructure programming and spatial planning are aligned from the outset.

Question 151 – Do you agree that policy TR2 strikes an appropriate balance between supporting maximum parking standards where they can deliver planning benefits, and requiring a degree of flexibility and consideration of business requirements in setting those standards?

Response: Partly agree

TfSE supports flexibility in parking standards to reflect local context and sustainable transport objectives. Parking standards can influence travel behaviour and development viability. In well connected locations, lower parking provision can support modal shift and reduce congestion. However, parking standards should be aligned with:

- Availability and quality of public transport;
- Safe walking and cycling infrastructure;
- Realistic travel behaviour patterns in suburban and rural areas.

Overly restrictive standards in areas without viable alternatives may lead to unintended impacts on local roads or undermine deliverability. Clear guidance linking parking standards to transport accessibility and infrastructure provision would strengthen the policy.

Question 152 – Do you agree with the changes proposed in policy TR3(1a), including the reference to proposals which could generate a significant amount of movement, and the proposed use of the Connectivity Tool?

Response: Agree in principle

TfSE supports directing development to sustainable locations with strong public transport accessibility and proximity to services. However, assessments of sustainability should be based on realistic measures of connectivity and infrastructure capacity rather than simple distance metrics. In particular:

- Cumulative impacts across neighbouring authorities should be considered;
- Rail and highway capacity constraints should inform spatial choices;
- Carbon impacts of different spatial patterns should be assessed consistently.

Strengthening the integration between spatial allocation decisions and infrastructure capability would improve the effectiveness of this policy.

Question 153 - Do you agree that proposed policy TR4 provides a sufficient basis for the effective integration of transport considerations in creating well-designed places?

Response: **Partly agree**

TfSE supports the emphasis in TR4 on integrating transport considerations into place-making. The focus on safe, accessible and well-designed streets that prioritise walking, cycling and public transport aligns with TfSE's Transport Strategy and national decarbonisation objectives. However, from a strategic transport perspective, TR4 would

benefit from clearer recognition of how local street design decisions interact with the wider transport network. In areas of significant growth, design quality must be aligned with:

- Strategic network performance and resilience;
- Bus priority and reliability on key corridors;
- Integration with rail stations and interchange capacity;
- Long-term infrastructure programming and funding.

Without explicit reference to network integration and cumulative impacts, there is a risk that well-designed local schemes may inadvertently constrain strategic movement corridors or fail to support reliable public transport operation.

Guidance could be strengthened by:

- Requiring alignment between design codes and Local Transport Plans or Transport Delivery Plans;
- Ensuring that bus priority and active travel infrastructure are safeguarded within street hierarchies;
- Recognising the importance of maintaining strategic corridor functionality alongside place objectives.

Question 154 - Do you agree with policy TR5 as a basis for supporting the provision and retention of roadside facilities where there is an identified need?

Response: Agree

TfSE supports the principle of retaining and providing roadside facilities where there is a demonstrated need, particularly on the Strategic Road Network and key freight corridors. From a transport perspective, roadside facilities play an important role in:

- Supporting freight efficiency and driver welfare;
- Enabling compliance with drivers' hours regulations;
- Supporting the transition to zero emission heavy goods vehicles, including provision of charging and refuelling infrastructure.

It will be important that policy recognises the emerging need for:

- Electric charging infrastructure for HGVs and vans;
- Future hydrogen refuelling infrastructure where appropriate;
- Safe and accessible facilities aligned with freight demand patterns.

Question 155 - Do you agree that the amended wording proposed in policy TR6 provides a clearer basis for considering when transport assessments and travel plans will be required, and for considering impacts on the transport network?

Response: Partly agree

TfSE welcomes efforts to clarify when transport assessments and travel plans are required, as consistency improves certainty for developers and authorities. However, clarity should not lead to a narrowing of scope that overlooks cumulative or cross boundary impacts. In the South East, even developments that appear modest in isolation can have significant impacts when considered across:

- Constrained rail corridors;
- Congested highway networks;
- Areas experiencing multiple concurrent allocations.

Transport assessments should therefore:

- Consider cumulative impacts across administrative boundaries;
- Address both capacity and reliability implications;
- Reflect carbon impacts of spatial choices;
- Align with strategic transport evidence at sub-national scale where relevant.

Guidance could be strengthened by explicitly referencing cumulative impacts and the need to consider strategic network effects, not solely localised impacts.

Question 156 - Do you agree the proposed text in policy TR7 provides an effective basis for assessing proposals for marine ports, airports and general aviation facilities?

Response: Partly agree

TfSE recognises the economic importance of marine ports, airports and aviation facilities to the South East and supports a clear national framework for assessing such proposals. However, these facilities have significant surface access implications and cross boundary impacts. Effective assessment should ensure that:

- Surface transport capacity is demonstrably sufficient or deliverable;
- Rail and highway access implications are fully assessed;
- Freight and passenger access is aligned with decarbonisation objectives;
- Cumulative impacts on strategic corridors are addressed.

For major ports and airports in the South East, surface access infrastructure can extend well beyond host authority boundaries. Policy should therefore emphasise:

- Early engagement with transport authorities;
- Alignment with Local Transport Plans and Transport Delivery Plans;
- Integration with strategic rail and road investment programmes.

Strengthening reference to surface access strategy and infrastructure phasing would improve confidence that growth in ports and airports is supported by sustainable and deliverable transport solutions.

[Ends]

Transport for the South East (TfSE) draft response to the DfT Consultation on the New HGV CO2 Emissions Regulatory Framework issued on 6 January 2026.

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to contribute to DfT's consultation on the new HGV CO2 Emissions Regulatory Framework. This is a draft officer response that will be presented to our Partnership Board on 19 March 2026 for approval. Therefore, a further iteration may 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. Decarbonisation is one of the five core "missions" set out in the strategy, alongside Strategic Connectivity, Resilience, Integration, and Sustainable Growth.

1.4 Our Strategic Investment Plan, which is currently being refreshed, 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 being refreshed, with development work due to be completed by the end of 2025.

1.5 We have also published a Freight, Logistics and Gateways Strategy in 2022, and several freight-related studies. These include: the TfSE Lorry Parking Study, the TfSE Warehouse Provision Study and the TfSE Intermodal Rail Freight Interchange Study. We also manage the Wider South East Freight Forum, whose members include representatives from the freight and logistics sector, England's Economic Heartland, Transport East, ports and airports, DfT, National Highways and local authorities.

1.6 Our responses to each of the consultation questions are set out below.

Q1 – Do you think the Certification Regulation (EU) 2017/2400 should be amended within the UK to align with the 2nd and 3rd amendments, as adopted in the EU?

TfSE supports aligning the UK's certification framework with the EU's 2022 and 2025 amendments to (EU) 2017/2400. This will ensure that Zero Emission (ZE) technologies and any additional categories can be certified consistently across manufacturers supplying heavy goods vehicles (HGVs) to both Europe and the UK. It will provide regulatory continuity and reduce administrative friction for manufacturers operating in both markets. It also improves the transparency of ZE eligibility criteria when carbon dioxide (CO_2) based restrictions apply.

Q2 – What are your views on Option 1 regarding a strengthened and expanded CO_2 standard for HGVs?

Option 1 will allow manufacturers to reduce vehicle CO2 emissions through either ZE HGVs or incremental improvements in engine efficiency. The contribution of CO_2 emissions reductions from HGVs could also be weighted proportionally to the vehicle's characteristics, such as payload, mileage, average lifetime, or CO_2 emissions. This will ensure that the vehicles that contribute most to CO_2 emissions meet higher CO_2 standards.

However, it is unlikely that this option alone will enable manufacturers to meet the government's net-zero target by 2040, particularly as it does not cover all HGV types. It will mean that many operators will put off purchasing ZE vehicles because they can meet the CO2 standards by improving diesel engine performance, for example, through aerodynamics, tyre resistance, and engine efficiency. It also ignores the stricter European standards that most UK-based ZE HGV manufacturers must meet to sell ZE HGVs in Europe. This could lead to confusion and cause manufacturers to invest less in ZE HGVs destined for the UK market, as there is uncertainty about future, stricter regulations that will require the production of ZE HGVs. It could also result in less investment in ZE HGV charging and fuelling infrastructure, as investors also assume less operator take-up of ZE vehicles.

Q3 – What are your views on Option 2 regarding the introduction of a ZEV mandate limiting the sales of non-ZE HGVs and

Q4 – If you agree with using Option 2 as a future framework, should the ZE HGV mandate be accompanied by a CO_2 standard for non-ZE HGV vehicles?

Option 2 establishes a new regulatory mandate that requires HGV manufacturers to increase their share of ZE HGVs by reducing their share of new non-ZE HGVs sold over a specified period. It will also apply to all HGV

vehicle categories. This is similar to the ZE regulations set out for EV car and van manufacturers in the UK.

Under this option, HGV manufacturers will benefit from the same flexibilities as those offered to car manufacturers, such as credit and debt, banking and borrowing, and trading mechanisms, and potentially some flexibility between ZE HGV and non-ZE HGV requirements.

This will provide manufacturers with some continuity in regulations for the decarbonisation of UK vehicles, and the certainty HGV manufacturers need to invest in ZE HGVs for sale in the UK. It will also encourage private-sector investment in HGV charging and fuelling infrastructure as operators scale up their demand for ZE HGVs. This is important because operators will only lease/buy ZE HGVs if there is sufficient cost-effective and well-sited infrastructure for them to recharge their vehicles. Without this complementary infrastructure, manufacturers may fall short of their targets because ZE HGV supply exceeds the operators' demand.

TfSE supports Option 2 because it will:

- encourage manufacturers to produce more ZE HVGs than those that meet the standard CO2 emissions standards alone, as set out in Option 1.
- set out clearer ZE HGV uptake trajectories across all HGV categories.
- encourage investment in both UK ZE HGV manufacturing and charging/refuelling infrastructure.

TfSE would also support implementing a CO2 emission standard with this option. This would preserve incentives for non-ZE HGVs to improve the residual diesel-fleet performance (through aerodynamics, tyres, and engine efficiency) without diluting the primary ZEV HGV target and provide a safeguard while ZE HGV supply scales up.

TfSE also notes that current uncertainties about future HGV demand may pose challenges for manufacturers in meeting their targets under this option and agrees that the government should consider including some flexibility in the final design to reflect these uncertainties.

Q5 – What are your views on Option 3 considering requirements for fleets to purchase or lease an increasing share of ZE HGVs?

While a targeted fleet mandate for very large operators could complement other supply-side measures and help seed a used-ZE market, any such mandate must avoid imposing disproportionate burdens on the SME sector, even though they may operate small fleets of no more than five vehicles. Given the dominance of small to medium enterprise (SME) operators in the sector, this option would need to be delivered with a coherent government

strategy setting out how it expects its target that all new HGVs to be ZE by 2035 for those under 26 tonnes (t), and by 2040 for those over 26t, to be met. This should set out a clear pathway and roles for all relevant stakeholders, including manufacturers, large fleet operators, small operators without fleets, energy suppliers, prospective investors, and developers of charging/refuelling infrastructure facilities. It should also include guidance for the public sector on how to work with stakeholders to support them in meeting the government's target, as well as wider sources of grant funding to support the pathway beyond those currently available. This would provide the certainty that the smaller SME operator market needs to invest in ZE HGVs. However, there has been little of this type of policy support and guidance from the government to date. Also, the current provision of local and public charging facilities is insufficient to support smaller operators who are not in a position, financially or logistically, to supply their own depot-based facilities. Without this support, Option 3 could risk imposing unrealistic expectations on smaller operators and undermining confidence in the wider transition framework.

Q6 – If you agree with using Option 3 as a future framework, what eligibility criteria should be set to include freight operators in a fleet mandate?

If introduced, Option 3 should be limited to the largest fleet operators, as they have the financial capacity to invest in ZE HGVs. This option could encourage larger operators to invest faster in ZE HGVs, thereby contributing to a greater reduction in CO2 emissions. It may also encourage operators with larger fleets to adopt ZE HGVs, thereby potentially creating a second-hand market for them in future. In addition, many of the larger fleet operators who would be better placed to comply with this option are already preparing to decarbonise their fleets by 2035 or 2040.

TfSE also notes that this option could include exemptions for operators subject to a fleet mandate who are unable to acquire ZE HGVs. The reasons for this include: a lack of availability of a ZE vehicle capable of performing the duties of a conventional HGV; a demanding duty cycle that a ZE vehicle cannot handle; unforeseen delays in installing charging infrastructure; or the need to replace a vehicle involved in an accident with a conventionally fuelled HGV.

However, Option 3 does little to encourage the uptake of ZE HGVs by SMEs and smaller operators. It may therefore not be appropriate for many of them, as they do not operate sizable vehicle fleets. Even if they operate small fleets, many have already faced financial challenges over the last few years due to driver shortages, supply chain disruptions, and rising fuel prices, leaving them with very little surplus income to invest in ZE HGVs or the required charging

facilities to support them. ZE HGVs also currently have higher initial and total operating costs than their existing diesel vehicles, so requiring small fleet operators to purchase ZE HGVs will create further financial pressures. Therefore, imposing Option 3 on smaller SME operated fleets could further hinder these businesses' ability to expand fleet decarbonisation beyond what is necessary.

Q7 – If you agree with using Option 3 as a future framework, should a purchasing requirement, fleet requirement, or a combination be established?

TfSE has no comment.

Q8 – Of the options presented, what is your preferred approach, or combination of approaches, for reducing emissions from HGVs and delivering a phase-out of new non-ZE HGVs?

TfSE's preferred option is Option 2, with the inclusion of a CO2 emissions standard. This will support private investment in UK ZE HGV manufacturing, including all types of HGV. It will provide a clear trajectory to meet the government's HGV net zero target by 2040 and encourage greater private investment in HGV charging infrastructure. The addition of a CO2 emission standard will also encourage manufacturers to reduce the CO2 emissions of vehicles still available for sale, until all HGV sales are ZE.

Q9 – Are there any alternative approaches that the government should consider to reduce CO_2 emissions from HGVs?

TfSE has no comment.

Q10 – Do you have any comments on the exclusion of ZE HGVs with a GVW between 3.5 tonnes and 4.25 tonnes from a future HGV regulation?

TfSE would support the future introduction of a ZE regulation for these vehicles, particularly given the existing strong market for them. TfSE recognises that conventionally fuelled vehicles of this type are harder to decarbonise due to their more demanding powertrain requirements. However, this should not preclude the requirement for these vehicles to be decarbonised. Therefore, more research should be undertaken to find ways to decarbonise these types of vehicles more quickly, even if this only extends to the use of HVO (or similar interim fuels) and potential use of hydrogen fuel cells rather than ZE vehicles in the future.

Q11 – Do you think a regulatory framework for reducing CO_2 emissions from the HGV sector should be extended to include coaches?

TfSE supports extending the framework to coaches, particularly as many HGV manufacturers also make coaches. However, greater investment in local

public charging infrastructure will be needed to support this, given the range and operational demands of coaches. Therefore, any regulation must be supported by government guidance and investment to expand local and public charging infrastructure, particularly in tourist areas.

Q12 – What are your views on a future regulation including CO_2 emission reduction targets for trailers?

TfSE supports the introduction of measures to reduce CO2 emissions from trailers, for example, through aerodynamic improvements and the use of low-rolling-resistance tyres. The use of e-trailers should also be encouraged.

Q13 – Should a derogation or an exemption be given to smaller volume HGV manufacturers in a regulatory framework? If yes, what should that threshold be?

TfSE supports proportionate derogations/exemptions for small-volume manufacturers with a sunset review to ensure innovation is encouraged. However, clear parity with the larger manufacturers should be maintained to ensure transparency and fairness.

Q14 – Should an exemption be given to smaller volume coach manufacturers? If yes, please elaborate why and explain what should that threshold be?

TfSE also supports proportionate, time-limited exemptions, recognising that smaller SME coach manufacturers may be less technology-ready than their counterparts and at a different stage of their transition to ZE manufacturing processes. TfSE does not have a view on the threshold.

Q15 – Should a sunset clause be set for any derogation? If yes, by what year should this be set?

If a sunset clause is used in any derogation, then the deadline should not be later than 2050. For each coach or HGV manufacturer, derogations should be reviewed periodically, in line with market information on ZE vehicle availability and the parity between the total operating costs of ZE and non-ZE vehicles. Any derogations should be published.

Q16 – Should any additional vehicles be exempt from the standards that we have not considered here?

TfSE has no comment.

Q17 – What criterion, or combination of criteria, should be used to set the eligibility of a ZE HGV?

TfSE supports regulations to set criteria to define ZE HGV.

TfSE would support the combined criteria of the first and third options as set out:

1) “A ZE HGV may be defined as any vehicle with no internal combustion engine.”

3) “Grams of pollutants per vehicle activity (g/km) – the Euro VI standards establish a testing procedure and limits for various pollutants, including nitrogen oxides, particulate matter, and carbon monoxide.”

This uses engine-technology criteria consistent with ZEV definitions for cars/vans, but extends them to include hydrogen fuel-cell engines. Battery-cell-powered HGVs are unlikely to meet the more demanding powertrain requirements, whereas hydrogen-fuel-cell-powered HGVs will. Therefore, any criteria will need to include both.

The third criterion would enable hydrogen fuel cell-operated HGVs to be included in such a way to ensure that the manufacturers can meet common criteria used by all the markets in which their vehicles are sold. This will provide certainty for HGV manufacturers, rather than forcing them to invest in different types of vehicle technologies depending on which market they sell to. This combination would also include all ZE vehicles, rather than leaving some excluded. This also makes the definitions consistent, transparent, clear, and easy to understand.

Q18 – For vehicles not covered under the scope of the Certification Regulation, what criterion, or combination of criteria, should be used to set the eligibility of a ZE HGV?

Where the Certification Regulation does not cover vehicles, TfSE would support the application of the technology-based definition above, for example, including battery- and fuel-cell ZE engines, to ensure consistency and administrative simplicity until certification methods are extended.

Q19 – For your preferred criterion, or combination of criteria, what eligibility threshold do you propose? Why?

TfSE’s preferred eligibility threshold for a ZE HGV is for battery-electric or monofuel hydrogen combustion vehicles. While the latter combusts hydrogen, we accept that they may also produce small amounts of CO2 emissions due to byproducts of the engine system and from the burning of lubricating oil. This threshold would ensure a substantial reduction in CO2 emissions and respect the diversity of ZE technologies.

Including a dual-fuel hydrogen-diesel combustion vehicle would lead to continued increases in CO2 emissions from diesel combustion. Therefore, these vehicles cannot be defined as ZE vehicles.

Q20 – Do you agree with maintaining the VECTO vehicle category segmentation? If not, what alternative segmentation would you suggest?

TfSE agrees that maintaining the Vehicle Energy Consumption Calculation Tool (VECTO)[1] categorisation will ensure continuity with manufacturer processes and complementarity with EU standards. However, a roadmap should be developed to incorporate those vehicle categories not already included.

Q21 – What metric should be applied as a weighting system for a particular vehicle grouping?

TfSE supports a weighting that, for example, accounts for the higher emissions of larger, high-mileage diesel-engined HGVs.

Q22 – Which flexibilities do you think should be established under a future HGV regulation?

TfSE agrees that there should be some flexibility in any regulation that depends on customer demand. However, we believe the extent of flexibility should be agreed between the manufacturers and the DfT. It should consider the manufacturers' prior experience with variable demand and the overall limited demand for HGVs. The detail needs to provide sufficient room for short-term changes in demand and serve as an incentive for manufacturers to produce sufficient ZE HGVs to reduce CO2 emissions. Some guardrails should be considered to avoid over-reliance on producing the less stringent ZE HGV categories and to allow cross-manufacturer ZE credit trading within set limits, thereby supporting compliance.

Q23 – What is your preferred option for credit transfer? If there is an alternative option you would like to have considered, please elaborate here.

TfSE supports asymmetric transfers that favour the hardest-to-decarbonise categories, for example, credits from heavier, long-haul HGVs could flow to lighter, short-haul vehicle groups, but not vice-versa beyond a predefined limit. This focusses attention on vehicles that emit higher CO2 levels.

Q24 – Do you have any comments on the level and provision of penalties and enforcement in a future HGV regulation?

TfSE supports penalties that are appropriate for the manufacturer's size, predictable, and set at a level high enough to ensure compliance.

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[1] Vehicle Energy Consumption Calculation Tool) is a mandatory European Commission software used to simulate and certify emissions and fuel consumption for HGVs. It categorises vehicles based on axle configuration, body type, and Gross Vehicle Weight Rating (GVWR) to apply appropriate simulation models. More information can be found here: VECTO.

Enforcement processes should be clear and published to ensure a common understanding across all manufacturers. Data on compliance levels should also be shared to maintain market confidence.

Q25 – Which VECTO groups should be included in the 2035 phase out dates, and which should be included in the 2040 phase out dates?

TfSE agrees that the government target for HGVs should be mapped onto the VECTO groups as set in the consultation document. This ensures clarity and consistency. The government's HGV target sets out that all new HGVs up to 26 tonnes must be net-zero by 2035, and all those over 26 tonnes must be net-zero by 2040.

Any exemptions for specialist vehicles should be clearly defined and regularly reviewed.

Q26 – For your chosen regulatory option, what target trajectory do you think should be set?

All major manufacturers have announced that between 45 and 60 per cent of their 2030 sales will be zero-emission HGVs, and three manufacturers have committed to selling only zero-emission HGVs from 2040. In addition, all major manufacturers have signed the ACEA pledge to end sales of fossil-fuelled HGVs by 2040. The market direction of travel is therefore clear.

Within TfSE's preferred Option 2, three broad trajectories could be adopted:

a) Maintain the existing UK trajectory, requiring all new HGVs up to and including 26 tonnes to be zero emission by 2035 and all new HGVs over 26 tonnes to be zero emission by 2040.

b) Align with the EU 27 staged CO_2 reduction targets, requiring reductions of around 45 per cent by 2030, 65 per cent by 2035, and 90 per cent by 2040 relative to the relevant base year.

c) Follow the Climate Change Committee pathway under the Seventh Carbon Budget, which implies around one third of the HGV fleet to be battery electric by 2035, rising to around two thirds by 2040.

Given the scale of manufacturer commitments and the need for regulatory clarity, we support adopting the EU-staged reduction trajectory, while retaining the UK's existing 2035 and 2040 end-of-sale commitments for non-zero-emission HGVs

The UK should therefore set reduction targets of at least 45 per cent by 2030, 65 per cent by 2035, and 90 per cent by 2040, alongside confirmation that the 2035 phase-out for HGVs up to and including 26 tonnes and the 2040 phase-out for all new HGVs remain fixed.

This approach provides three advantages. First, it aligns the UK with the principal regulatory framework facing manufacturers, reducing complexity and investment risk. Second, it preserves the clarity of the UK's existing phase-out milestones. Third, it introduces a meaningful 2030 milestone, which is essential to bring forward fleet renewal decisions and unlock timely investment in depot charging, grid reinforcement, and refuelling infrastructure.

There is a risk that interim ambition could outpace infrastructure readiness. However, that risk is better addressed through accelerated enabling measures and coordinated infrastructure planning than by weakening the regulatory signal.

Q27 – If a ZEV mandate is your preferred option, should a CO_2 improvement target also be set for the non-ZE HGV fleet? If so, please elaborate.

TfSE agrees that a CO2 improvement target should be included in the ZEV mandate. This could be the same as the current CO2 emissions set out by the government under the retained EU law (EU) 2019/1242). This would ensure continuity and consistency, and can be used while the market share of ZE HGVs increases. It also complements the government's current ZE HGV pathway.

Summary

In summary, TfSE supports:

- A framework centred on a ZEV mandate for HGVs, supported by CO_2 emission improvement targets for the remaining diesel fleet, and reflects operator readiness and financial constraints. This framework offers consistency, clarity, and common standards for the sector, thereby supporting compliance.
    - This option also offers a more ambitious framework for decarbonising HGVs than the CO2 emissions-target-only option,
    - provides stronger encouragement for ZE HGV and
    - recharging/refuelling infrastructure manufacturers to invest in the UK or export to it, and provides a framework applicable to all vehicle categories.
- A criterion for a net zero HGV vehicle is one which may be defined as any vehicle with no internal combustion engine, and a vehicle which only emits Euro VI standards for pollutants, including nitrogen oxides, particulate matter, and carbon monoxide, to allow the definition to include hydrogen fuel-cell battery-operated HGVs.

- The introduction of regulations for all HGV vehicles, including coaches and those that are harder to decarbonise, although the trajectory for both to deliver net zero emissions may be longer than that for HGVs.
- Reduction targets of at least 45 per cent by 2030, 65 per cent by 2035, and 90 per cent by 2040, alongside confirmation that the 2035 phase-out for HGVs up to and including 26 tonnes and the 2040 phase-out for all new HGVs remain fixed. This approach provides three advantages: first, it aligns the UK with the principal regulatory framework facing manufacturers, reducing complexity and investment risk; second, it preserves the clarity of the UK's existing phase-out milestones; and third, it introduces a meaningful 2030 milestone, which is essential to bring forward fleet renewal decisions and unlock timely investment in depot charging, grid reinforcement, and refuelling infrastructure.

Agenda item 11

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 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 the TfSE analytical framework.**

RECOMMENDATION:

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

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1. Introduction and Background

1.1 This report provides an update on the development of the analytical framework to support the technical work programme, business case development and delivery of the schemes within the Strategic Investment Plan (SIP).

1.2 The analytical framework route map was initially approved at the Partnership Board meeting on 23 January 2023. This was followed by the endorsement of a refreshed route-map on 13 July 2024 to ensure its continued relevance and alignment with local challenges, while also ensuring value for money.

2. Data

2.1 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. We are procuring a support contract with an external consultant to provide technical assistance with configuring the database. We are now awaiting confirmation from ESCC IT regarding the timeline for the virtual machine setup.

2.2 Regional travel survey factsheets, covering the TfSE area and five sub-regional areas (Kent and Medway, Sussex and Brighton, Surrey, Hampshire and the Solent, and Berkshire) have been developed and will be published via the Centre of Excellence platform. These provide insight into different travel patterns across the region in an engaging and easy to digest way. The raw data and questionnaire are available upon request. The factsheets are included for information at Appendix 1.

2.3 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 as the data has been validated. This collaboration ensures that the data will be robust and fit for supporting their own modelling and strategic planning work.

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

2.5 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 over 75% of our local 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's to collect the data separately, duplicating workload, often at cost from consultants time.

3. Analytical tools

3.1 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.

3.2 The next phase of the South East Highway Assignment Model (SEHAM) development is underway. This phase includes rebasing the model to a 2024 base year and developing future forecast models for 2031, 2041, and 2051. The 2024 model and the future year models are scheduled for completion by the end of the 2026/27 financial year. Once completed, the updated models will provide robust road network analysis and a strong evidence base for TfSE and its partners.

3.3 We have participated in several training sessions with Podaris, a strategic planning and modelling tool that we have procured to support analysis work. The training focused on how to use the tool to test public transport interventions. We will use Podaris to provide additional analysis for one of the schemes we are supporting through early stage development - the South East Hampshire Rapid Transit.

3.4 We are also in discussions with Podaris to hold a webinar via the Centre of Excellence to introduce the tool to a wider LTA audience. The proposal negotiated with Podaris offers our constituent authorities a discounted rate for accessing the tool by joining our multi-tenanted workspace.

4. Engagement

4.1 We held our fifth South East Modelling & Appraisal Forum. During the forum, representatives from LTAs provided updates on the development of their data and analytical tools. TfSE officers also presented the proposed analytical framework development for 2026/27 and the support TfSE can provide to our LTA's. Officers then took part in discussions to identify shared priorities for the coming year.

4.2 Together with England's Economic Heartland and Transport East, we met with the DfT's Congestion and Road Length Statistics team to explore how we can better utilise DfT's congestion and journey time data (e.g. INRIX) in our work. We will be gathering feedback from our local transport officers on potential use cases. The group will reconvene once shared challenges and opportunities have been identified, to determine whether there are national and/or regional opportunities for collaboration.

5. Next Steps

5.1 Following confirmation of our DfT funding grant for 2026/27 work is underway to review the future development stages of TfSE's analytical framework and to refresh the development routemap.

5.2 The 2026/27 DfT grant enables the analytical framework to be largely developed, with the majority of data acquired and the tools and models built. A key consideration will be on supporting the needs of existing and emerging authorities across the region. A workshop has been held with our supply chain partners to ensure the component parts of the programme are considered holistically and delivered as efficiently as possible.

5.3 Proposals are also being developed for a "TfSE Offer" setting out what data and analytical services would be provided as part of the TfSE core funding contribution, and what additional services could be commissioned for additional charge as part of a wider subscription model.

5.4 A revised analytical framework routemap and proposals for a "TfSE Offer" will be brought to the July meeting for consideration by the Partnership Board.

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 of the analytical framework.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Joshua Jiao
Email: joshua.jiao@transportforthesoutheast.org.uk

Appendix 1

TRANSPORT FOR THE South East

Regional Travel Survey: TfSE Region

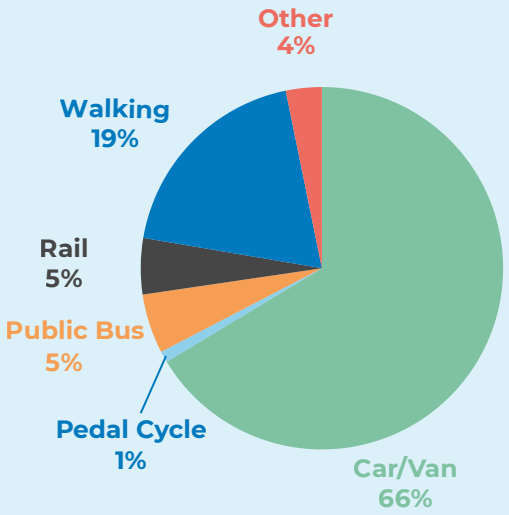
The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across the TfSE region in 2024/2025. We have also created factsheets for the individual areas in our region.

How people are travelling

Average number of trips per person per year **943**

Overall, people in the region made more trips per year than the England average (943 compared with 922) and travelled significantly further each year (8,900 miles compared with 6,082 miles).

Trips by Mode



Average trip durations

13-23 minutes

17-19 minutes

20-23 minutes

Travel in the TfSE region is strongly shaped by car use, which accounts for a higher share of trips than the England average (59%). The region also shows lower levels of walking and cycling. These trends provide important context for understanding travel behaviour across the region and the challenges and opportunities it presents.

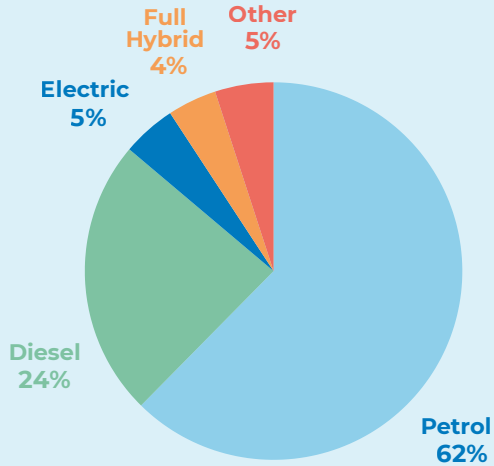
Vehicle Ownership

79% of households in the TfSE region own at least one car, the same as the England average.

Driving licence holding is higher in the TfSE region than nationally, with 89% of adults holding some form of licence, compared with 75% in England.

79%

Vehicle Ownership



EV Charging

In the TfSE region, the majority of EV charging takes place at home (63%). Most public charging takes place at service stations or charging hubs (11.3%) and workplaces or places of education (11%), reflecting the role of both en-route and destination charging. Public on-street chargers account for 7.2% of use, followed by business or organisation car parks (6.3%).

63%

Why people are travelling

30% Leisure

28% Shopping

17% Commuting

16% Personal Business

2% Business

2% Education

Leisure was the most common reason for travel in both the TfSE region and across England, although it plays a larger role regionally. Shopping trips accounted for 28% of all journeys in the TfSE region, compared with 18% nationally. Commuting was also more prominent in the region, making up 17% of trips compared with 12% across England. The TfSE region, however, saw lower rates of travel for education and business than nationally.

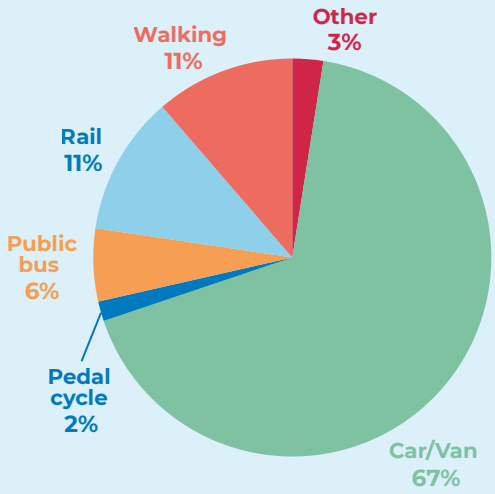
How people are commuting

In the TfSE region, commuting patterns are mixed, reflecting more flexible ways of working.

Commuter frequency in 2024

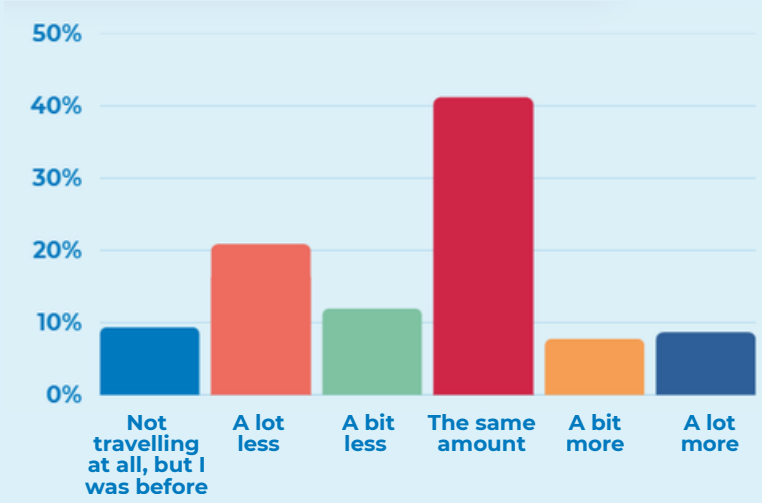
- Everyday 35%
- At least once a week 42%
- At least once a month 8%
- Less than once a month 7%
- Never 8%

Commuting Mode Share



Compared with pre-pandemic levels, 41% of people report commuting about the same amount. However, a sizeable shift is evident as 42% of people have changed commuting habits. 21% commute a lot less and 12% a bit less, while 9% no longer commute at all despite previously doing so. In contrast, 17% report commuting more often, either a lot more (9%) or a bit more (8%), highlighting varying impacts of changing work patterns across the region.

Commuting Changes Since COVID



This fact sheet offers a short snapshot of selected findings from the RTS. While it highlights some key insights, the survey includes a much wider range of data, and full datasets can be provided on request. Please contact coe@transportforthesoutheast.org.uk for more information.

TRANSPORT FOR THE South East

Regional Travel Survey: Sussex & Brighton

The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across Sussex & Brighton in 2024/2025. We have also created factsheets for the other areas in our region.

Average number of trips per person per year **948**

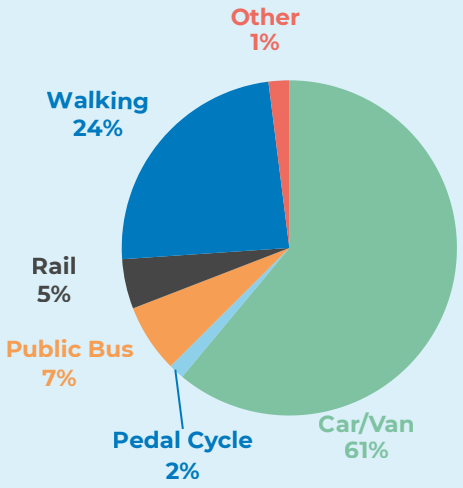
How people are travelling

Overall, people in the area made a similar number of trips per year as the TfSE average (948 compared with 943) but travelled fewer miles each year (7800 miles compared with 8,900 miles). Despite recording the shortest average travel distance in the region, people in Sussex & Brighton still travelled further than the UK average.

Average trip durations

- **13-23 minutes**
- **15-18 minutes**
- **19-23 minutes**

Trips by Mode



Travel in Sussex & Brighton is shaped by car use, however car use in the area (61% of trips) is closer to the England average (59%) than with the wider TfSE region (66%). The area also shows lower levels of walking and cycling than the national average. These trends provide important context for understanding travel behaviour across the region and the challenges and opportunities it presents.

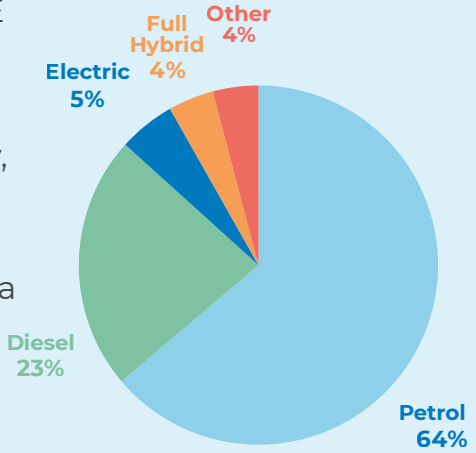
Vehicle Ownership

75% of households in Sussex & Brighton own at least one car, which is lower than both the TfSE and England average (79%).

Driving licence ownership is higher in the area than nationally, with 86% of adults holding some form of licence, compared with 75% in England. However, the area sees the lowest rates of licence ownership in the TfSE region.

75%

Vehicle Ownership



EV Charging

In Sussex & Brighton, most EV charging takes place at home (66%). Public charging mainly occurs at service stations or charging hubs (11%) and at public charging points (11%), which is slightly higher than in other areas of the TfSE region. Workplaces and places of education account for 6%of use, followed by business or organisation car parks (3%).

66%

Why people are travelling

32% Leisure

27% Shopping

17% Commuting

16% Personal Business

1% Business

2% Education

Sussex & Brighton follow similar trip-purpose trends to the wider TfSE region. Leisure was the most common reason for travel in both Sussex & Brighton and the TfSE region. Shopping accounted for 27% of all journeys in the area, compared with 18% nationally. Commuting was also more prominent, making up 17% of trips compared with 12% across England. However, Sussex & Brighton recorded lower rates of travel for education and business than the national average.

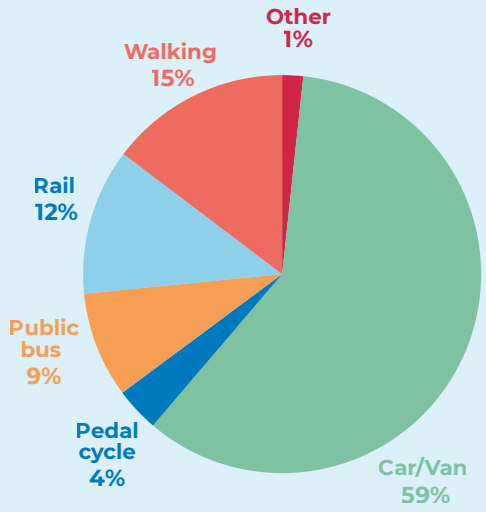
How people are commuting

Sussex & Brighton had the highest share of residents reporting that they never commute within the TfSE region.

Commuter frequency in 2024

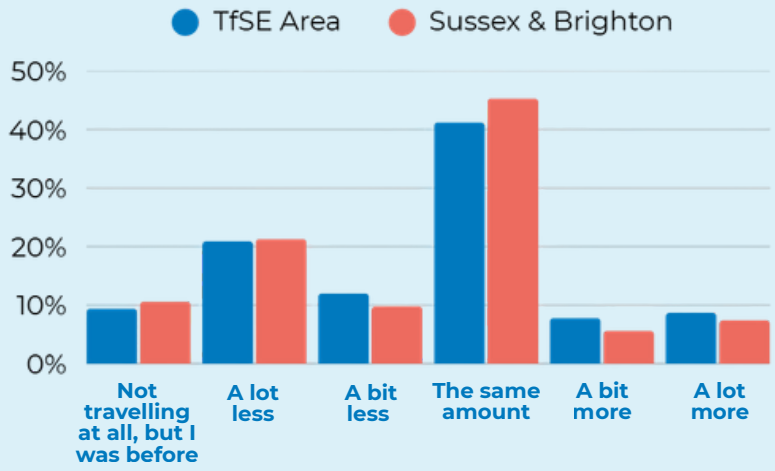
- Everyday **36%**
- At least once a week **41%**
- At least once a month **8%**
- Less than once a month **6%**
- Never **9%**

Commuting Mode Share



Sussex & Brighton generally follows the same trends as the rest of the TfSE region when comparing pre- and post-pandemic commuting patterns. Compared with pre-pandemic levels, 45% of people report commuting about the same amount. However, a sizeable shift is evident as 42% of people have reported commuting less. In contrast, 13% report commuting more often, which is slightly lower than the TfSE average.

Commuting Changes Since COVID



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TRANSPORT FOR THE South East

Regional Travel Survey: Surrey

The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across Surrey in 2024/2025. We have also created factsheets for the other areas in our region.

How people are travelling

Average number of trips per person per year **948**

Overall, people in the county made a similar number of trips per year as the TfSE regional average (948 compared with 943) and travelled slightly further each year (8,970 miles compared with 8,900 miles). Both Surrey and the TfSE region travelled significantly further than the UK average.

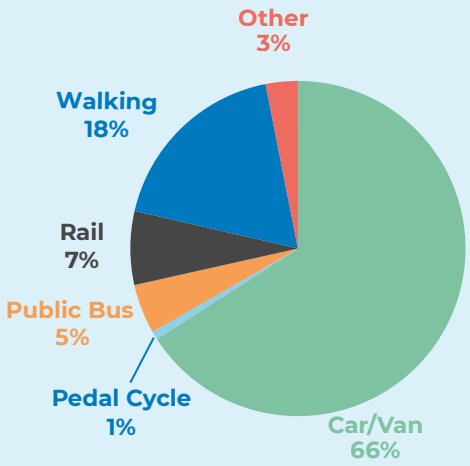
Average trip durations

13-23 minutes

16-20 minutes

19-27 minutes

Trips by Mode



Travel in Surrey is strongly shaped by car use. Similarly to the TfSE region, car use accounts for a higher share of trips than the England average (59%). Surrey also reports lower levels of walking and cycling than the England average. These trends provide important context for understanding travel behaviour across the region and the challenges and opportunities it presents.

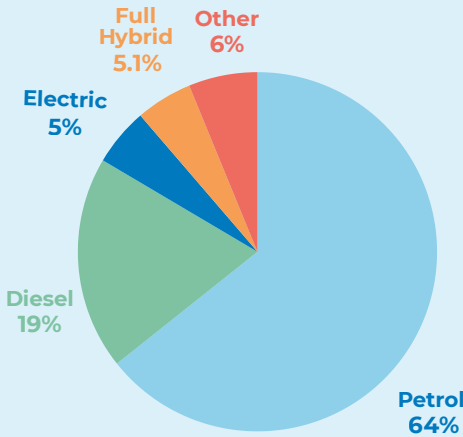
Vehicle Ownership

82% of households in Surrey own at least one car, higher than the TfSE and England average (79%).

Driving licence ownership is considerably higher in Surrey than nationally, with 91% of adults holding some form of licence, compared with 75% in England.

82%

Vehicle Ownership



EV Charging

In Surrey, the majority of EV charging takes place at home (65%). Most public charging takes place at workplaces or places of education (14%) and public charging points (8%), reflecting the role of both en-route and destination charging. Service stations or charging hubs account for 8% of use, followed by business or organisation car parks (5%).

65%

Why people are travelling

30% Leisure

27% Shopping

17% Commuting

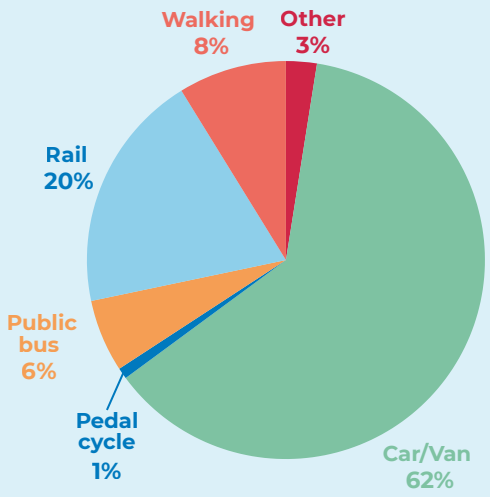
16% Personal Business

2% Business

3% Education

Surrey follows similar trip-purpose trends to the wider TfSE region. Leisure was the most common reason for travel in both Surrey and the TfSE area. Shopping trips accounted for 27% of all journeys in Surrey, compared with 18% nationally. Commuting was also more prominent, making up 17% of trips compared with 12% across England.

Commuting Mode Share



Surrey generally follows the same trends as the rest of the TfSE region when comparing pre- and post-pandemic commuting patterns. Compared with pre-pandemic levels, 40% of people report commuting about the same amount. However, a sizeable shift is evident as 45% of people describe commuting less. In contrast, only 15% report commuting more often, highlighting varying impacts of changing work patterns across the county.

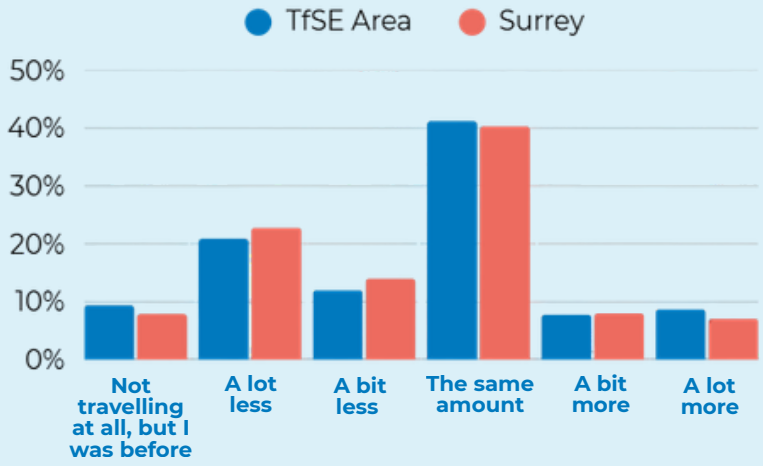
How people are commuting

Surrey has the lowest percentage of people who report commuting every day in the TfSE region (35%)

Commuter frequency in 2024

- Everyday 30%
- At least once a week 48%
- At least once a month 8%
- Less than once a month 7%
- Never 6%

Commuting Changes Since COVID



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TRANSPORT FOR THE South East

Regional Travel Survey: Berkshire

The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across Berkshire in 2024/2025. We have also created factsheets for the other areas in our region.

Average number of trips per person per year **964**

How people are travelling

Overall, people in the county made the highest number of trips per year in the TfSE region (964 compared with the TfSE average of 943) and travelled slightly further each year (8,960 miles compared with 8,900 miles). Both the TfSE region and Berkshire travelled significantly further than the UK average.

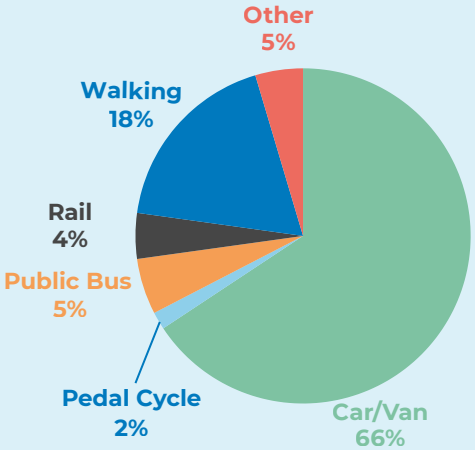
Average trip durations

13-22 minutes

18-20 minutes

21-26 minutes

Trips by Mode



Travel in Berkshire is strongly shaped by car use. Similarly to the TfSE region, car use accounts for a higher share of trips than the England average. The area also shows lower levels of walking and cycling than the England average, in line with trends across the TfSE region. These trends provide important context for understanding travel behaviour across the region and the challenges and opportunities it presents.

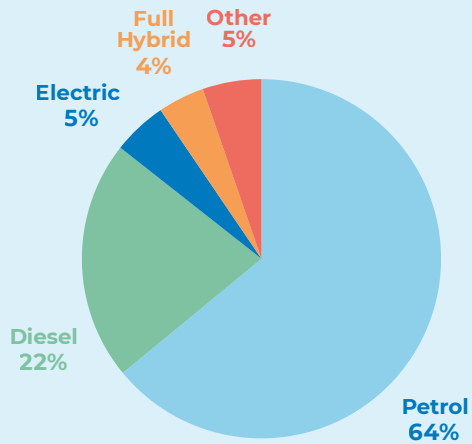
Vehicle Ownership

76% of households in Berkshire own at least one car, which is slightly lower than the TfSE and England average (79%).

Driving licence ownership is higher in Berkshire than nationally, with 87% of adults holding some form of licence, compared with 75% in England.

76%

Vehicle Ownership



EV Charging

In Berkshire, most EV charging takes place at home (57%), the lowest share in the TfSE region, suggesting a greater reliance on public charging. Public charging mainly occurs at service stations or charging hubs (13%) and at workplaces or places of education (13%). Public on-street chargers account for 9% of use, followed by business or organisation car parks (7%).

57%

Why people are travelling

30% Leisure

28% Shopping

17% Commuting

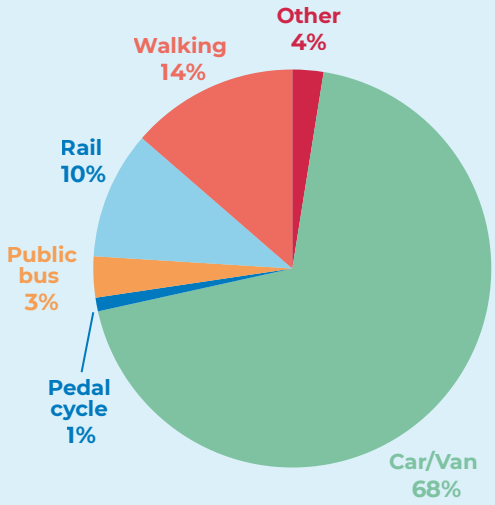
16% Personal Business

2% Business

3% Education

Berkshire follows similar trip-purpose trends to the wider TfSE region. Leisure was the most common reason for travel in both Berkshire and the TfSE area. Shopping trips accounted for 28% of all journeys in Berkshire, compared with 18% nationally. Commuting was also more prominent, making up 17% of trips compared with 12% across England. Like the rest of the TfSE region, Berkshire recorded lower rates of travel for education and business than the national average.

Commuting Mode Share



Berkshire is a slight outlier when looking at pre- and post-pandemic commuting patterns. Although it follows the same overall trends as the rest of the TfSE region, fewer people report commuting the same amount as before the pandemic (37% compared with the TfSE average of 41%). Berkshire also has a higher proportion of people commuting a lot more than they did pre-Covid, at 12%.

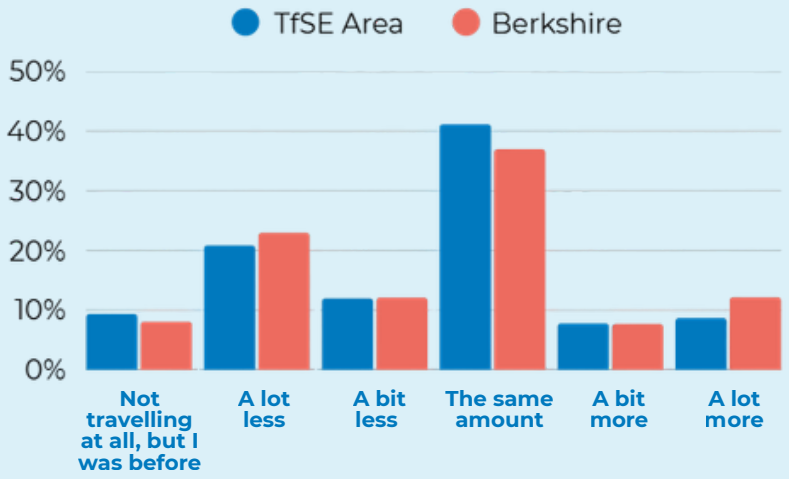
How people are commuting

In Berkshire, commuting patterns are mixed, reflecting more flexible ways of working.

Commuter frequency in 2024

- Everyday **36%**
- At least once a week **42%**
- At least once a month **8%**
- Less than once a month **7%**
- Never **7%**

Commuting Changes Since COVID



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TRANSPORT FOR THE South East

Regional Travel Survey: Hampshire and the Solent

The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across Hampshire & the Solent in 2024/2025. We have also created factsheets for the other areas in our region.

Average number of trips per person per year **925**

How people are travelling

82%

Overall, people in the area made fewer trips per year than the TfSE average (925 compared with 943) but travelled significantly further each year (10,060 miles compared with 8,900 miles). This indicates that people are taking fewer but longer trips.

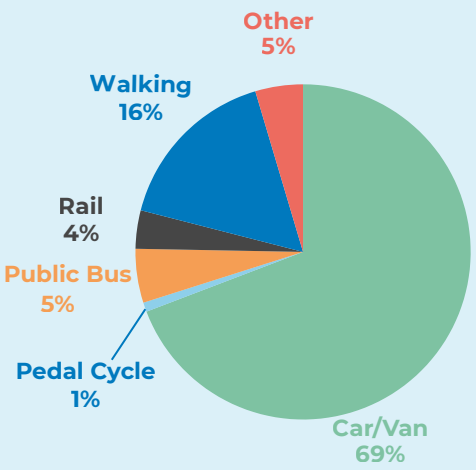
Average trip durations

11-16 minutes

18-20 minutes

20-25 minutes

Trips by Mode



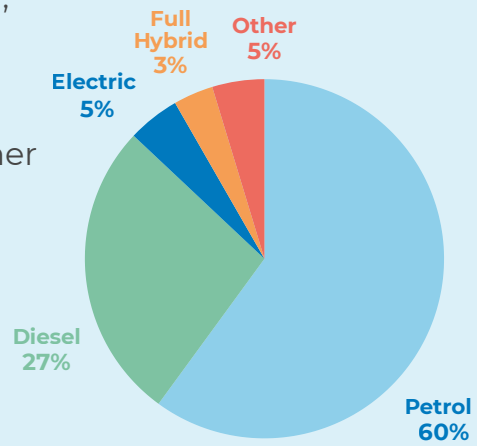
Travel in Hampshire & the Solent is strongly shaped by car use. 69% of trips in the area are made by car, the highest proportion in the TfSE region. The area also shows the lowest levels of walking in the region and one of the lowest levels of cycling. These trends provide important context for understanding travel behaviour across the region and the challenges and opportunities it presents.

Vehicle Ownership

82% of households in Hampshire & The Solent own at least one car, which is higher than both the TfSE and England average (79%).

Driving licence ownership is higher in Hampshire & The Solent than nationally, with 90% of adults holding some form of licence, compared with 75% in England.

Vehicle Ownership



EV Charging

In Hampshire & the Solent, the majority of EV charging takes place at home (58%). Most public charging takes place at service stations or charging hubs (14%) and workplaces or places of education (13%). Unlike the rest of the TfSE region, Hampshire & the Solent reports a higher share of charging at business or organisation car parks (10%), which is above the regional average.

58%

Why people are travelling

31% Leisure

29% Shopping

16% Commuting

16% Personal Business

2% Business

3% Education

Hampshire & the Solent follows similar trip-purpose trends to the wider TfSE region. Leisure was the most common reason for travel in both areas. Shopping trips accounted for 29% of all journeys in Hampshire & the Solent, compared with 18% nationally. Commuting was also more prominent, making up 16% of trips compared with 12% across England.

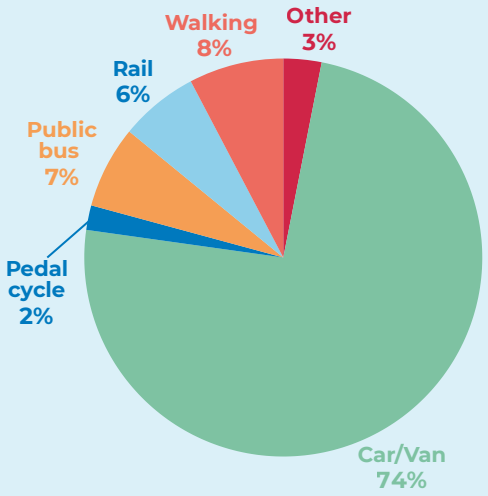
How people are commuting

In Hampshire & the Solent commuting patterns are mixed, reflecting more flexible ways of working.

Commuter frequency in 2024

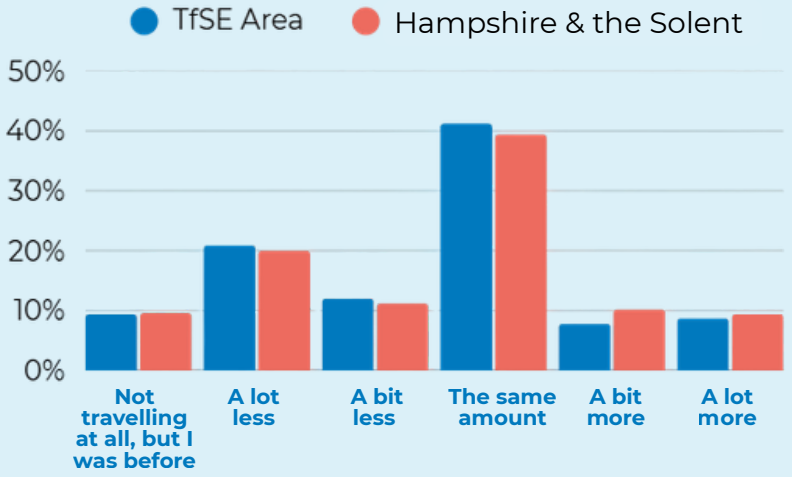
- Everyday **36%**
- At least once a week **42%**
- At least once a month **8%**
- Less than once a month **6%**
- Never **7%**

Commuting Mode Share



Hampshire & the Solent generally follows the same trends as the rest of the TfSE region when comparing pre- and post-pandemic commuting patterns. Compared with pre-pandemic levels, 39% of people report commuting about the same amount, which is slightly below the TfSE average. A further 41% have reported commuting less. In contrast, 19% report commuting more often.

Commuting Changes Since COVID



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TRANSPORT FOR THE South East

Regional Travel Survey: Kent & Medway

The Transport for the South East Regional Travel Survey improves understanding of how people travel across the South East, and supports local transport planning. Aligned with the National Travel Survey, data was collected through extensive travel diary surveys, enabling more detailed analysis of local travel behaviour by local authorities. This factsheet summarises key travel patterns across Kent & Medway in 2024/2025. We have also created factsheets for the other areas in our region.

Average number of trips per person per year **941**

How people are travelling

Overall, people in the area made a similar number of trips per year as the TfSE average (941 compared with 943) and travelled slightly further each year (8,940 miles compared with 8,900 miles). Both the TfSE region and Kent & Medway travelled significantly further than the UK average.

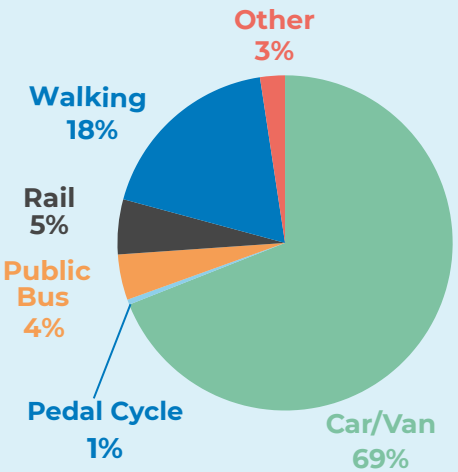
Average trip durations

13-23 minutes

17-19 minutes

18-23 minutes

Trips by Mode



Travel in Kent and Medway is strongly shaped by car use, which, similar to the TfSE region, accounts for a higher share of trips and distance travelled than the England average. The area also shows the lowest levels of cycling but the highest levels of walking within the TfSE region.

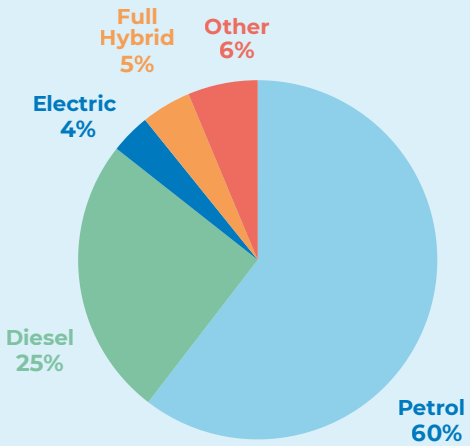
Vehicle Ownership

81% of households in Kent & Medway own at least one car, slightly higher than the region and England average (79%).

Driving licence ownership in Kent & Medway is the same as the TfSE average, with 89% of adults holding some form of licence, compared with 75% across England.

81%

Vehicle Ownership



EV Charging

In Kent & Medway, most EV charging takes place at home (67%). Public charging primarily occurs at service stations or charging hubs (11%) and at workplaces or places of education (10%), reflecting the importance of both en-route and destination charging. These findings are consistent with those across the TfSE region.

67%

Why people are travelling

28% Shopping

27% Leisure

19% Commuting

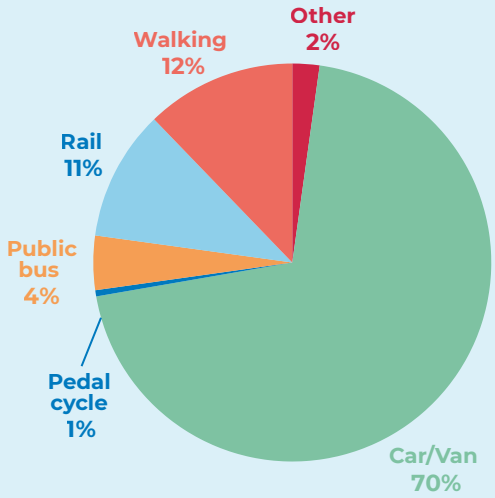
19% Personal Business

1% Business

2% Education

Shopping was the most common reason for travel in Kent & Medway, whereas leisure was the most common purpose in the rest of the TfSE region and across England. Commuting was slightly more prominent in Kent & Medway than both regionally and nationally, accounting for 19% of trips. However, Kent & Medway recorded the lowest rates of travel for education and business within the region.

Commuting Mode Share



Kent & Medway follows the same pre- and post-pandemic commuting trends as the wider TfSE region. Compared with pre-pandemic levels, 43% of people report commuting about the same amount. However, a sizeable shift is evident, with 42% reporting commuting less In contrast, 15% report commuting more often highlighting the varied impacts of changing work patterns across the region.

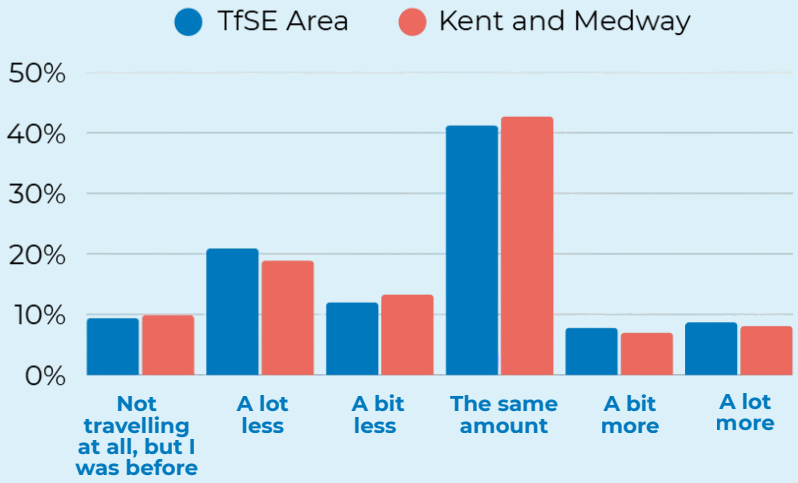
How people are commuting

Kent and Medway saw the highest percentage of people commuting every day in the TfSE region.

Commuter frequency in 2024

- Everyday **37%**
- At least once a week **40%**
- At least once a month **9%**
- Less than once a month **7%**
- Never **8%**

Commuting Changes Since COVID



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Agenda item 12

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
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 a review of schemes within the MRN/LLM Programme by DfT Officials last autumn, it was anticipated that Ministers would make their decision on which schemes will remain in the programme and which are cancelled by the end of 2025, however no announcement has yet been made. DfT Officials have warned that difficult choices will have to be made.

4.3 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 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.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Sarah Valentine
Email: sarah.valentine@transportforthesoutheast.org.uk

Item 12 – 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	Complete	SOBC	£100,000
Surrey County Council	N1	London to Sussex Coast Highways (A22 N Corridor (Tandridge) South Godstone to East Grinstead)	Underway	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	Complete	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	Underway	Feasibility Study	£50,000
				TOTAL	**£150,000**

Agenda Item 13

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

Date of meeting: **19 March 2026**

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

Title of report: **Centre of Excellence Progress Update**

Purpose of report: **To provide a progress update on the Centre of Excellence**

RECOMMENDATION:

The Members of the Partnership Board are recommended to note the progress being made with the delivery of the Centre of Excellence**.**

---

1. Introduction

1.1 The purpose of this report is to provide an update on the delivery of the TfSE Centre of Excellence since the previous Partnership Board on 2 February.

2. Progress update

2.1 Between 2 February and 19 March, the Centre of Excellence delivered 14 webinars for local authority officers. These sessions combined expert led training with local authority led knowledge sharing, directly addressing priority skills identified through last year's capability survey.

3. Annual capability survey – launched 16 March

3.1 The Centre of Excellence's annual capability survey launched on 16 March. The results of this survey will play a central role in shaping the Centre of Excellence Work Plan for 2026/27. The survey is sent out to every local authority officer who is a member of the Centre of Excellence. This year, reach will be significantly expanded, with 320 local authority officers receiving the survey, compared to 70 in 2025. This will mean that responses will provide a more representative view from officers, enabling the Centre of Excellence to provide even more tailored support.

3.2 TfSE will work closely with local authority champions to support internal authority promotion and encourage strong participation, recognising the importance of capturing an accurate picture of development needs.

3.3 The Centre of Excellence capability survey asks users to rate their capability against a number of priority skill areas. We anticipate seeing improvements in many of the capability areas supported by the Centre of Excellence in this financial year, while also hearing from a new cohort of officers responding for the first time.

3.4 TfSE will analyse the capability survey and develop a Centre of Excellence Work Plan for 2026/27. This will be presented to the CoE Steering Group on 13 May, ahead of approval by the Partnership Board on 13 July. Early preparation of commissioning proposals will ensure that delivery of support can begin promptly after approval, maintaining momentum and enabling continued, responsive capability development across the region.

4. Monitoring and evaluation

4.1 Between December and February, we have continued to see strong engagement, with 730 attendees across webinars and events. Additionally, 82 pieces of content were uploaded, 23 new users registered, and authorities collectively achieved an estimated cost saving of £553,856. This equates to £34,616 per LTA, or £33.63 per attendee, demonstrating that the Centre of Excellence continues to deliver substantial value at a very low cost to users.

4.2 A full reporting period covering December to February is presented in **Appendix 1.**

5. Finance Update

5.1 At the date of this Partnership Board, expenditure totals £153,370 against the approved budget of £251,759. £45,636 of the remaining £98,389 will be ringfenced as committed carry forward for work to continue between April-June to ensure momentum is maintained, and continuity of support while awaiting the outcomes of the capability survey and subsequent approval of the 2026/27 Centre of Excellence Work Plan at the July Partnership Board. This interim activity will cover Devolution, Active Travel, and AI in Transport Planning. A carry forward of £50,994 into the 2026/27 financial year continues to be forecasted.

6. Conclusion and Recommendations

6.1 The Members of the Partnership Board are recommended to comment on the progress being made with the delivery of the Centre of Excellence.

RUPERT CLUBB
Chief Officer
Transport for the South East
Contact Officer: Emily Bailey
Email: Emily.bailey@transportforthesoutheast.org.uk

Centre of Excellence Monitoring & Evaluation

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TRANSPORT FOR THE South East

Site Sessions | Unique Visitors | Site Sessions per visitor

Date Selector

Please select month/s below

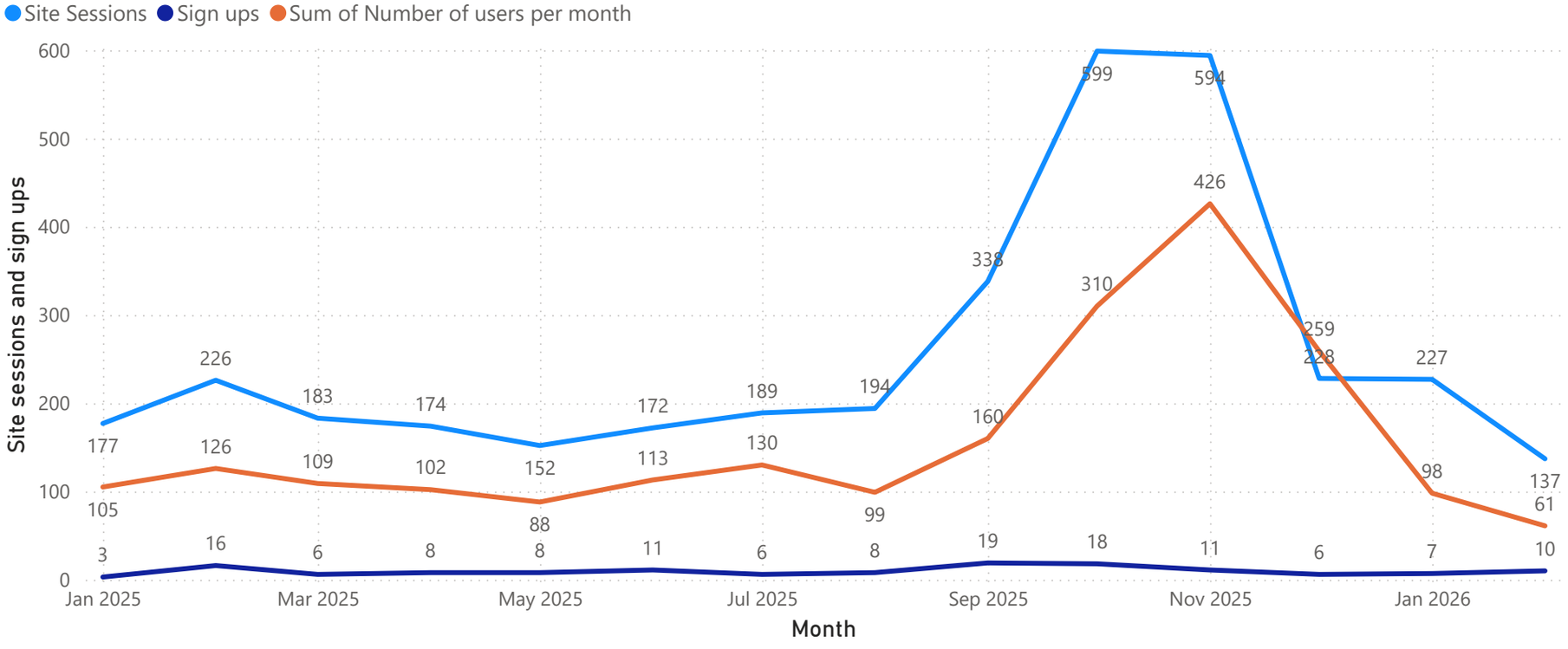
Multiple selections

516
Total site sessions (Dec - Feb)

82
Content uploaded (Dec - Feb)

553856
LTA savings (£) (Dec - Feb)

Site sessions and sign ups by month



23
Site sign ups (Dec - Feb)

390
Total Sign Ups

431
Total Content Uploaded

16 (100%)
Number of LAs signed up

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TRANSPORT FOR THE South East

Date Selector for chat forum interaction

Please select month/s below

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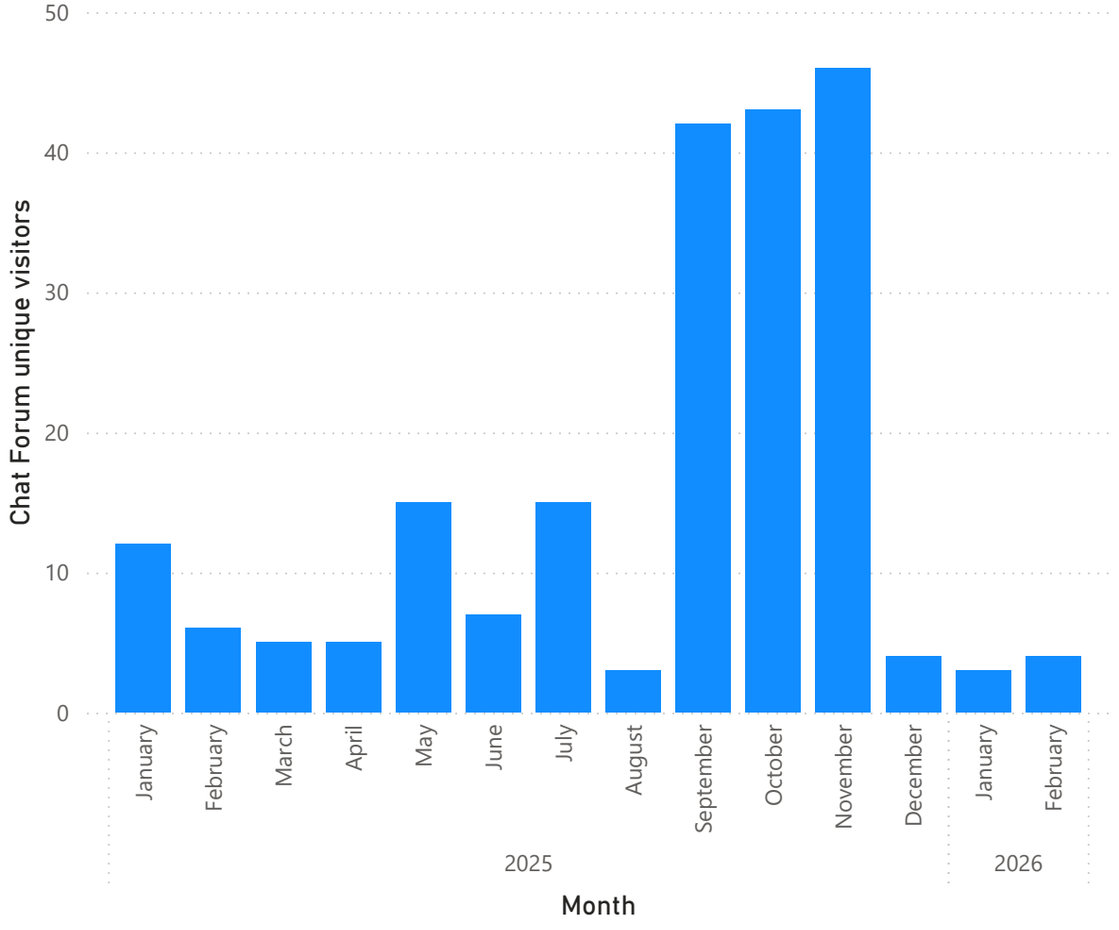
Chat Forum interaction



Number of unique visitors per component home page

Title	Dec 25	Jan 26	Feb 26	Total
webinars	11	20	21	52
events	5	14	14	33
resources	10	9	13	32
key-tools	7	8	6	21
case-study	6	8	5	19
data	3	5	2	10
qualifications-and-courses	4	4	2	10
funding	2	4	1	7
contact	2	0	3	5
consultations	1	2	1	4
new-to-the-sector	0	2	0	2
forum	1	0	0	1
procurement	0	0	0	0

Number of unique visitors for specific pages

Title	Dec 25	Jan 26	Feb 26	Total
key-tools- carbon-assessment-playbook	12	14	21	47
key-tools- cadence-tool	16	2	2	20
groupltasdiscussionc2e0330f-7166-47a7-905b-af6f0b0a201f	14	2	0	16
webinars- tfse-centre-of-excellence-&-steer-|-awareness-of-emerging-technologies-|-setting-the-scene	12	2	1	15
resources- transport-for-the-south-east-|-developing-public-ev-charging-for-light-commercial-vehicles	0	11	2	13
chatforum	3	3	4	10
case studies- e-bike-training-for-key-stakeholders-across-kent	0	8	0	8
groupltasdiscussion0005da03-30dc-457d-875a-45a7c35b18a1	0	8	0	8

Centre of Excellence Monitoring & Evaluation

Content Feedback Scores

Content	Satisfaction Score	Usefulness Score
Deep Dive Decarbonisation and climate resilience (Business Case Development Series)	4.25	4.67
Funding & Financing Webinar (Business Case Development Series)	4.63	4.50
How to review a business case webinar (Business Case Development Series)	4.33	4.11
Modelling Approaches Webinar (Business Case Development Series)	4.00	3.33
Strood Risk Approach Webinar	4.50	4.00
Average	**4.34**	**4.12**

Agenda Item 14

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

Date of meeting: **19 March 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.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Mark Valleley
Tel. No. 07720 040787
Email: mark.valleley@transportforthesoutheast.org.uk

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 study which aims to identify the ongoing challenges and emerging solutions related to the introduction of on street charging infrastructure across the TfSE area. The budget for this project is £75,000 and it is being delivered in two phases. Work is currently underway to complete Phase One, which is establishing 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 can complement kerbside charging and support more effective delivery and operation on residential streets by improving availability, accessibility and the overall user experience. Outputs from the project will include guidance and case studies, supported by materials such as the on-street charging typology matrix and a summary of LTA evidence, which will be published for LTAs through TfSE's Centre of Excellence platform. A final report will go to the Board in July 2026 for approval.

2.2 Following from the update provided to the Partnership Board in February 2026, TfSE's commercial fleet charging infrastructure mapping has now been rolled out across the wider TfSE area, building on the initial pilot project which focused on the areas of Brighton & Hove and Slough. The work has produced a standardised mapping evidence base for each local transport authority, with two maps per LTA highlighting potential urban charging hub locations for larger commercial vehicles. The project was delivered using specialist datasets, including Field Dynamics' Fleetmap. The project was completed within the set timescales and within the agreed budget. These outputs will support more consistent local planning, prioritisation and stakeholder engagement on fleet electrification infrastructure.

2.3 TfSE is currently in the process of delivering a four-part EVCI seminar series for LTA officers across the region to share practical learning and support more consistent delivery of public charging infrastructure. Two sessions have been delivered so far, covering the topics of public EV charging costing and managing disparities, and developing public infrastructure to support the electrification of light commercial vehicles. The final two seminars will be delivered by the end of March 2026. An update will be provided to the TfSE Partnership Board at their next scheduled meeting.

3. Freight, Logistics and Gateways Strategy

3.1 Work has begun on the development of the Freight Awareness Programme e-training course. 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[1], 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 freight-sector terms, how freight operators manage the infrastructure needed for efficient freight operations, what customers need regarding deliveries, and traffic regulations and enforcement. In addition, a guide for freight operators on navigating the public sector will be produced.

3.2 The most recent Wider South East Freight Forum meeting was held on 5 March 2026. The meeting focussed on the experiences of local authorities and freight operators in planning for freight. Topics for discussion included moving materials sustainably and efficiently, managing local impacts of construction traffic, and embedding freight into future developments. Short presentations were given to prompt discussion by aggregate suppliers, freight operators, and rail consultants, including the Mineral Products Association, DGP/CILT Construction Logistics Forum, civil engineering firms and Arup. As a result, members have been invited to contribute to a short guide summarising the lessons learned from the discussions. The next meeting in June 2026 will examine the different areas of work in both the public and private sectors that aim to set out pathways for freight decarbonisation.

3.3 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 is complete, TfSE officers will share the potential locations with our local authority transport and planning officers and demonstrate how the tool works at the Centre of Excellence.

4. Rail

4.1 TfSE's **Rail Strategy** was agreed by the members of the Partnership Board at their meeting on 2 February 2026. It has been uploaded to the TfSE website, and a range of communication activities have been undertaken to publicise it.

4.2 TfSE continues to work with England's Economic Heartland, Transport East, Network Rail, DfT and TfL as part of the **Wider South East Rail Partnership** to develop a Wider South East Rail Plan. The Plan will bring together existing evidence from all

[1] Transport for Hertfordshire is the transport partnership and public facing identity used by Hertfordshire County Council to coordinate transport policy, services and investment across the county.

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 Work continues on the development of the Carbon Assessment Playbook developed jointly by the STBs. This tool enables LTAs to identify baseline carbon emissions and trajectories to net zero in their area. They are then able to assess the carbon reduction potential of the proposed transport interventions included in their local transport plans. A number of updates to the tool have recently been commissioned. These include updating the baseline carbon emissions forecasts to take into account latest information available from the Department for Transport TAG and the seventh carbon budget net zero balanced pathway produced by the Committee on Climate Change. This work will ensure that the tool remains in line with the latest information published by national bodies.

5.2 As reported previously to help LTAs become more proficient in using the CAP three workshops have been held with LTAs in the TfSE area. A further workshop took place in February 2026 where Brighton and Hove City Council showcased how they have been using the tool to identify the interventions needed in their area to follow their net zero pathway.

Agenda Item 15

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
By:	**Co-Chairs, Business Advisory Group**
Title of report:	**Business Advisory Group**
Purpose of report:	**To update the Partnership Board on the progress of TfSE's Business Advisory Group**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

1) **Note the progress of the Business Advisory Group; and**

2) **Approve the publication of the Business Advisory Group's 2025/26 Report.**

---

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 – Feedback for Partnership Board

2.1 The BAG met on Thursday 5 March virtually. The BAG received an update on the status of key TfSE work, including the Strategic Investment Plan refresh, which members of the BAG had provided comments on.

2.2 The BAG also received updates on devolution, TfSE's recently approved rail strategy, and TfSE's workplan for 2026/27. Members of the BAG reported strong enthusiasm for TfSE's workplan, especially plans to develop TfSE's evidence base, which can support business' decision-making and strategic planning.

3. Business Opportunities and Challenges

3.1 Members of the BAG reported minimal immediate impact from regional devolution proposals, although businesses planning expansion have noted the formation of new planning authorities. Feedback indicates improving confidence among clients, with the pace of change requiring greater agility; TfSE's role as a regional convener, data source and storyteller was strongly emphasised.

3.2 Members highlighted ongoing multimodal transport challenges, particularly East–West connectivity and links with London. The new Strategic Investment Plan and recently adopted Rail Strategy were recognised as valuable resources to share with partners, alongside growing activity related to development around Gatwick.

3.3 Updates were provided on national and regional initiatives, including delays to the Government's Integrated National Transport Strategy (now expected in 2026), engagement with the newly formed South East and Gatwick Diamond Growth Gateway APPG, and progress on the Heathrow Western Access study, which remains with DfT and Treasury prior to wider publication.

4. Business Report for 2025/26

4.1 The BAG has developed a report setting out their work on their three focus areas for 2025/26 (access to international connectivity, energy availability and rural transport). The report is attached at **Appendix 1**.

4.2 The report details some of TfSE's evidence base in these three areas, but all the recommendations are the recommendations of business stakeholders, not the recommendations of TfSE, or its Partnership Board. The report summarises both the outputs of the group's regular meetings and the previous Business Summit held in 2025.

5. Next Steps

5.1 The BAG is planning a second annual Summit to take place in Summer 2026. This BAG aims to grow attendance to around 100 senior stakeholders from business, government and local authorities. Sessions are currently being planned, but initial ideas are focused on affordability of transport and integration of transport across modes.

6. Conclusions and recommendations

6.1 The Partnership Board is recommended to note the progress of the Business Advisory Group and approve the publication of the Business Advisory Group's 2025/26 Report.

Daniel Ruiz and Vince Lucas
Co-Chairs – Business Advisory Group
Transport for the South East

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

TRANSPORT FOR THE South East

How Transport Can Unlock Growth in the South East

A call for change from TfSE's Business Advisory Group – 2025/26 Report

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04 About Us

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19 Cross-Cutting Recommendations for TfSE

21 Annex A: Full List of Recommendations

Introduction

Transport for the South East (TfSE) is a partnership of 16 Local Authorities, who come together to advise the Government on the transport infrastructure that is needed to grow the region's economy.

A key part of this work is capturing the views of businesses across the South East. Businesses in our region know better than anyone else how transport holds them back, and how new infrastructure could unlock growth.

To help achieve this, in late 2024 TfSE formed its Business Advisory Group. The group was created with one aim, to get the views of businesses from every part of the South East, representing businesses of all shapes, sizes and sectors.

The business representatives quickly identified the three most pressing challenges that need transport improvements to unlock economic growth:

- **Access to International Connectivity**
- **Energy Availability**
- **Rural Isolation**

Throughout 2025, in both online meetings and a Business Summit held in Guildford, business representatives worked on these issues to understand the problems businesses face, and brainstorm solutions that could be implemented.

This report summarises the key recommendations raised by businesses representatives. Most of the recommendations would best be delivered by government, local authorities, businesses, and delivery agencies working in partnership.

These solutions are presented in this report, and the Business Advisory Group hope it will provide a compelling route map forward for the South East. It should be noted the recommendations outlined in this report do not represent the views of TfSE, but they reflect the input of business stakeholders within the Business Advisory Group.

About Us

Who are Transport for the South East?

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England.

Our partnership brings together 16 local authorities, representatives of district & borough authorities, protected landscapes and national delivery agencies.

TfSE Chair
Councillor Keith Glazier OBE
East Sussex County Council

TfSE Deputy Chair
Councillor Simon Curry
Medway Council

This unrivalled civic and business leadership is best placed to understand the potential for economic growth in our area. By speaking with one voice on our region's transport priorities, we're able to make a strong case to government for investment in the South East.

Who are TfSE's Business Advisory Group?

TfSE's Partnership Board agreed to establish a Business Advisory Group in October 2024, following the dissolution of Local Enterprise Partnerships. The Board acknowledged that TfSE's Transport Strategy, Strategic Investment Plan, and other work are all stronger with the input of business.

TfSE's Business Advisory Group provides a forum for businesses to continue to input into our work and provide their views to government on transport infrastructure that is needed to drive economic growth.

TfSE's Business Advisory Group is co-chaired by two senior business leaders.

TfSE Business Advisory Group Co-Chair
Vince Lucas

TfSE Business Advisory Group Co-Chair
Daniel Ruiz

On 9 July 2025, TfSE's Business Advisory Group met in-person for the first time in Guildford. Fifty delegates attended the Summit, representing a broad range of businesses and organisations, all with a presence in the South East. Delegates were highly engaged, with deep connections to their communities and understood problems intuitively.

Delegates were split into three groups, with a workshop on each of the challenges in turn. The first half of the workshops focused on collecting evidence from delegates on how these issues were affecting their organisations and holding back growth. The second half focused on what is needed to help transport make a meaningful difference to these issues.

With thanks to Ruth Bagley, Chair of Thames Valley Chamber of Commerce's Western Rail Link to Heathrow Working Group and Dr Phil Evans, Director at VA Rail, for helping to facilitate the Business Summit.

Access to International Connectivity

The South East is the UK's gateway to the world. Heathrow Airport[1], Gatwick Airport, the Port of Dover, the Port of Southampton, and the Channel Tunnel together move the majority of the UK's international passengers and high-value trade.

Yet access to these gateways is constrained by bottlenecks on key roads and railways, inconsistent international rail services, first and last-mile gaps, workforce access challenges at airports, and border or process frictions.

Targeted, integrated investment, paired with operational reforms and data-driven management can unlock faster, greener, and more resilient growth for the South East and the wider UK economy.

Why International Connectivity in the South East Matters

The UK's trade and travel hinge on South East gateways

Heathrow is the UK's largest port by value of goods, processing c. £198bn in trade; Gatwick and Heathrow together serve well over 120 million passengers in a typical year. Dover handles around £85bn of trade annually and up to 10,000 freight vehicles per day; Southampton is the UK's leading vehicle port and a major container and cruise hub; the Channel Tunnel is critical for both passengers and unaccompanied freight.

Growth opportunities are tangible but conditional

Solent and Thames Freeports together forecast tens of thousands of jobs and billions in investment – returns that depend on reliable, integrated access to ports, airports and logistics zones. Airports depend on employees, customers, and businesses being able to reach them easily. However, only a small part of the South East can currently access airports by public transport within an hour (Fig.1).

[1] Heathrow Airport sits in London, on the border of the TfSE geography. It is included in this report because of its importance to the South East's economy and transport network.

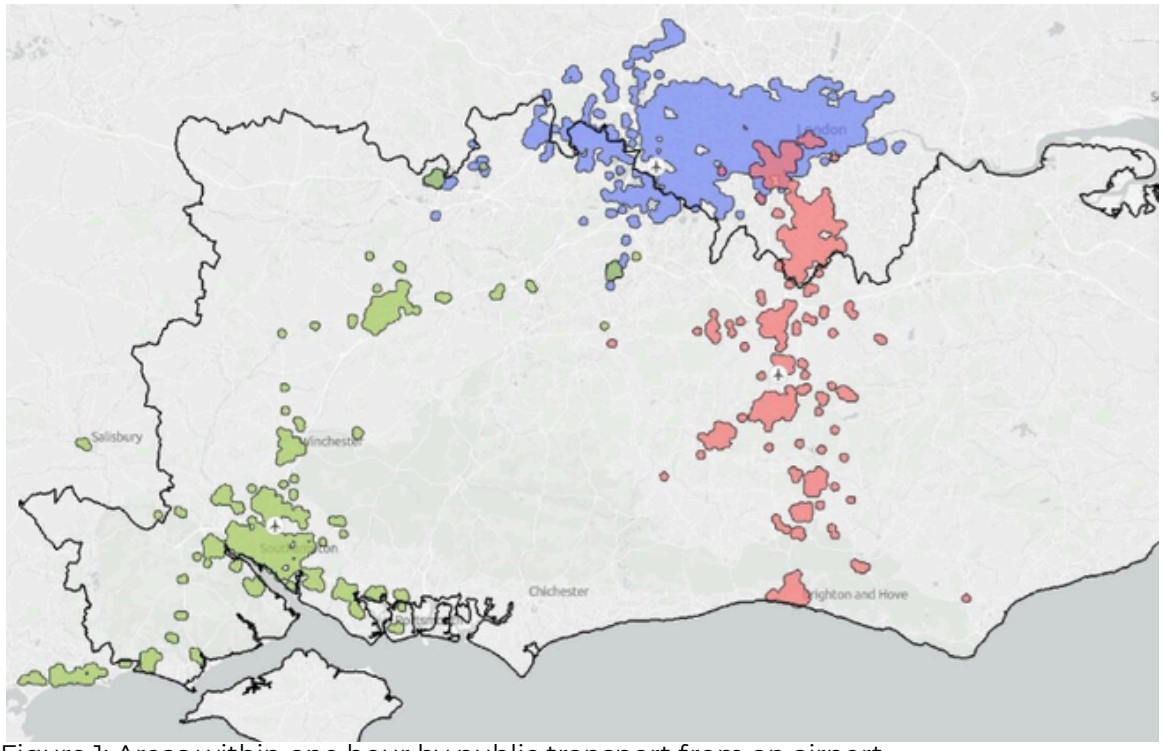

Figure 1: Areas within one hour by public transport from an airport

Capacity, energy and resilience are strategic dependencies
Congested corridors (M20, M2/A2, A27/A259, M3/A34) (Fig.2), limited rail freight capacity, and first and last-mile pinch points suppress productivity. Decarbonisation (shore power, EV charging) and resilience to climate shocks require grid upgrades, asset hardening, and modern data systems.

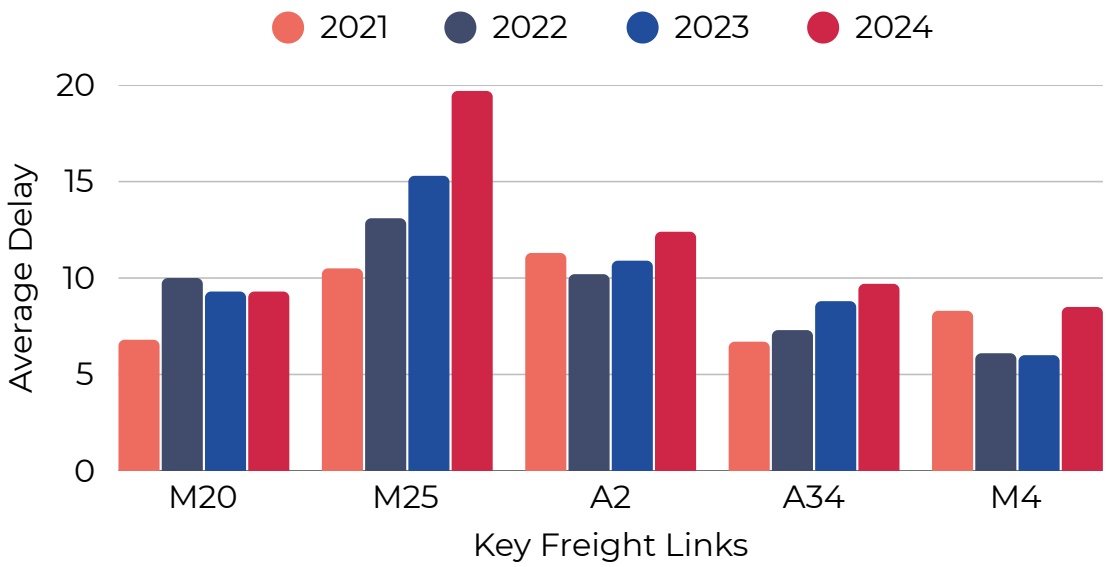

Figure 2: Average delay on the Strategic Road Network in England (narrowed down to key freight routes - Values are in spvpm (seconds per vehicle per mile)

Challenges

1. **How do we ensure people and businesses can access the South East's exceptional international gateways?**

2. **How do we maximise the growth opportunities that those gateways create – through access, enabling works and development?**

Recommendations of the Business Advisory Group

1) Reconnect the South East to Europe by rail and improve international rail usability

- Restore international rail stations at Ashford International and Ebbsfleet (subject to commercial negotiation, and security and processing solutions).
- Offer a single multi-modal ticket that integrates domestic rail, metro and bus, and international rail – learning from integrated models used in other cities.
- Upgrade UK–EU freight rail compatibility by addressing loading gauge and tunnel constraints on key corridors so standard intermodal containers can reliably reach the EU by rail.
- Provide consistent timetables for international services to rebuild demand and reduce perceived complexity.

2) Enable car-free access to airports, day and night

- Deliver Western Rail Link to Heathrow (WRLtH) and Southern Rail Link to Heathrow (SRLtH) to open direct, reliable access from the Thames Valley, South West, South London and the South Coast.
- Fill the timetable gaps so the earliest departures and latest arrivals are served by rail (for passengers and the 24/7 airport workforce).
- Close the remaining rail access gap to Gatwick (including reinstating the unused link where viable) and improve direct connections from parts of Kent and Surrey currently requiring multiple interchanges.

3) Unblock first-last-mile constraints at ports and along strategic corridors

- Targeted upgrades at Dover both within the port and "up the line" – to cut dwell times, improve HGV processing, and enhance the currently inconvenient 25-minute pedestrian link from Dover Priory to the port through better public realm and a dedicated shuttle trial.
- Resolve A34, M3, and other known pinch points impacting Southampton and inland distribution.
- Increase safe and secure lorry parking provision and last-mile logistics hubs near ports and railheads to improve safety and efficiency.
- Ensure A-road resilience where they provide the only diversionary routes when major corridors are disrupted.

4) Shift more freight to rail and expand intermodal capability

- Prioritise incremental upgrades on underused rail freight routes across the South East and between ports (Southampton, Dover, Thames) and the Midlands and North, reducing choke points (including the Midlands–Felixstowe axis) and creating additional rail ↔ road transition sites.
- Replicate Southampton's successful road-to-rail incentives across other ports and authorities, combining pricing, access windows, and terminal process optimisation.
- Plan for energy and terminal upgrades (electrification readiness, shore power interfaces) that enable low-carbon operations across the end-to-end chain.

5) Modernise border, security and people-flow management

- Deploy demand forecasting and queue-management technology at airports and ports (integrating airline and ship manifests, booking data, and real-time flows) to match Border Force shift patterns and reduce queue length and variability.
- Pilot digital pre-clearance and automated gates expansion where appropriate, without compromising security.

6) Use data to maximise the capacity of the network and invest smarter

- Region-wide data platform combining real-time traffic, freight movements, weather, events and works – enabling proactive signal timings, variable speed limits, predictive maintenance, and rapid incident response with earlier, wider-area warnings and re-routing.
- Targeted analytics to prioritise micro-interventions ("modest improvements") such as junction redesigns, signal upgrades, shoulder running, and dynamic HGV management at peak port times.
- Open standards so ports, airports, logistics firms, and authorities can share.

The Message to Government

1. **Invest where it multiplies growth:** Access to international gateways is a national productivity strategy, not a regional nicety. Improved links relieve pressure in the South East and unlock growth across the UK by speeding access to global markets for firms in the Midlands, North and devolved nations.

2. **Integrate, don't fragment:** Re-shape governance and funding to plan across modes, borders, and energy systems – with consistent priorities and outcomes across departments.

3. **Deliver quickly while building for the long term:** Pair "modest improvements" that de-bottleneck the system with a committed pipeline for WRLtH, SRLtH, rail freight compatibility, and climate-resilient assets.

4. **Partner with business:** Leverage private co-investment, share data, and co-deliver upgrades – replicating proven port-rail transfer models and modern border management.

Energy Availability

The South East is home to many of the UK's most critical global gateways – major ports, logistics corridors, and strategic transport hubs that keep UK trade and supply chains moving. But the ability of these gateways to remain competitive, resilient, and sustainable increasingly depends on something largely outside the transport sector: whether the region has the energy capacity required to power a fully decarbonised transport system.

Business representatives highlighted growing concern that the South East's current and planned energy infrastructure is not yet aligned with the scale of transport decarbonisation required – whether for electrified ports, hydrogen corridors, rail freight, EV charging networks, or logistics hubs. With National Energy System Operator (NESO) now developing Regional Energy Strategic Plans (RESPs), there is a narrow and critical window to ensure transport's needs are reflected in future energy investment decisions.

The Business Advisory Group believes this is an opportunity for change – and that TfSE, with its pan-regional remit, is uniquely positioned to provide the leadership needed.

Why Energy Availability in the South East Matters

The South East's gateways depend on reliable, future-ready energy. The region's ports, including some of the UK's most important maritime gateways, are central to freight, trade and the wider economy. But the decarbonisation of these assets will require significant increases in electrical capacity for shore-power, port plant electrification, hydrogen production, and future clean fuels. Gateway competitiveness will depend on whether these upgrades can be delivered at the pace needed.

The transport system cannot decarbonise without a transformed energy system. Across the region, decarbonisation plans depend on major new power demands:

- widespread EV charging (cars, vans, HGVs, bus fleets)
- hydrogen networks for heavier vehicles and maritime applications
- increased rail electrification and traction power
- grid connections for large-scale port electrification
- renewable energy integration and storage

The transition to zero emission vehicles (ZEV) is taking place at different speeds across the TfSE region. 10% of people in some local authority areas have ZEVs and hybrids, compared to 19% of people in local authority areas with the highest uptake. (Fig.3)

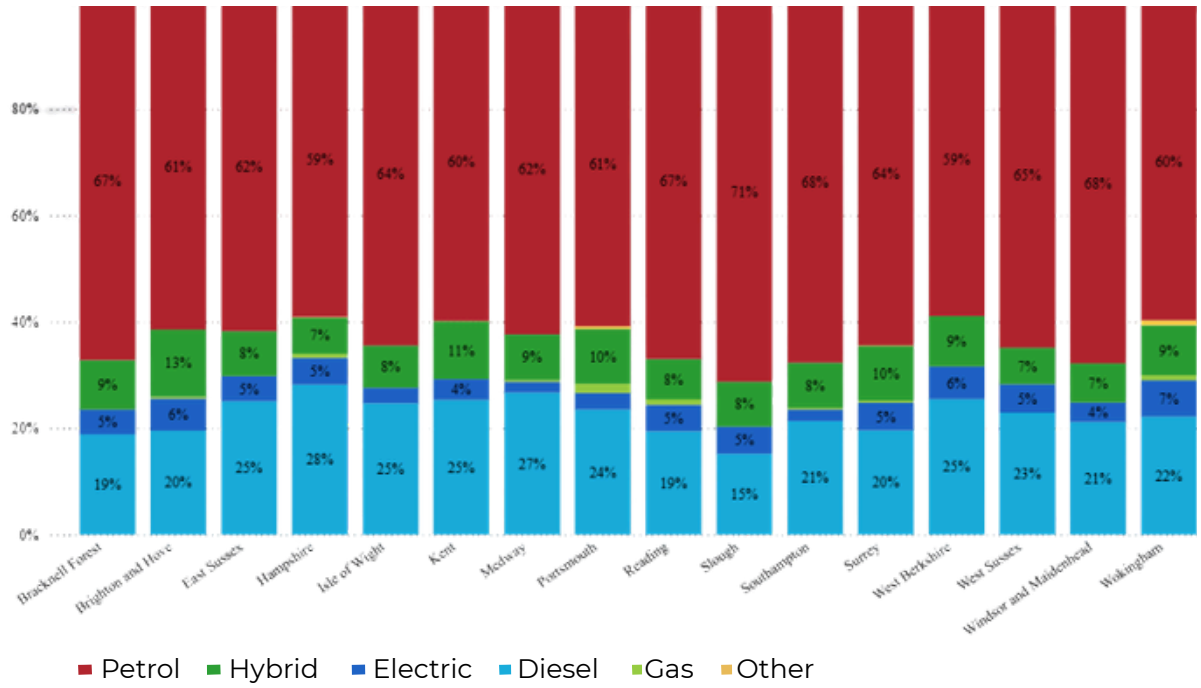

Figure 3: Car Fuel Profile in each TfSE Area

Some of this difference can be explained by geography, with higher uptake of ZEVs and hybrids in urban areas. Rural areas need more funding for public EV charging to increase uptake and give drivers the confidence to make longer journeys across the region. (Fig.4)

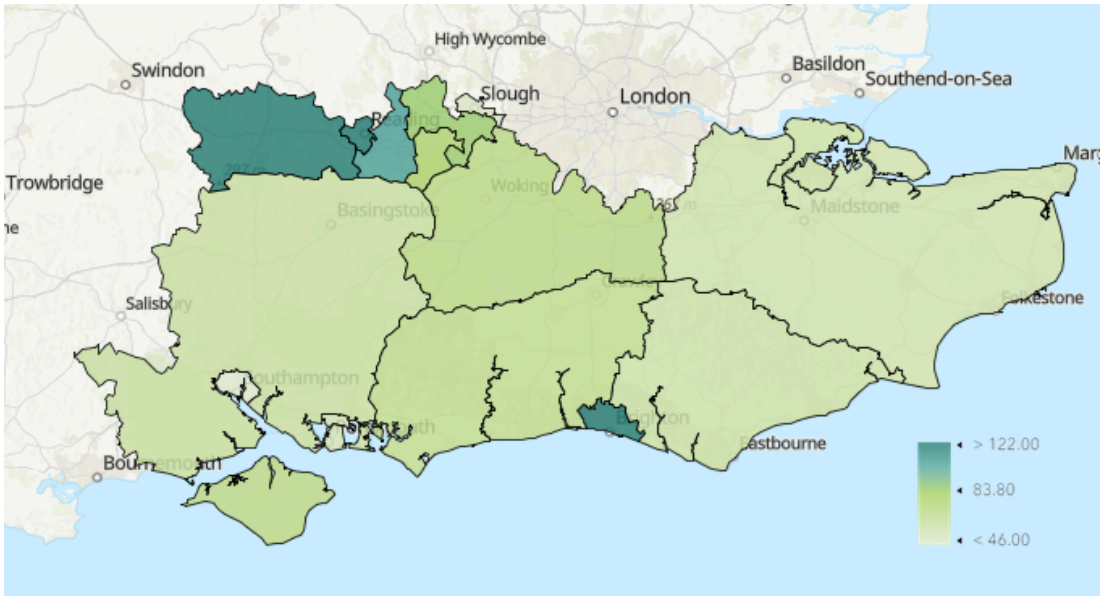

Figure 4: Public charging points per 100k residents

Attendees at the Business Summit stressed that energy availability is both a critical enabler and blocker of strategic transport projects.

Challenges

1. **How do we keep business and transport moving while working towards Net Zero?**

2. **How do we survive and thrive through energy shocks – from extreme weather or demand spikes – without disrupting transport?**

Recommendations of the Business Advisory Group

1) Ensure transport's needs are fully embedded in Regional Energy Strategic Plans (RESPs)

- Strengthen engagement with NESO and energy regulators.
- Provide evidence on future port, freight and corridor energy demand.
- Work jointly with port authorities and local authorities on RESP submissions.
- For transport bodies to be required consultees on RESP development.

2) Convene and integrate energy and transport at the regional level

- Support NESO's work to bring together regional and local leaders across the South East.
- Develop a joint energy–transport infrastructure needs assessment for the region.
- Provide funding and support to help local authorities to develop their own local energy plans
- Pilot integrated planning with one or more local authorities.
- Build relationships with emerging combined authorities and devolution areas.

3) Provide strategic leadership through devolution

- Set out TfSE's role in supporting new governance arrangements.
- Map scenarios for combined authorities and future devolution deals.
- Engage early with emerging partnerships.

The Message to Government

1. **Recognise the central role of transport** in energy planning and ensure it is systematically embedded in RESP development.

2. **Empower TfSE to coordinate regional transport-energy planning** (TfSE does not currently have this role, or funding from government to do this.)

3. **Support early investment in ports, corridors and logistics energy infrastructure**, ensuring the South East can continue to serve as the UK's global gateway.

4. **Align national policy across transport, energy and planning**, providing clarity and confidence to investors and industry.

Rural Isolation

Rural communities are an essential part of the South East's economic, social and cultural fabric. Home to more than 2.4 million people, these areas contribute significantly to the region's prosperity, natural capital and quality of life. Yet rural isolation continues to limit access to jobs, education, healthcare and wider opportunities, and risks widening inequalities across the region. As highlighted in Figure 5, rural and coastal communities within the TfSE region are at a higher risk of Transport Related Social Exclusion.

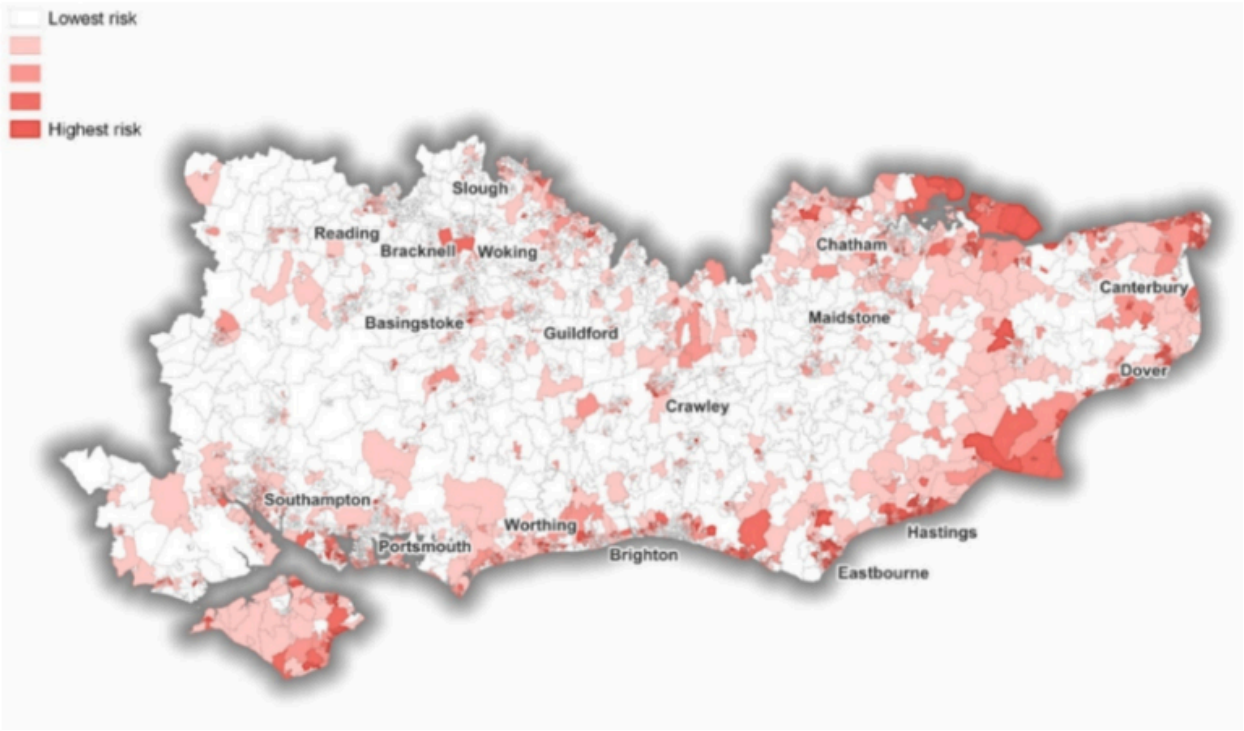

Figure 5 Places most at risk of transport-related social exclusion across the South East. Source: Transport for the North

Public transport provision has steadily declined, leaving many places dependent on private cars for everyday journeys. Coastal, island and isolated communities face additional challenges due to limited resilience, seasonal pressures and constrained connectivity. At the same time, the transition to Net Zero risks deepening these divides, with rural areas often lacking the energy infrastructure, EV charging networks and digital connectivity required to support cleaner travel choices. (Fig.6)

The Business Advisory Group believes this is a critical moment for change. By rethinking rural mobility, using technology intelligently, and recognising the unique contribution of the rural economy, the South East can deliver a more inclusive and sustainable transport system that genuinely works for all communities.

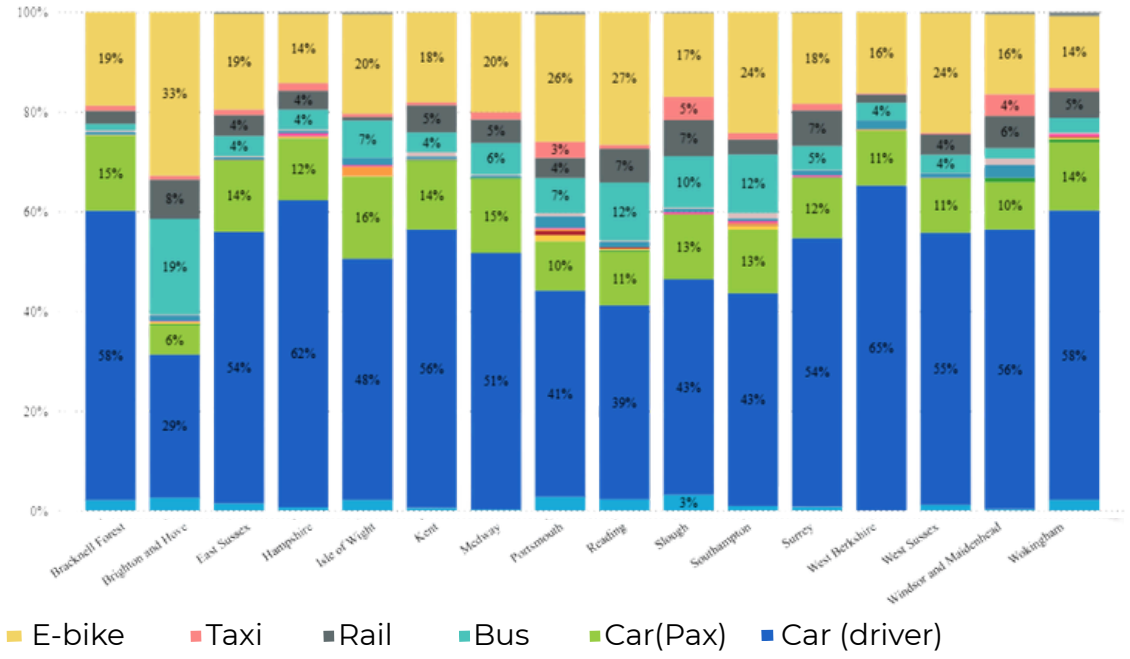

Figure 6: Percentage of journeys made by car in SE communities

Why Rural Isolation in the South East Matters

Rural communities are central to the region's economy and identity.

Rural areas support agriculture, tourism, small businesses, coastal industries and vital services. Ensuring fair access to transport is therefore not just a matter of social equity – it is essential for the South East's economic competitiveness.

Lack of connectivity undermines opportunity and increases inequality

Gaps in public transport provision mean many rural residents struggle to reach employment centres, further education, hospitals, and key services. This affects productivity, limits life chances, and can drive outward migration of younger people, leaving communities less sustainable.

Car dependency poses environmental and social challenges

High reliance on private vehicles increases carbon emissions, raises travel costs, and disadvantages households without access to a car. Without viable alternatives, rural areas risk being left behind in the transition to Net Zero.

Digital connectivity is now a prerequisite for rural mobility

Poor broadband and mobile coverage impede access to demand-responsive travel, remote work, online services and innovation. Digital exclusion worsens social isolation and reduces the effectiveness of modern transport solutions.

Challenges

1. **In a challenging economic climate, how do we keep rural communities connected to jobs and opportunities?**

2. **How do we stop rural, coastal and island communities from getting left behind?**

Recommendations of the Business Advisory Group

1) Recognise the contribution of the rural economy

- Embed rural needs firmly into strategic transport planning.
- Highlight the economic, social and environmental value of rural communities.
- Ensure appraisal frameworks reflect rural impacts – not just urban demand models.

2) Make the most of existing transport capacity

- Improve coordination between operators, local authorities and community transport providers.
- Support targeted enhancements to existing bus and rail services.
- Expand flexible, low-cost solutions such as community buses, shared transport, and integrated ticketing.
- Invest in small-scale infrastructure improvements (stops, shelters, interchange points).

3) Use technology and innovation to connect people

- Support digital platforms for demand-responsive transport, booking and real-time information.
- Prioritise digital connectivity as a transport enabler, especially for isolated and coastal communities.
- Encourage trials of zero-emission rural mobility solutions, including EV car clubs, e-bikes, and low-cost electric microtransit.
- Ensure innovation pilots are designed for long-term viability, not short-lived trials.

4) Recognise the limits of transport

- Accept that not all needs can be met by traditional public transport.
- Work across sectors – health, education, housing – to reduce the need for long journeys.
- Promote local service hubs, remote access to services, and digital inclusion to reduce isolation.
- Support planning policies that bring essential services closer to rural residents.

The Message to Government

1. **Rural isolation is a barrier to growth**, fairness and sustainability and must be treated as a strategic priority, not a marginal concern.

2. Funding and investment models must recognise that **rural mobility is essential infrastructure**, not an optional add-on.

3. **Government must support innovation** while also enabling long-term funding stability, so rural services are not dependent on short-lived pilots.

4. **Digital and energy infrastructure investment is fundamental** to rural connectivity, underpinning modern mobility and supporting Net Zero.

By empowering TfSE and its partners to deliver a coordinated, innovative and inclusive approach to rural mobility, the South East can reduce isolation, unlock opportunity for millions, and support a transition to a fairer, more sustainable transport system.

Cross-Cutting Recommendations from the Business Advisory Group

Business stakeholders have been highly engaged across all three big issues that TfSE have identified over the past year. Their feedback has been consistent: these are issues that need to be tackled and that they need to be tackled at the regional level. Many larger businesses have a footprint across the whole South East region, and struggle to engage with each local authority. This is where TfSE's Business Advisory Group can play a vital role.

Businesses also felt that the South East region continues to lack a clear, unified transport identity. Often overshadowed by London and frequently misunderstood as uniformly affluent, the South East's diversity and complexity are not well represented in national debates. A distinct regional messaging would help reframe perceptions and tell a more accurate and compelling story – of global gateways, rural and coastal communities, high-growth corridors and significant economic assets. This messaging must deliberately differentiate the South East from London, recognising the region's unique pressures, infrastructure needs and growth challenges.

The South East faces a set of interconnected transport challenges that cannot be solved in isolation. Housing growth, climate resilience, economic productivity and social equity all intersect with the region's transport system, demanding a more integrated and strategic approach. A systems-thinking model – championed and coordinated by TfSE – would enable joined-up decision-making across local authorities, operators and wider sectors. This would ensure that future investment delivers not only better journeys but also wider benefits for people, places and the environment.

At the same time, there is a clear opportunity for TfSE to step forward as the region's recognised thought leader. Bringing together a coalition of local authorities, business voices, transport providers and communities, TfSE is uniquely positioned to articulate the South East's priorities with the clarity, credibility and local intelligence that national government alone cannot replicate. Participants emphasised that no other organisation holds this mandate or convening power. By shaping long-term thinking, challenging outdated assumptions and promoting bold, place-based solutions – from decarbonising freight to reducing rural isolation – TfSE can ensure the South East speaks with one strong, coherent voice.

Recommendations from the Business Advisory Group

1) Create a distinct identity for the South East as a transport region

- Develop distinct regional messaging.
- Launch a narrative campaign emphasising challenges and opportunities.
- Promote a narrative that emphasises the unique challenges and opportunities of the South East outside of London.

2) Reinforce TfSE's position as the strategic voice for transport across the South East

- Clearly articulate TfSE's roles and responsibilities.
- Publish regular strategies and thought leadership, to move issues forward.
- Strengthen representation on national working groups and cross-sector forums.

3) Continue to bring businesses together to solve problems at the regional level

- Expand the Business Advisory Group to new sectors and members.
- Arrange another in-person Business Summit in 2026/27.
- Submit the Business Report to government, and build a mandate for further work.

Annex A: Full List of Recommendations from the Business Advisory Group

Access to International Connectivity

1) Reconnect the South East to Europe by rail and improve international rail usability
2) Make airports reliably accessible by public transport early in the morning and late at night
3) Unblock first and last-mile constraints at ports and along strategic corridors
4) Shift more freight to rail and expand intermodal capability
5) Modernise border security and people-flow management
6) Use data to maximise the capacity of the network and invest smarter

Energy Availability

1) Ensure transport's needs are fully embedded in Regional Energy Strategic Plans (RESPs)
2) Convene and integrate energy and transport at the regional level
3) Provide strategic leadership through devolution

Rural Isolation

1) Recognise the contribution of the rural economy
2) Make the most of existing transport capacity
3) Use technology and innovation to connect people
4) Recognise the limits of transport

Cross-Cutting Recommendations

1) Create a distinct identity for the South East as a transport region
2) Create a distinct regional narrative for transport across the South East
3) Continue to bring businesses together to solve problems at the regional level

TRANSPORT FOR THE
South East

Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE

tfse@eastsussex.gov.uk

tfse.org.uk

Agenda Item 16

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

Date of meeting: **19 March 2026**

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

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1. Introduction

1.1 This paper provides an update on plans for the next meeting of TfSE's Transport Forum, as well as an update on the activity of TfSE's Advisory Panel, which brings together representatives of TfSE's thematic groups.

1.2 This paper provides an update on the recent meeting of TfSE's Transport Forum which took place on 12 March in London.

2. Transport Forum

2.1 The Transport Forum is TfSE's wider stakeholder group. It meets in person approximately twice a year, as and when there is a need to capture the views of stakeholders to support the delivery of a piece of TfSE's work.

2.2 The Transport Forum met on 12 March at Broadway House and the agenda focussed on three distinct work areas from Transport for the South East.

2.3 Following a request at the TfSE Universities Group to work more closely with Local Transport Authorities, the Transport Forum hosted a session on mapping the future transport priorities to inform Universities research.

2.4 Industry stakeholders set out their views on opportunities and challenges facing the transport sector, ahead of workshops with university stakeholders and the rest of the Transport Forum. Speakers included:

- Richard Higgins, Gatwick Airport
- Alastair Welch, Associated British Ports
- Sarah Borien, Network Rail
- Caroline Whitney, Community Transport Association

2.5 This brought together two groups of TfSE stakeholders to identify opportunities for collaboration and alignment in future work. This also provided an opportunity for TfSE to bring an update on the Centre of Excellence, including a review of the first 18 months since launch and how the CoE can bring TfSE partner organisations together.

2.6 TfSE also facilitated a session on devolution following feedback that this is a key area of unknown for many of our stakeholders. The session focussed on where responsibilities will lie and what this could mean for TfSE.

2.7 The final session provided an opportunity for TfSE to share with Transport Forum members progress on the refreshed Strategic Investment Plan. This focussed on the engagement which has gone into developing the refreshed Strategic Investment Plan and how it aligns and helps to deliver the five missions in the TfSE Transport Strategy.

3. Advisory Panel

3.1 TfSE's Advisory Panel brings together representatives of TfSE's thematic groups, giving them the opportunity to update each other on their group's work, and feed into the business of the Partnership Board. TfSE is currently rationalising the scope and activities of its thematic groups, as its work programme evolves.

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

Contact Officer: Jaimie McSorley
Email: Jaimie.McSorley@transportforthesoutheast.org.uk

Agenda Item 17

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**19 March 2026**
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:

The Members of the Partnership Board are recommended to comment on the communications and engagement activity that undertaken since the last meeting.

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 2025/26 Communications and Engagement Plan, with activity supported by website updates, social media coverage, and our monthly *Connections* newsletter.

2.3 The team has continued to support colleagues on the development of the SIP refresh, coordinating engagement activity and arranging meetings with officer groups and partnership board representatives.

2.4 We have worked with analytical team to produce a series of Regional Transport Survey leaflets which summarise key stats for the South East, as well as region-focused leaflets which we will give to LA officers this month.

3 Events and speaker slots

Past Events

3.1 In January, Transport Manager Kate Over represented TfSE at the Pathways to Net Zero conference in Birmingham, where she spoke on an expert panel about opportunities for net zero freight and the importance of planning and collaboration between regional and local authorities and the freight sector.

3.2 We hosted a Transport Forum in March in London which saw a university-led session exploring future challenges facing the transport sector and how they can be met through partner collaboration. Members also had presentations about challenges to the transport sector from TfSE's and industry representatives as well as an update on progress of the Strategic Investment Plan refresh

Future events/speaker slots

3.3 We are planning a second Business Advisory Group Summit in June at Gatwick Airport, building on the inaugural Summit in Guildford last year.

4. MP engagement and public affairs

4.1 We emailed Chichester MP Jess Brown-Fuller after the February Westminster Hall debate she hosted on transport in the South East, which featured some of our MPs. The email highlighted our own activities and ambitions on the issues discussed and provided a reminder about our expertise on strategic transport in the region.

4.2 In February, Head of Strategy Mark Valleley and Comms Manager James Boyes met with a representative of the secretariat of a new All Party Parliamentary Group (APPG) for the South East and Gatwick Diamond Growth Gateway. Mark outlined TfSE's extensive evidence base including Transport Strategy and planned Strategic Investment Plan update. The APPG is hosting a deep dive into integrated transport within the region in the Spring, which TfSE aim to support.

5. Delivering against our Communications and Engagement Plan

5.1 We continue to follow the priorities and objectives outlined and monitor outcomes and progress of our communications and engagement activities.

5.2 Devolution and local government reorganisation remains a key issue. We are monitoring possible impacts for TfSE and developing material for new officers and councillors that sets out TfSE's role and how our work helps to support local authorities.

5.3 The number of LinkedIn followers has continued to increase and is now 1521, surpassing our 2025/26 target of 1500. We have also worked with our website hosts on a short audit of the website to improve efficiencies and make it more robust for the demands of AI. We will continue to monitor this throughout the year.

5.4 The audit showed that 92% of visitors to the website were new over the past 12 months (2230 out of 2417 overall). This increase in traffic has primarily been the result of increased social media activity plus the launch of the new Transport Strategy.

5.5 Our December Connections newsletter which summarised our activity during 2025 saw a 41% open rate, higher than our usual rate which is nearer the industry average of 36%. We are planning to refresh our Connections newsletter during 2026.

6. Conclusion and Recommendation

6.1 The Partnership Board are recommended to comment on the communication and engagement activity undertaken since the last Partnership Board meeting.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: James Boyes
Email: James.Boyes@transportforthesoutheast.org.uk