

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.**
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1. Introduction

1.1 The purpose of this report is to provide a progress update on the delivery of a number of elements of the Transport for the South East (TfSE) technical work programme.

2. Progress update

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

3. Financial considerations

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

4. Conclusions and recommendations

4.1 Members of the Partnership Board are recommended to comment on the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Partnership Board at their meeting in March 2026.

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Appendix 1 - Technical Programme Progress Update

1. Introduction

1.1 The purpose of this appendix is to provide a progress update on the delivery of several elements of the Transport for the South East (TfSE) technical work programme.

2. Electric Vehicle Charging Infrastructure

2.1 In November 2025, TfSE commenced a 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-Á 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 Hertfordshire¹, 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.