

Transport for the South East

Partnership Board Meeting

Agenda

Monday 19 October 2026, 14:00-17:00

In person – One Great George Street, London

Partnership Board Members

Cllr Simon Curry (Chair) Cabinet Member, Climate Change and Strategic Regeneration Medway Council	Cllr Andy Woolley Leader East Sussex County Council	Cllr Trevor Muten Cabinet Member for Transport, Parking and Public Realm Brighton & Hove City Council
Cllr John Ennis Lead Councillor for Climate Strategy and Transport Reading Council (representing BLTB)	Cllr Julie Jones-Evans Member of Economy, Regeneration, Transport and Infrastructure Isle of Wight Council	Cllr Spencer Dixon Cabinet Member for Highways and Transport Kent County Council
Cllr Steve Forster Executive Member for Highways and Passenger Transport Hampshire County Council	Cllr Peter Candlish (Deputy Chair) Cabinet Member for Transportation Portsmouth City Council	Cllr Erika Woodhurst-Trueman Cabinet Member for Highways and Transport West Sussex County Council
Cllr Matt Furniss Cabinet Member for Highways, Transport and Economic Growth Surrey County Council	Vince Lucas Business Representative (co-chair Business Advisory group)	Mark Potter South Downs National Park
Dave Hooper Network Rail	Daniel Ruiz Business Representative (co-chair Business Advisory group)	Cllr Matt Boughton Leader Tonbridge & Malling Borough Council (representing District and Borough Councils)
Richard Leonard Head of Network Development National Highways	Shamal Ratnayaka Aviation Strategy Lead Transport for London	

Apologies:

Cllr Jacqui Rayment
Cllr Peter Osbourne

TfSE Officers in Attendance:

Rupert Clubb, Sarah Valentine, Eleanor Jewell, James Boyes, Kate Over, Joshua Jiao

Item		Who
1	Welcome and Apologies	Cllr Simon Curry
2	Minutes from last meeting (p3-18)	Cllr Simon Curry
3	Declarations of interest	Cllr Simon Curry
4	Statements from the public	Cllr Simon Curry
For Decision		
5	TfSE Future Funding Model (p19-24)	Rupert Clubb
6	Constitution and IAA Amendments (p25-29)	Rupert Clubb
7	Transport Forum Review (p30-62)	Rupert Clubb
8	Finance Update (p63-68)	Sarah Valentine
9	Audit and Governance Committee (p69-72)	Cllr Matt Furniss
10	Responses to consultations (p73-152)	Rupert Clubb
For Information		
11	TfSE and Network Rail – Collaboration update	Kate Over
12	Analytical Framework Update (p153-155)	Sarah Valentine
13	Delivery of the Strategic Investment Plan (p156-159)	Sarah Valentine
14	Technical Programme Update (p160-163)	Kate Over
15	Centre of Excellence Update (p164-169)	James Boyes
16	Communications and Stakeholder update (p170-175)	James Boyes
17	AOB	Rupert Clubb
18	Date of Next Meeting Monday 25 January 2027, 14:00-17:00, ICE, London	Cllr Simon Curry

**Transport for the South East
Partnership Board Meeting**

Minutes - AGM

Monday 13 July 2026, 11:00-17:00

In person – One Great George Street, London

Item		Time
1	Arrival and Refreshments	11:00-11:30
2	TfSE Introductory Session	11:30-12:30
3	Lunch	12:30-14:00
4	TfSE Partnership Board AGM	14:00-17:00

Partnership Board Members

Cllr Simon Curry (Deputy Chair) Cabinet Member, Climate Change and Strategic Regeneration Medway Council	Cllr Pete Morley Deputy Leader East Sussex County Council	Cllr Trevor Muten Cabinet Member for Transport, Parking and Public Realm Brighton & Hove City Council
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<i>Dan Taylor</i> <i>Deputy Director</i> <i>Department for Transport</i>	Cllr Erika Woodhurst-Trueaman Cabinet Member for Highways and Transport West Sussex County Council	Cllr Spencer Dixon Deputy Cabinet Member for Highways and Transport Kent County Council
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Cllr Steve Forster Executive Member for Highways and Passenger Transport Hampshire County Council	Cllr Peter Candlish Cabinet Member for Transportation Portsmouth City Council	Alice Darley Regional Strategy Lead National Highways
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Daniel Ruiz
Business Representative
(co-chair Business Advisory group)

Apologies: Dave Hooper (Network Rail), Cllr Peter Osborne (Kent County Council), Cllr Andy Woolley (East Sussex County Council), Cllr Jacqui Rayment (Southampton City Council), Cllr Matt Furniss (Surrey County Council), Cllr Julie Jones-Evans (Isle of Wight Council), Cllr John Ennis (Reading Borough Council), Cllr Matt Boughton (Tonbridge and Malling), Mark Potter (SDNPA), Vince Lucas

Officers:

Rupert Clubb, Transport for the South East
Sarah Valentine, Transport for the South East
Mark Valleley, Transport for the South East

Kate Over, Transport for the South East
Joshua Jiao, Transport for the South East
James Boyes, Transport for the South East
Jaimie McSorley, Transport for the South East
Benn White, Transport for the South East
Eleanor Jewell, Transport for the South East
Daisy Scott, Transport for the South East



Item		Who
1	Welcome and Apologies 1.1 Councillor Curry (SC) welcomed Members to the meeting. Noted we have new members and encouraged all to introduce themselves at the start of the meeting 1.2 SC noted apologies from Dave Hooper (Network Rail), Cllr Peter Osborne (Kent County Council), Cllr Andy Woolley (East Sussex County Council), Cllr Jacqui Rayment (Southampton City Council), Cllr Matt Furniss (Surrey County Council), Mark Potter (SDNPA), Cllr Julie Jones-Evans (Isle of Wight), Cllr John Ennis (Reading Borough Council), Cllr Matt Boughton (Tonbridge and Malling) and Vince Lucas.	Cllr Simon Curry
2	Minutes from last meeting 2.1 The minutes of the previous meeting were agreed	Cllr Simon Curry
3	Declarations of interest 3.1 SC asked Board Members to declare any interests they may have in relation to the agenda. Cllr Steve Forster declared personal interest in EV charging.	Cllr Simon Curry
4	Statements from the public 4.1 SC confirmed that no statements from the public have been made.	Cllr Simon Curry
For Decision		
5	Governance <i>(Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)</i> 5.1 Rupert Clubb (RC) introduced the item and requested nominations for Chair of TfSE for 2026/27. Cllr Simon Curry was proposed, seconded and there being no further nominations was elected. 5.2 Cllr Curry sought nominations for Vice-Chair of TfSE for 2026/27. Cllr Peter Candlish, Portsmouth was proposed, seconded and there being no further nominations was elected. 5.3 The Partnership Board agreed to co-opt for 2026/27 Business Advisory Group Representatives Vince Lucas and Daniel Ruiz 5.4 The Partnership Board agreed to co-opt for 2026/27 a representative from South Downs National Parks to represent protected landscapes and one person nominated by district and borough authorities; representative for	Rupert Clubb

National Highways, representative for Network Rail and representative for Transport for London.

5.5 The Board agreed to allocate voting rights of one vote each for the two Business Advisory Group representatives.

5.6 Cllr Curry sought nominations for the Chair of the Audit and Governance Committee for 2026/27. Cllr Furniss, Surrey, was proposed, seconded and there being no further nominations was elected.

5.7 Cllr Curry sought nominations for membership of the Audit and Governance Committee. The Partnership Board agreed to the following membership:

- Cllr Matt Furniss- Chair
- Cllr Trevor Muten
- Cllr Erika Woodhurst-Trueman
- Daniel Ruiz
- Vince Lucas

5.8 Cllr Curry encouraged all members to complete register of interest forms.

5.9 The recommendations were **agreed** by the Partnership Board.

Recommendations

1) Nominate and elect a Chair and Vice-Chair for the period of one year;

2) Whilst having regard to legislative or other changes agree to co-opt the following roles for a period of one year to the Partnership Board:

- a. Two people nominated collectively to represent business.*
- b. A person nominated by the National Parks and other protected landscape designations;*
- c. A person nominated by the district and borough authorities; and*
- d. A representative from National Highways, Network Rail and Transport for London.*

3) Allocate voting rights of one vote each for the two Business Advisory Group representatives, the nominated representatives of the district and borough authorities and the protected landscapes;

4) Appoint a Chair and agree membership of the Audit and Governance Committee for a period of one year; and

5) Note the request for members to return completed register of interest forms.

	Accountable Body Status 6.1 Cllr Curry welcomed RC to present on Accountable body status of TfSE. 6.2 RC explained East Sussex County Council (ESCC) is the current accountable body for TfSE staff, but ESCC will cease to be a local transport authority following the establishment of the Sussex and Brighton Strategic Authority. RC proposes accountable body changes to the Sussex and Brighton Strategic Authority subject to TfSE Board and SBSA Board agreement. 6.3 Cllr Muten (TM) highlighted that he agrees in principle to the move of accountable body but raised concern about whether unitary authorities will be represented on the Board. RC agreed that this issue will need to be addressed by the Board in the future. 6 6.4 The recommendations were agreed by the Partnership Board. Recommendations <i>1) Agree, in principle, that accountable body responsibilities for TfSE should transfer from ESCC to the Sussex and Brighton Strategic Authority, subject to their agreement, with effect from an agreed implementation date;</i> <i>2) Note that any proposed transfer is expected to be a straightforward change in hosting arrangements under TUPE and the associated transfer of administrative, financial and contractual responsibilities;</i> <i>3) Authorise the TfSE Chief Officer, in consultation with the Chair of the Partnership Board, to work with ESCC and the Sussex and Brighton Strategic Authority to complete the detailed implementation arrangements and to report back to the Board as necessary.</i>	Rupert Clubb
7	TfSE Future Funding Model 7.1 RC explained TfSE current funding situation, and the need to develop new funding model that is comprised of a core contribution from constituent authorities and subscription model. Work is being undertaken to develop this model. The intention to bring more detailed proposal of this new model at the October board meeting. 7.2 Cllr Candlish (PC) noted recommendation one talks of core contribution and subscription model and questioned whether both will be referenced in the October Report? RC confirmed the report will confirm the new LA contribution and	Rupert Clubb

	asked members to consider whether and increased core contribution will be possible. 7.3 Daniel Ruiz (DR) seconded PC point and additionally raised concerns if the core contribution were to drop too low to sustain TfSE operations. 7.4 Cllr Forster (SF) raised concerns about the changing authority in Hampshire and voting on their behalf. Suggests we invite the chair of new authorities to the Board. RC agrees this is an important point, funding may eventually change to new strategic authorities and confirmed he is starting to have these conversations. 7.5 TM asked for clarification of how these models work in Transport for the North before the decision at the next board meeting. RC confirmed this will be case. 7.6 SC encouraged flexibility in this process, and that this is reflected in Annual Report and Business plan. 7.7 The recommendations were agreed by the Partnership Board. <i>Recommendations</i> <i>1) Note the work underway to develop a future core contribution and subscription model for TfSE; and</i> <i>2) Note that a detailed proposal will be brought to the October 2026 Partnership Board for consideration and agreement.</i>	
8	Annual Report 2025/26 8.1 RC introduced the Annual Report to the board and brought attention to SIP within the report and how this document this vital to the region. Noted how report highlights how TfSE goes further than just being a strategic body through Centre of the Excellence and work in Rail and Freight. 8.2 SC highlighted collaboration between authorities is a vital element of the report. 8.3 The recommendations were agreed by the Partnership Board. <i>Recommendations</i>	Rupert Clubb

	1) To sign off the Annual Report 2025/26 and agree to publish it on the Transport for the South East website.	
9	Business Plan 2026/27 9.1 RC introduced the Business Plan and notes how the draft version of this report was approved by a previous board in December 2025. RC highlights this report works as a transition plan now we have had confirmation of £1.5m funding from DfT before it ceases in 2027/28. 9.2 DR questioned whether there is there a plan to include rural strategies within this business plan or if this is embedded within other funding. RC highlighted work is being undertaken by Transport for the East, who are recognised as a lead STB on this issue. Therefore, funding for this is embedded within their work which TfSE can provide support on to our local authorities via the Centre of Excellence. DR suggested this isn't reflected in the report. RC agreed this point. 9.3 The recommendations were agreed by the Partnership Board. Recommendations 1) To approve Transport for the South East's updated Business Plan for 2026/27, following the announcement of Government funding.	Rupert Clubb
10	Analytical Framework Update 10.1 SC welcomed Joshua Jiao (JJ). JJ provided a background of the analytical framework and update on this year's development plan. 10.2 TM raised whether walking data included in local level data within the framework. Additionally, he raised whether the modelling used within the framework only reflects individuals current positions to transport and whether it can include how differing factors will affect future choice. JJ noted that active travel modelling is difficult to undertake at a regional level due to the level of detail, and that it is more appropriately undertaken at a local level. This is supported by our LTA officers. Therefore, the TFSE analytical framework focuses on providing data and innovative methodologies to address data gap, enabling the development of more localised models and analysis. JJ also confirmed that the design of South East Transport Modelling System (SETMS) is capable of modelling different factors and their impacts on future travel choice. He noted that the next round of Regional Travel Survey will strengthen	Joshua Jiao

	the evidence base by providing better understanding of why and how people have changed their travel behaviour between 2024 and 2026. The data will then feed into SETMS enabling us to model how changes in various factors, such as infrastructure and travel costs, may influence future travel choices. Additionally, we are developing a set of regional future scenarios to help address uncertainties about the future. 10.3 SC highlighted this will be beneficial, and the importance of how we translate this data insight and capability into the right language to sell TfSE to others. 10.4 The recommendations were agreed by the Partnership Board. Recommendations <i>1) To agree the revised plan and comment on the progress with the development of an analytical framework.</i>	
11	Advisory Panel and Transport Forum 11.1 RC noted Geoff French stood down at the last board meeting and as a result now is an appropriate time to review the Forum. Once this review has concluded a report will be provided to the board, as well as the opportunity to elect a new chair. He noted this is an important process to ensure stakeholder engagement maintains fit for purpose. 11. 2 The recommendations were agreed by the Partnership Board. Recommendations <i>1) Agree to a formal review of the Transport Forum and Advisory Panel; and</i> <i>2) Agree to seek the appointment of a new Chair for the Transport Forum following the completion of this review.</i>	Rupert Clubb
12	Finance Update 12.1 SC welcomed Sarah Valentine, SV provided a finance update for the Board for the year 2025/26 and proposed budget for 2026/27. 12.2 SV noted the end of year finance figures for 2025/26 were not available at March board when last finance paper	Sarah Valentine

was presented. These figures now available in the report. SV noted an underspend on the technical programme, but this is inline with the forecast provided in last report in March. This underspend was due to funding that had been committed but not completed within the 2025/26 financial year.

12.3 SV noted at end of financial year 2025/26 there was a carry forward of just under £1m. The proposed budget for 2026/27 is set out in this report and the business plan and there is a proposed budget of £3.5m, noting there has been an increase in reserve to cover any potential redundancies and manage risk in moving TfSE host authority.

12.4 SV noted the financial position for end of June 2026 is set out in appendix 3.

12. 3 The recommendations were **agreed** by the Partnership Board.

Recommendations

- 1) Agree the end of year position for 2025/26
- 2) Agree the proposed budget for 2026/27 and;
- 3) Note the financial update to end of June 2026.

For Information

Electric Vehicle On-Street Charging Solutions

13.1 SC welcomes Benn White. BW provided an update on the work completed on EV charging solutions at a regional level.

13.2 BW highlighted that the report concludes there are many different approaches to EV charging across the region, and that this needs to be reflected in TfSE's engagement with local transport authorities on EVCI rollout. This approach will also be reflected in future work.

13.2 TM highlighted BHCC are passionate about on street charging and have explored the importance of density of public charging points. BW agreed that this is a good point and that different local authorities are trying to tackle this challenge in different ways. Engagement between officers to share best practice is included in our work plan for this financial year.

13.3 SF noted that the EV market is moving very quickly and raised whether we as a group are engaged with stakeholders

Benn White

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	outside of local authorities within the industry to maintain up to date best practice. BW highlighted we are engaged with these external stakeholders, but it will be good to further enhance these relationships through our working groups. 13.4 PC highlighted the importance in sharing this learning with other regions, so as not to duplicate learning. BW confirms STBs do meet to discuss workplans in this area. PC further raised whether we are looking further than the UK. BW confirmed TfSE have engaged with organisations outside of UK but agreed the more information we get the better. 13.5 Peter Morley (PM) highlighted the issues of charging infrastructure in rural locations and how this being resolved. BW agreed this is an issue and there could be a role for TfSE to help authorities meet demand in rural areas and how best to monitor this. 13.6 SC highlighted the issues they have experienced in Medway as most streetlights are at back of pavement and the issue of commercial charging infrastructure. BW agreed commercial charging is an issue and highlighted TfSE is the leading STB in this area and completing work on identification of urban charging hubs. This report will be presented at a future board meeting. 13.7 The recommendations were noted by the Partnership Board. Recommendations <i>1) To note the content of the On-Street Charging – Emerging Solutions Study report.</i>	
14	Centre of Excellence Workplan 14.1 SC welcomes Mark Valleley who provided an update on the Centre of Excellence workplan for 2026/27. 14.2 MV noted there are a total of 350 register users on site and we have delivered 8 webinars and one in person training event since last board. Full details of these can be found in Appendix 1. 14.3 MV provided an update on the Capability Survey and highlighted that the workplan is structured from the results of this survey. These can be found in Section 4 of the Report and the full plan in Appendix 2. MV also noted that the monitoring and analytics for the site are set out in Appendix 3.	Mark Valleley

	14.4 MV highlighted the steering group for the Centre of Excellence are still meeting in order to engage with officers and ensure we are meeting their needs. 14.5 MV stated the funding allocation of £150,000 for the Centre of Excellence for 2026/27 with further detailed set out in Appendix 2. 14.6 The recommendations were noted by the Partnership Board. Recommendations <i>1) Comment on the progress being made with the delivery of the Centre of Excellence and;</i> <i>2) Comment on the work plan for 2026/27.</i>	
15	Technical Programme Update 15.1 MV provided an update on the progress of the technical programme, including work on EVCI, Freight, Logistics and Gateways, rail, and decarbonisation. 15.2 MV noted on-street charging work will move into phase two this year and will look at the practical application of the report presented to Board as well as commercial fleet charging work. 15.3 MV highlighted new Freight Awareness training programme will be launched on 15th July 2026, which was developed with CIHT and will be hosted through CoE. Work has also commenced on a development of a TfSE Future Freight Fuel Infrastructure Strategy. 15.4 MV noted work with the wider South East Rail partnership still continuing and currently focusing on introduction of GBR. TfSE also starting work on first mile/last mile rail integration study this year. 15.5 MV noted work is still taking place on the Carbon Assessment Playbook. 15.6 SF questioned whether TfSE have position on the political discussion on decarbonisation vs cost reduction. MV noted that bet zero is still mandated by the government, so TfSE work is focusing on enabling LTAs to meet these requirements.	Mark Valleley

	15.7 TM raised whether hydrogen fuels are still a focus for decarbonisation within electric fleets. MV agreed that TfSE are looking at all future fuels not just EV, so hydrogen are still in discussion, but there is less evidence this will be the solution. 15.8 SC was pleased to hear work taking place on decarbonisation noting work undertaken in Medway on this area has had real impact on local community. 15.9 The recommendations were noted by the Partnership Board. Recommendations <i>1) Comment on progress with the work to support local transport authorities with the introduction of electric vehicle charging infrastructure;</i> <i>2) Comment on the progress with the delivery of the Freight, Logistics and Gateways Strategy;</i> <i>3) Comment on the progress with the work on rail and;</i> <i>4) Comment on the progress with the work on decarbonisation.</i>	
16	Delivery of the Strategic Investment Plan 16.1 SV provided an update on a variety of workstreams that support delivery of the strategic investment plan, including communication of the SIP. 16.2 SV highlighted TfSE scheme development work has provided £800,000 to 14 schemes over the last 3 years. Whilst unfortunately with the removal of DfT funding there is no further funding available for this, SV explained that TfSE are committed to continuing to provide support for scheme development and are considering how this can best be done, particularly through the Centre of Excellence. 16.3 SV was pleased to note that 4 of the schemes in the Major Road Network programme under review have been confirmed as progressing, one scheme was removed by mutual agreement, whilst decisions are awaited on the remaining two. SV noted that since this report was drafted, final funding approval for the Kings Road Arches Scheme had been received, TfSE were pleased to have supported Brighton and Hove CC on their business case work and congratulated them on this milestone. 16.4 SV noted that DfT and National Highways (NH) had set out their priorities for the strategic road network through the	Sarah Valentine

	publication of the third Roads Investment Strategy (RIS3) SV noted that it is disappointing that RIS3 contains few schemes for delivery or development across the south east, particularly as our SIP identifies a number of areas where intervention is required. SV noted that TfSE have been engaged with NH throughout the RIS process and will continue to make the case for the necessary investment across the south east. 16.5 The recommendations were noted by Partnership Board. Recommendations <i>1) to comment on the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.</i>	
17	Communications Plan 2026/27 and Communications and Stakeholder update 17.1 SC welcomed James Boyes. JB provided an update of the Communications Strategy. 17.2 JB highlighted most of work since last board has been focused on the outcome of the local elections. 17.3 JB presented the updated Communications and Engagement strategy, which now has a stronger focus on supporting local authorities and how to promote TfSE in a changing political landscape. TfSE has produced a new prospectus to aid in this endeavour. 17.4 JB explained Public Affairs work including letter to Secretary of state from former chair, as well as providing the Bexhill MP with information requested about the A21. Rupert Clubb attended Round table discussion with MPs from our region, and the team continues to engage with the Gatwick Diamond APPG. 17.4 JB provided social media and website update. TM questioned how TfSE are reaching out to younger people. JB highlighted we would need to look at messaging and resources in this area and RC added there may be a role for youth councils in each region. 17.5 Cllr Woodhurst-Trueman (EWT) asked JB how we are planning to engage more with local authorities. JB highlighted this new approach comes from feedback from LAs and the importance of continuing to develop these relationships. 17.6 Alice Darley (AD) asked whether TfSE was in contact with National Highways comms. JB said that he had monthly	James Boyes

	meetings with a member of the stakeholder engagement team. AD asked whether STBs still engage at business conferences, JB noted that this had decreased as reduced funding streams have limited our ability to attend these conferences and RC highlighted that we need to be more selective as to where we can add value. 17.7 PC raised that funding is a big issue and asked for clarification on our approach to engaging MPs. JB highlighted that with budget constraints the focus is now primarily on local authorities. RC confirmed we need to focus on where we can get traction. Dan Taylor (DT) explains funding landscape and agrees that MPs may be unlikely to be invested in the funding of the organisation as a whole but more likely to help with local schemes. Agreed with more focus approach. 17.8 EWT raised whether there are any plans to engage with utilities. RC noted this may not be an area for TfSE and suggested ADEPT a better source. 17.9 The recommendations were noted by Partnership Board Recommendations <i>1) to comment on the communications and engagement plan, and activity that has been undertaken since the last meeting.</i>	
18	Business Advisory Group 18.1 DR provided overview of Business Advisory group and the importance of the summit, which has been deferred until autumn. 18.2 RC highlighted how important this group is to TfSE and Daniel and Vince are in representing the business voice, encouraging board members to engage with them. SC also highlighted how important this voice will be in the future funding model. DR highlighted how business could be a potential funding stream in this model. 18.2 Recommendations were noted by Partnership Board. Recommendations <i>1) Note the progress of the Business Advisory Group</i>	Daniel Ruiz
19	AOB 19.1 RC thanked Mark Valleley and noted he is retiring after this board. He praised Mark for his support in the	Rupert Clubb

	establishment of TfSE and his instrumental work in its development. 19.2 SC provided best wishes on behalf of the board.	
20	Date of Next Meeting Monday 19 October 2026, 14:00-17:00, London	Rupert Clubb

DRAFT

TfSE Officers in Attendance

Rupert Clubb	Transport for the South East
Sarah Valentine	Transport for the South East
Mark Valleley	Transport for the South East
Eleanor Jewell	Transport for the South East
James Boyes	Transport for the South East
Jaimie McSorley	Transport for the South East
Benn White	Transport for the South East
Kate Over	Transport for the South East
Joshua Jiao	Transport for the South East
Daily Scott	Transport for the South East



Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Chief Officer, Transport for the South East

Title of report: TfSE Funding Model and Core Contributions for 2027/28

Purpose of report: To update the Partnership Board on the development of TfSE's future funding model and seek approval of constituent authority contributions for 2027/28.

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1) Note the engagement undertaken with constituent authorities through the Senior Officer Group on Transport for the South East's (TfSE) future funding arrangements;
 - 2) Note the continued support expressed for TfSE's role in providing regional advocacy, maintaining the regional evidence base and operating the Centre of Excellence;
 - 3) Agree that a subscription-based model is unlikely to provide a sufficiently stable and sustainable basis for funding TfSE's core functions, and that constituent authority contributions should form the basis of TfSE's core funding arrangements for 2027/28.
 - 4) Approve the 2027/28 contribution schedule set out in Appendix 1, generating total local authority funding of £1 million.
 - 5) Agree that officers continue to work with constituent authorities and emerging Strategic Authorities to develop longer-term funding arrangements from 2028/29 onwards.
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Introduction

1.1 In July 2026, the Partnership Board noted work underway to develop a future contribution and subscription model for Transport for the South East (TfSE) and agreed that a detailed proposal would be brought to this meeting for consideration.

1.2 Since then, TfSE officers have undertaken further engagement with constituent authorities through the Senior Officer Group and have refined the funding proposals. This

report summarises the key findings and seeks agreement to a proposed approach for 2027/28.

2. Feedback from Engagement

2.1 Engagement with constituent authorities has demonstrated continued support for TfSE's role and recognition of the value it provides to partners. Feedback consistently identified value in the three priority areas identified by the Board. Partners also recognised the importance of retaining strategic transport capability throughout the period of Local Government Reorganisation and Devolution.

A summary of the activities and benefits delivered through the three priority areas is provided in Figure 1 below.

Figure 1: The Value of TfSE

REGIONAL ADVOCACY	REGIONAL EVIDENCE BASE	CENTRE OF EXCELLENCE
Providing a strong, collective voice for the South East	Providing evidence, analysis and tools that support better decisions	Building capability and sharing knowledge across the South East
Strategic engagement with Government and national bodies	Regional transport modelling and forecasting	Professional development and training
Representing regional priorities and investment needs	Shared data, analytical capability and technical expertise	Access to specialist expertise
Convening partners around shared challenges and opportunities	Strategic studies and research	Knowledge sharing and peer learning

2.2 There was broad recognition that many of these activities would be difficult, more costly or uneconomic to provide individually and are therefore more effectively and efficiently delivered at a regional scale.

2.3 Engagement also highlighted a shared view that maintaining these capabilities and continuing to deliver value beyond March 2027 will require a sufficient level of core funding (approximately £1 million per year) to support an appropriate staffing structure and focused technical programme.

3. Funding Options

3.1 A range of funding options have been considered, including maintaining current contributions, increasing constituent authority contributions and developing a subscription-based model.

3.2 Whilst subscription and chargeable services may provide opportunities for supplementary income in the future, and should continue to be explored, engagement and analysis indicate that they are unlikely to generate sufficient, stable income to support TfSE's core functions. A subscription-based model is therefore not recommended as the primary basis for TfSE's future funding arrangements.

3.3 Maintaining local contributions at their current level would not provide sufficient funding to support TfSE's core functions and deliver value for money to constituent authorities.

4. Proposed Funding Approach

4.1 The proposed approach has been developed to provide financial sustainability, build on existing arrangements and be implemented from April 2027.

4.2 This would increase constituent authority contributions in two stages by:

- a) restoring the real-terms value of contributions established in 2018/19 through the application of inflation; and then
- b) applying a further uplift to establish a sustainable operating position.

4.3 This would generate an overall local contribution of £1 million in 2027/28. The proposed amount of core contribution from each constituent authority is set out in Appendix 1.

4.4 The proposed approach represents a practical and sustainable basis for maintaining TfSE's core functions following the withdrawal of Department for Transport funding. As transport funding is increasingly devolved to local authorities, this approach enables constituent authorities to collectively retain the regional capability and services they have identified as valuable.

Future Arrangements

5.1 The governance landscape across the South East continues to evolve. The proposed approach is therefore intended to provide certainty for 2027/28 whilst the implications of local government reorganisation and devolution become clearer.

5.2 Officers will continue to engage with constituent authorities, and emerging Strategic Authorities and unitary authorities, to develop proposals for longer-term funding arrangements from 2028/29 onwards.

5. Conclusion and Recommendations

6.1 The withdrawal of DfT funding means TfSE must establish a sustainable local funding model from April 2027.

6.2 Engagement has demonstrated continued support for TfSE's role and the value it delivers to constituent authorities.

6.3 Whilst subscription services may form part of the future funding mix, they are unlikely to provide a sufficient basis for funding TfSE's core activities.

6.4 A revised contribution model, set out in Appendix 1, generating £1 million of local funding for 2027/28 is therefore recommended for approval.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Sarah Valentine

Email: sarah.valentine@transportforthesoutheast.org.uk

Appendix 1 – Proposed Constituent Authority Funding Contributions for 2027/28

Authority	2026/27 contribution	backdated inflation (+40%)	Increase to reach £1m (+43%)	Proposed 2027/28 contribution
Hampshire County Council	£58,000	+£23,200	+£34,800	£116,000
Isle of Wight Council	£30,000	+£12,000	+£18,000	£60,000
Portsmouth City Council	£30,000	+£12,000	+£18,000	£60,000
Southampton City Council	£30,000	+£12,000	+£18,000	£60,000
Kent County Council	£58,000	+£23,200	+£34,800	£116,000
Medway Council	£30,000	+£12,000	+£18,000	£60,000
Brighton & Hove City Council	£30,000	+£12,000	+£18,000	£60,000
East Sussex County Council	£58,000	+£23,200	+£34,800	£116,000
West Sussex County Council	£58,000	+£23,200	+£34,800	£116,000
Surrey County Council *	£58,000	-	-	-
- East Surrey Council *	-	-	-	£60,000
- West Surrey Council *	-	-	-	£60,000
Bracknell Forest Council **	£9,667	+£3,867	+£5,800	£19,333
Reading Borough Council **	£9,667	+£3,867	+£5,800	£19,333
Royal Borough of Windsor & Maidenhead **	£9,667	+£3,867	+£5,800	£19,333
Slough Borough Council **	£9,667	+£3,867	+£5,800	£19,333
West Berkshire Council **	£9,667	+£3,867	+£5,800	£19,333
Wokingham Borough Council **	£9,667	+£3,867	+£5,800	£19,333
(Berkshire Unitary Authorities collectively **)	(£58,000)	(+£23,200)	(+£34,800)	(£116,000)
TOTAL	£498,000			£1,000,000

Notes: * Surrey has 'unitarised' with East & West Surrey vesting 1 April 2027

** Berkshire authorities act as one "County" (previously Berkshire Local Transport Body) with one shared Board seat

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Chief Officer, Transport for the South East

Title of report: Amendments to the Constitution

Purpose of report: This report considers the implications of devolution and local government reorganisation (LGR) for Transport for the South East's governance arrangements.

The pace and scale of change across the South East means that the assumptions underpinning the current Constitution and Inter-Authority Agreement are likely to require review over the coming years. Previous Board papers have recognised that devolution and LGR may significantly alter the number, size and identity of local transport authorities participating in TfSE.

The report does not propose constitutional changes at this stage. Instead, it seeks Board agreement that a review of the Constitution will be required and that detailed proposals should be brought forward once the emerging devolution landscape becomes clearer.

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1. Note the significant programme of devolution and local government reorganisation taking place across the South East.**
- 2. Recognise that these changes are likely to have implications for TfSE's Constitution, Inter-Authority Agreement and subsequent membership arrangements.**
- 3. Agree that it would be premature to undertake a fundamental review of the Constitution until there is greater clarity regarding the future structure of local government and strategic authorities across the region.**
- 4. Note that the emergence of Strategic Authorities within the TfSE geography may require consideration of interim engagement, participation and representation arrangements ahead of any wider constitutional review.**
- 5. Request that officers continue to monitor developments and bring forward detailed recommendations for constitutional reform at an appropriate point.**
- 6. Agree that any future constitutional review should be guided by the principles set out in this report.**

1. Background

1.1 TfSE's current governance arrangements were developed within a local government landscape dominated by county councils, unitary authorities and existing local transport authorities.

1.2 Since the Constitution was last comprehensively reviewed, the Government has accelerated its programme of devolution, with several new Strategic Authorities and Combined County Authorities established or emerging within the TfSE geography. Whilst the longer-term shape of devolution is expected to be clarified in an autumn white paper, these changes represent an important change in the governance landscape in which TfSE operates, with directly elected Mayors expected to play an increasingly significant role in transport planning, economic development and spatial strategy.

1.3 Alongside this, local government reorganisation is progressing across a number of areas within the South East, creating uncertainty about the future composition of local transport authorities represented within TfSE.

1.4 Taken together, these reforms represent the most significant change to local governance arrangements in a generation.

2. Why this matters for TfSE

2.1 Whilst these changes create governance changes this development places TfSE in a strong position to support the development of emerging Strategic Authorities. Once established they are likely to require mechanisms through which they can collaborate on cross-boundary transport, infrastructure and connectivity issues. TfSE may therefore have an increasingly important role in supporting coordination between Strategic Authorities, constituent authorities, Government and national agencies.

2.2. TfSE was established as a partnership of local transport authorities. As governance arrangements evolve, questions will arise regarding:

- future membership arrangements;
- representation of Mayoral Strategic Authorities;
- voting and decision-making arrangements;
- the relationship between constituent authorities and emerging strategic authorities;
- committee structures;
- accountability arrangements; and
- the future operation of the Inter-Authority Agreement.

2.3 While these issues will ultimately require consideration, many of the underlying governance structures across the South East remain undecided. Regardless of the precise governance arrangements that emerge, many transport and infrastructure challenges will continue to extend beyond individual Strategic Authority boundaries. There is therefore likely to remain a requirement for a regional body capable of developing evidence, identifying common priorities and representing the interests of the wider South East.

2.4 There is therefore a risk that introducing constitutional changes now could result in further amendments being required within a relatively short period.

3. The Current Position

3.1 Across the South East, discussions continue concerning the future shape of Strategic Authorities and local government structures.

3.2 While there is increasing clarity that devolution will proceed, there remains uncertainty regarding:

- the timing of implementation;
- the precise geography of new arrangements;
- the powers and functions to be devolved;
- future local transport authority responsibilities; and
- the interaction between Strategic Authorities and existing local authorities.
- recent Government announcements regarding the review of the Local Government Reorganisation programme further demonstrate the extent to which future local government structures remain subject to change.

3.3 In these circumstances, officers consider it prudent to avoid making significant constitutional changes based upon assumptions that may subsequently prove incorrect.

3.4 The current Constitution remains aligned to the existing constituent local transport authorities, which continue to exercise their transport responsibilities and appoint members to TfSE. The emergence of Strategic Authorities does not in itself invalidate the current governance model, although it questions how such bodies are engaged within TfSE's activities and decision-making processes. Whilst wider governance reform may be deferred pending greater clarity regarding devolution and local government reorganisation, some administrative constitutional amendments may be required in the interim to reflect successor authorities arising from local government reorganisation.

3.5 The establishment of Strategic Authorities may therefore require consideration of interim engagement and representation arrangements pending any wider constitutional review..

4. Proposed Approach

4.1 Rather than seeking immediate constitutional reform, the Board is asked to adopt a phased approach.

4.2 During the next 12-18 months officers would:

- monitor devolution and LGR developments;
- maintain dialogue with constituent authorities, Government and neighbouring Sub-national Transport Bodies;
- identify any immediate governance issues requiring resolution;
- develop options for future governance arrangements, including consideration of the long-term relationship between constituent authorities, Strategic Authorities and TfSE governance arrangements, and any consequential implications for decision making processes;

- bring forward recommendations when there is sufficient certainty regarding the long-term governance landscape; and
- Noting the views of the Audit and Governance committee, consider whether any interim constitutional amendments may be required to accommodate Strategic Authorities (such as observer status, co-opted membership or other participation arrangements) before a comprehensive review is undertaken.

4.3 This approach allows TfSE to remain flexible whilst avoiding unnecessary constitutional complexity during a period of significant change.

5. Principles for Future Constitutional Reform

5.1 When the Board comes to consider constitutional changes, officers propose that reforms should be guided by the following principles:

Stability: TfSE should avoid repeated constitutional amendments and seek arrangements that remain effective over the long term.

Simplicity: Governance structures should be clear, transparent and easily understood by members and stakeholders.

Inclusivity: The Constitution should continue to reflect the diverse geography of the South East and provide an effective voice for constituent authorities.

Flexibility: Arrangements should be capable of accommodating future changes in local government structures and devolution settlements and the evolving roles of Strategic Authorities.

Accountability: Decision-making processes should remain clear, democratic and proportionate.

6. Risks

6.1 The principal risk of undertaking constitutional reform now is that future devolution decisions could quickly render new arrangements obsolete. Recent revisions to Government decisions on local government reorganisation demonstrate the potential for assumptions about future governance structures to change within relatively short timescales.

6.2 Conversely, delaying consideration indefinitely could lead to uncertainty if governance changes occur more quickly than anticipated.

6.3 The proposed approach seeks to balance these risks by commencing preparatory work now while deferring substantive constitutional decisions until the regional picture is clearer.

6.4 There is also a risk that governance arrangements fall behind institutional changes occurring within the region. Failure to adequately engage emerging Strategic Authorities could weaken TfSE's ability to act as the principal forum for regional transport collaboration.

7. Conclusion

7.1 The Board is not being asked to determine the future shape of TfSE governance at this stage. However, members should recognise that the emergence of Strategic

Authorities may require consideration of interim representation arrangements before a wider constitutional review is undertaken.

7.2 However, it is increasingly evident that devolution and local government reorganisation will require the organisation to review its Constitution and associated governance arrangements in due course.

7.3 Given the scale of change currently underway across the South East, the most appropriate course of action is to acknowledge that reform will be needed, continue to prepare for that future, consider any interim arrangements required to support Strategic Authority engagement, and return to the Board with detailed proposals once there is greater certainty regarding the emerging governance landscape.

Rupert Clubb
Chief Executive Officer
Transport for the South East

Contact Officer: Rupert Clubb

Email: Rupert.Clubb@transportforthesoutheast.org.uk

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Rupert Clubb

Title of report: Advisory Panel and Transport Forum Review

Purpose of report: To present the recommendations for future operations of the Transport Forum and Advisory Panel.

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1) Note the rationale and change proposed for the Transport Forum and Advisory Panel.**
- 2) Note the feedback from Transport Forum members, and wider changes impacting the operation, membership and function of both groups.**
- 3) Consider and agree for officers to implement the proposed changes and seek a new Chair.**

1. Introduction

1.1 This paper provides the outputs of a review into the Transport Forum and Advisory Panel which Partnership Board Members agreed that officers should begin at the July meeting.

1.2 This review looked at membership, attendance and purpose of both groups as well as gathering feedback from Transport Forum Members. This was conducted to ensure any future changes reflected the views of those engaged members and responded to stakeholder needs.

2. Background and rationale for change

2.1 At the March meeting of the TfSE Partnership Board, Geoff French stepped down as Chair of the Transport Forum, a position he has held since its inception in 2017. Alongside this, changes in funding from the DfT the role of Sub-national Transport Bodies needs to evolve which may shift the future role they play. This includes evolving relationships with key stakeholders, business and central government. This changing landscape provides rationale for reviewing the purpose, structure and outputs of the Forum, ensuring it remains aligned with TfSE's future needs.

2.2 There have also been changes to the make-up of TfSE's thematic groups and introductions of new engagement mechanisms such as the Centre of Excellence which

now to need to be considered alongside the Transport Forum and Advisory Panel to ensure we are avoiding stakeholder fatigue and duplication and that the purposes of each group are clear and meaningful.

2.3 In response to these changes, and as agreed at the July Partnership Board, TfSE officers have undertaken a review of the Transport Forum and Advisory Panel. This has included looking at attendance levels, wider changes impacting the governance of these two groups, membership, and gathering feedback from the members themselves. The full output of this review is contained in **Appendix 1**.

3. Aims and Approach of the Review

3.1 The key aims of the review of the groups were:

- To ensure both groups remain fit for purpose and aligned with future needs.
- Respond to the changing role of STB's and changing stakeholder relationships
- Review the groups in light of changes to TfSE's thematic groups.
- Support the appointment of a new Chair of the Transport Forum.

3.2 The review looked used the following methods to evaluate the effectiveness of both groups:

- Intended purpose of the groups and impact of the outputs from sessions.
- Reflections on wider TfSE changes and the practical impacts this has on the current Terms of Reference for both groups.
- Membership, representation, attendance and linkages in the wider TfSE governance structure.
- Direct feedback from Transport Forum members, both from previous event feedback surveys and a new survey launched to members as part of this review.

3.3 The outcome of the report is to provide the Board with a clear set of recommendations on the future structure of the groups, which will ultimately support the election of a new Chair to take the groups forward.

4. Findings and Feedback

4.1 The review acknowledged the impact of recent changes to the structure of TfSE's thematic groups had on these stakeholder groups. It was noted that the natural end of work programmes had brought to an end the Decarbonisation Forum, Active Travel Steering Group, Future Mobility Forum and Bus Forum dramatically reducing the membership of the Advisory Panel and Transport Forum. Remaining groups, such as the EVCI Forum, Universities Group and Funding and Finance Panel are currently awaiting a work programme but limited by resource. In particular this calls into question the necessity of the Advisory Panel which is formed of representatives from each of these and has a purpose on reporting back the work of these groups to Partnership Board.

4.2 Membership analysis showed more than half of Transport Forum members are also engaged with TfSE through other means. It is also important to recognise the emergence of the Centre of Excellence since 2024 which has provided a new mechanism to deliver webinars, and knowledge sharing to our local authority officers.

There is a need to limit stakeholder fatigue and duplication through re-focussing the groups core membership.

4.3 Attendance analysis at recent events showed no significant increase in numbers since the changes to invitees were made following the 2023 review. Although there is marginally more variation in organisational representation, the most consistent attendees are consistent from before the last review. There are some groups such as District and Borough representatives where invitations have not led to significant attendance and should be reviewed.

4.4 The Transport Forum continue to value the opportunity to input into the work of TfSE. Previous sessions have demonstrated this, for example, through the formation of a collective Transport Forum response which was submitted as part of the Transport Strategy Refresh consultation. There is a strong need for the members of this group, to be given a voice, and the election of a new Chair is important to this. This Chair should also retain their seat on the Partnership Board to continue to provide a voice to TfSE's wider stakeholders.

4.5 As part of this review TfSE ran a survey to Transport Forum members, to gather feedback on both event content and future engagement going forward. This survey ran from August 17 to September 14 and received 21 responses. Notably all respondents were engaged Transport Forum members (i.e. previous attendees at events). Other key outputs showed an ongoing appetite for in-person sessions with supplementary virtual events as needed. Previous content areas including TfSE updates, knowledge sharing and networking all remain valuable to members. There was also a strong indication that those responding were intending to remain engaged in the Transport Forum going forward. The full results to the survey are shown in **Appendix 2.**

4.6 Overall the review showed a need to redefine the membership of the Transport Forum, with a shift away from local transport authority officers, who are now engaged with TfSE through other means, most notably the Centre of Excellence but also other Governance groups where there is a risk of duplication of content with the Transport Forum. It will be important to retain the engagement of long-term Transport Forum members who clearly demonstrate their ongoing interest and inclination to contribute, and the Transport Forum should remain the vehicle for bringing wider views into TfSE decision making.

5. Proposals

5.1 The review has resulted in the following proposals and changes to the structure of the Transport Forum and Advisory Panel.

5.2 The Membership of the Transport Forum is revised to focus away from local transport authority officers and to providing a strong mechanism for groups not engaged with TfSE through other key channels. These changes below not only achieve this but also reduce stakeholder fatigue and content duplication on our key contacts alongside streamlining our wider thematic group programme where resource is currently unable to deliver a tailored engagement programme.

- LTA officers removed from the Transport Forum
- Universities Panel and Funding and Finance Group brought onto the Transport Forum.

6. District and Borough Members removed due to lack of engagement with the Transport Forum.

District and Borough authorities will still be engaged through their ongoing representation on the Partnership Board, which provides the opportunity for input at a Member level. Officers from these authorities continue to be engaged on workstreams directly impacting them such as freight.

Withdrawing wider contacts from the Transport Forum does not withdraw them from the TfSE database and all will continue to receive the Connections newsletter, and other appropriate comms as needed.

5.3 Future Transport Forum events are largely unchanged due to positive feedback on previous content and events. There is a small reduction in frequency of in-person events reduced to once per year but supported by virtual events as needed.

5.4 The views of the Transport Forum members are recognised as strategically important to the work of TfSE. The views of this group should continue to be fed into our work through the Chair of the Transport Forum retaining a seat at Partnership Board. Once structural Forum changes are agreed TfSE officers should progress with the election of a new Chair to lead the reformatted group.

5.5 The original purpose of the Advisory Panel is no longer proportionate, and it is recommended this group should cease to operate.

7. Next Steps

6.1 Should the proposed changes be agreed the next phase will be for TfSE officers to implement these as follows:

- Amend the Transport Forum Membership accordingly and communicate these changes to the revised group.
- Begin planning for a future event in coming months in line with recommendations for event structure and running.
- Begin the process to seek a new Chair of the Transport Forum.
- Amend the Terms of Reference in response to the outcomes of this review.

8. Conclusion and Recommendations

7.1 The Members of the Partnership Board are recommended to:

- 1) Note the rationale and change proposed for the Transport Forum and Advisory Panel.

- 2) Note the feedback from Transport Forum members, and wider changes impacting the operation, membership and function of both groups.
- 3) Consider and agree for officers to implement the proposed changes and seek a new Chair.

RUPERT CLUBB
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A stylized illustration in white lines on a dark blue background. It features four wind turbines with three blades each, arranged in a row. In the foreground, there is a simple outline of a house with a chimney and a window. Below the turbines, there are three stylized trees. The overall theme is renewable energy and sustainable living.



Context and Background

In July, the TfSE Partnership Board AGM agreed to undertake a formal review of the Transport Forum and Advisory Panel to ensure both groups remain fit for purpose and aligned with TfSE's future needs.

Why review the Transport Forum and Advisory Panel now?

- Changing role of Sub-national Transport Bodies (STBs) following changes to DfT funding arrangements, requiring TfSE to review how it engages with stakeholders, businesses and government.
- Increasing financial, resource and time pressures on both TfSE and stakeholder organisations, creating a need to ensure engagement structures deliver clear value and make the best use of limited resources.
- Leadership transition, following Geoff French's decision to step down as Chair of the Transport Forum after leading the group since its establishment in 2017.
- Strong contribution to TfSE's work, with both groups providing stakeholder insight, expertise and challenge that has helped shape TfSE's strategies, priorities and programmes.
- Value to members, offering opportunities to influence regional transport priorities, share knowledge, build relationships and contribute to transport policy development across the South East.
- Direct link to Partnership Board governance, ensuring stakeholder and thematic group perspectives help inform Board discussions, decisions and strategic direction.

Scope of Review

Purpose:

Ensure both groups remain fit for purpose and aligned with TfSE's future needs.

Respond to the evolving role of Sub-national Transport Bodies and changing stakeholder relationships.

Review the Advisory Panel in light of changes to TfSE's thematic group structure.

Support the appointment of a new Transport Forum Chair following Geoff French's departure.

Scope:

Purpose and strategic role of both groups

Membership, representation and attendance.

Effectiveness in supporting stakeholder feed back to Partnership Board and governance around this.

Opportunities to shape future Forums future ways of working.

Outcomes Sought:

Clear recommendations on the future role, structure and leadership of the Transport Forum and Advisory Panel.

Transport Forum Background

The Transport Forum was first convened in 2017 to bring together a wide range of stakeholders to gather views on strategic transport issues to feed into the development of the first Transport Strategy and provide advice to the Partnership Board.

Since 2017 the group has been independently chaired by Geoff French.

Membership included representation from a wide range of stakeholder groups including operators, user groups, business representatives, ports and airports, environmental groups and district and borough authorities.

The Transport Forum was last reviewed in 2023:

Challenges to Address

- Risk of stakeholder fatigue as the emergence of TfSE thematic groups bringing together technical experts meant some stakeholders sitting on multiple TfSE groups.
- Concern amongst members that the Forum was losing influence over TfSE's technical work.

Feedback Received

- Still a need for stakeholders from across different sectors to come together to share views and learning.
- Meeting format should be amended to enable more attendance or access to content after meetings.
- In-person networking opportunities highly valued.

Key Recommendations

- The Transport Forum meet twice a year, in-person, with these meetings supported by a programme of digital engagement.
- Webinars as part of this digital engagement will be recorded and shared on TfSE's Youtube Channel and shared in Connections.
- Membership of the Forum should be widened to include all of those who attend a TfSE thematic group.
- The creation of an Advisory Panel, to consist of one representative from each thematic group.

Transport Forum Terms of Reference

Following the 2023 review of the Forum the Terms of Reference were updated alongside changes in response to the review outputs:

Objectives

Share information about the work of TfSE and empower attendees to report this back.

Share views and perspectives from a variety of sectors.

Provide a networking opportunity for members.

Bring together members of the wider thematic and / or modal TfSE stakeholder groups to share and facilitate learning.

Accountability

The Transport Forum will report to the Advisory Panel who in turn will report to the Partnership Board.

Appointment of the Chair

The Chair will be appointed by the Partnership Board for the period of one year. The Chair will also Chair the Advisory Panel.

The Chair will have a voting role on the Partnership Board.

Membership

Members of the Forum are all those who attend thematic /modal groups.

Subject matter experts may be invited to attend the Transport Forum to support and inform the discussion.

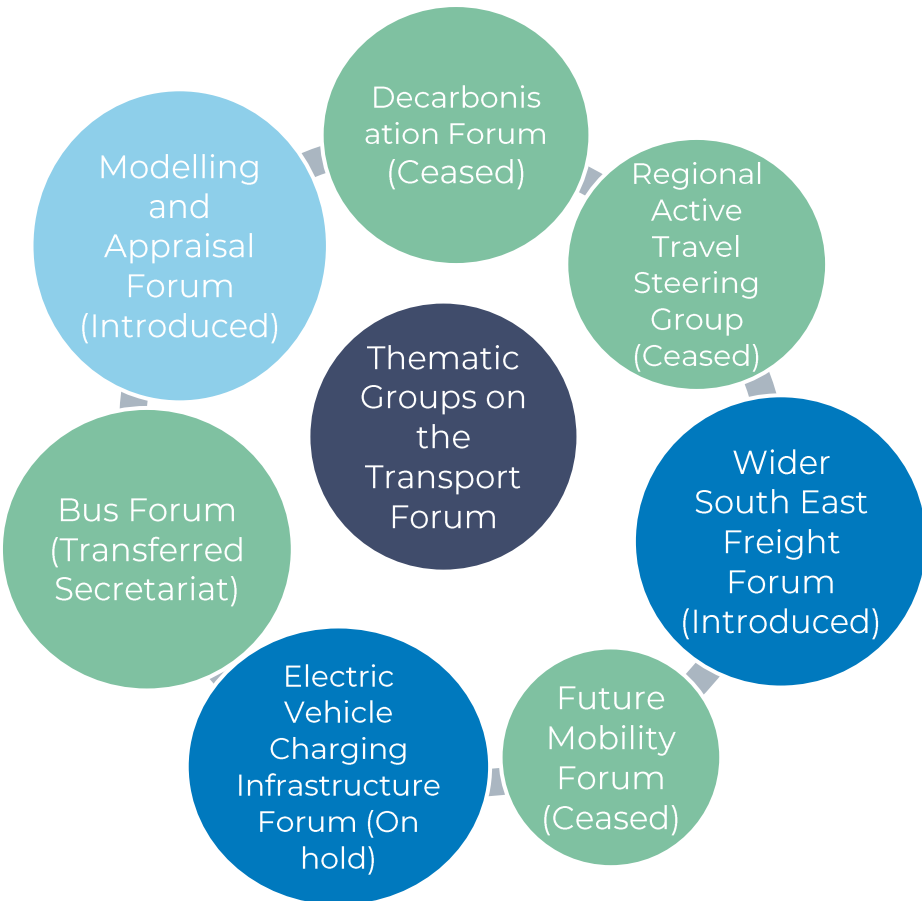
Frequency

The Transport Forum will meet in person, twice a year, supported by digital engagement.

Changes and Challenges

A number of changes to how TfSE engage with our stakeholders impacts the structure and demands of the Transport Forum.

The diagram below shows how the thematic groups included as part of the Transport Forum have changed since 2023.



Some of our current groups lack regular meetings due to resource pressures, however it's important not to lose contact with these groups.

Increased time and resource pressures on our LTA officers

The introduction of the Centre of Excellence (CoE) has changed the way we provide key content, webinars and knowledge sharing to our stakeholders.

TfSE also continue to run the following groups:

- Business Advisory Group
- Funding and Finance Group
- Universities Group
- Centre of Excellence Steering Group

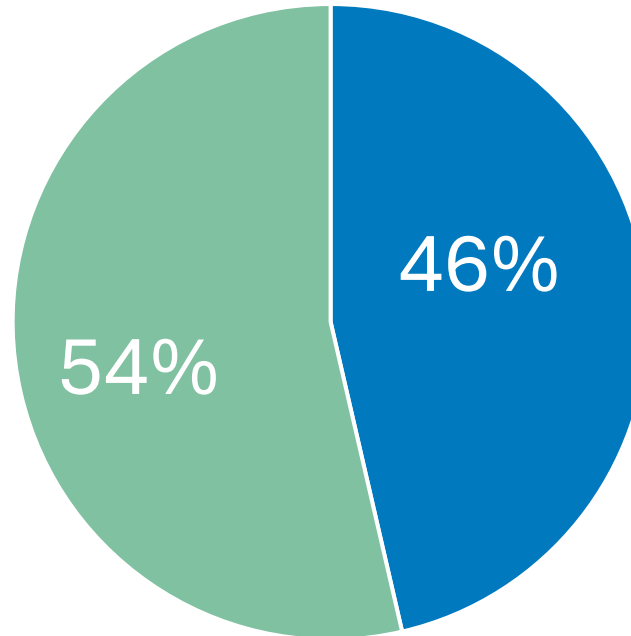
Key takeaways:

- The CoE now delivers webinars and online resources as recommended for the Transport Forum in 2023.
- Several of our thematic groups have now ceased calling into question Transport Forum membership.
- With reduced TfSE resource there is scope to merge some other groups with the Transport Forum to streamline engagement.

Our Transport Forum Members

Transport Forum Members engaged with TfSE through other TfSE groups

- 63 (35.4%) of this group are LTA officers.
- 63 Transport Forum members are included in at least 3 engagement groups.
- 70 (54.4%) of this group are members of the Regional Electric Vehicle Charging Infrastructure Forum.



Transport Forum Members engaged with TfSE through the Transport Forum alone

- 26 (18.2%) of these Transport Forum members were previously members of the TfSE Bus Forum
- 50 (32.5%) of this group are District and Borough authority representatives.
- A large number of this group were on the Transport Forum prior to the 2023 review.

- 71 Transport Forum members (21.4%) are also signed up to the Centre of Excellence (including 51 LTA officers).

Key takeaways:

- Over half of Transport Forum Members are also engaged through other TfSE groups.
- Centre of Excellence and Transport Forum members are mostly LTA officers.

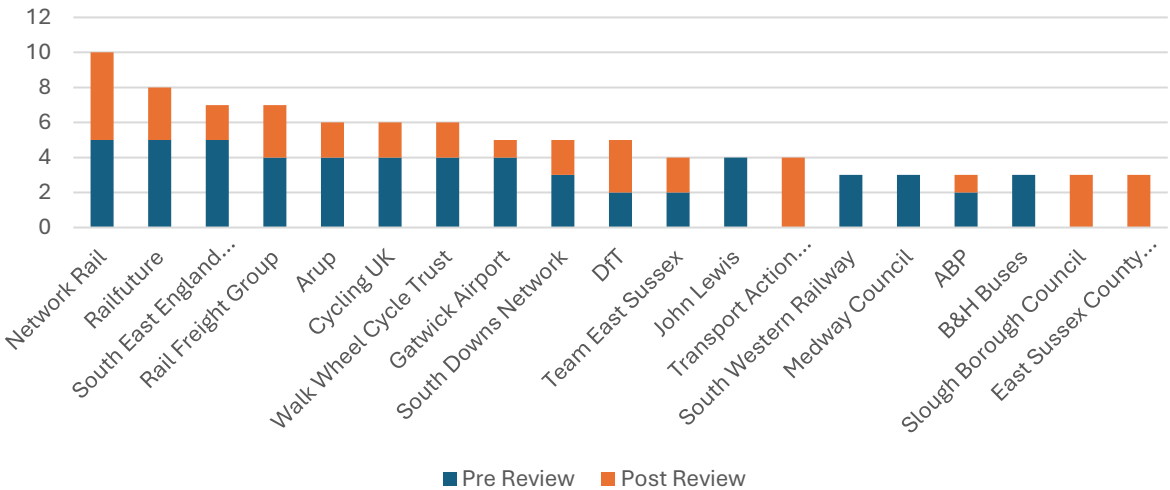
Transport Forum Attendance

The following attendance analysis gives a snapshot of recent attendance and representation across Transport Forum events.

A core group of stakeholders remain consistently the most engaged

Since the 2023 review the variety of organisations attending has increased (59 across the past 5 events), including 10 of our LTA's.

Representation at the last 10 Transport Forum Events



Average attendees to in-person events: **20**

332 invitees on the current distribution list

Key takeaways:

- Widening the invitation has not significantly altered the regular attendees.
- There's a wider spread of organisations represented but attendance not significantly increased.
- The Transport Forum remains a good mechanism to engage key strategic partners not featured on our other groups.

Transport Forum Governance and outputs

The Transport Forum remains a key way of gathering views and insight from wider TfSE stakeholders, with the current vacant Chair position the route to feeding into the Partnership Board.

New Chair

- Following the resignation on the Chair there is a need to elect a replacement to take the Transport Forum forward.
- The following key principles for the Chair should remain:
 - Independent Chair
 - Appointed on an annual basis
 - Retain a voting role on the Partnership Board.
- A strong Terms of Reference is needed in response to this review to give the strongest possible guidance to an incoming Chair.
- TfSE officers should explore options for a new Chair to bring back to a future Partnership Board.

The Transport Forum continues to bring together organisations not currently engaged in other ways and provide insight from other sectors and perspectives.

The facilitation of the Transport Forum enabled the submission of a collaborative consultation response to Transport Strategy Refresh on behalf of members.

Other recent events have brought together transport and university colleagues to explore closer working opportunities and showcase the role of Women in Transport.

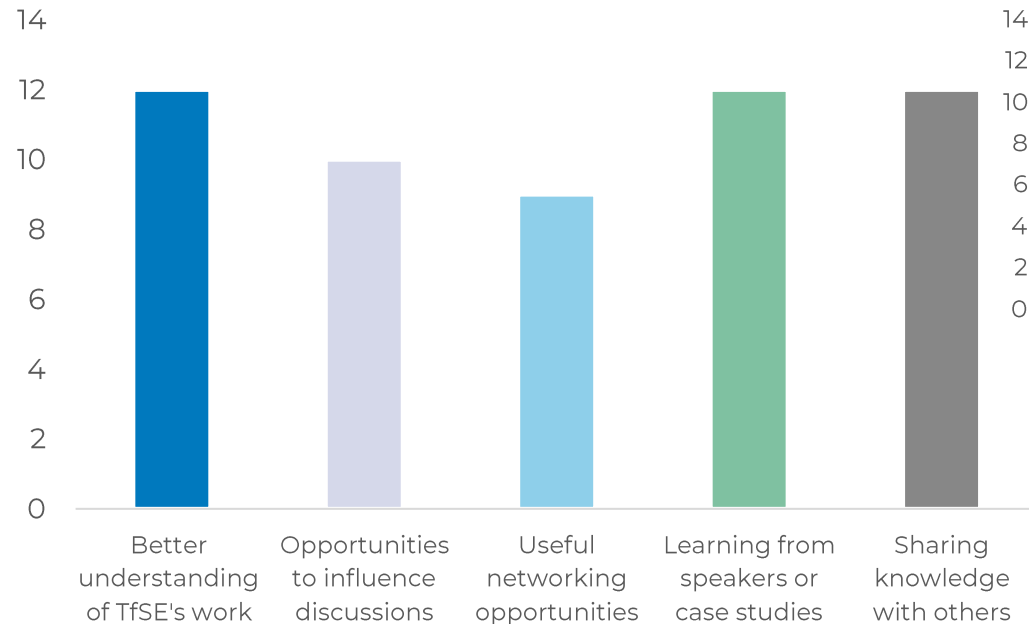
Key takeaways:

- The Transport Forum continues to provide a good mechanism for wider stakeholder input and cross-sector knowledge sharing, and the outputs should continue fed into the Partnership Board
- Any changes to groups as a result of this review should be agreed prior to the election of a new Chair.
- Following this review TfSE should begin work to identify a potential new Chair for the Forum who remain on the TfSE Partnership Board.

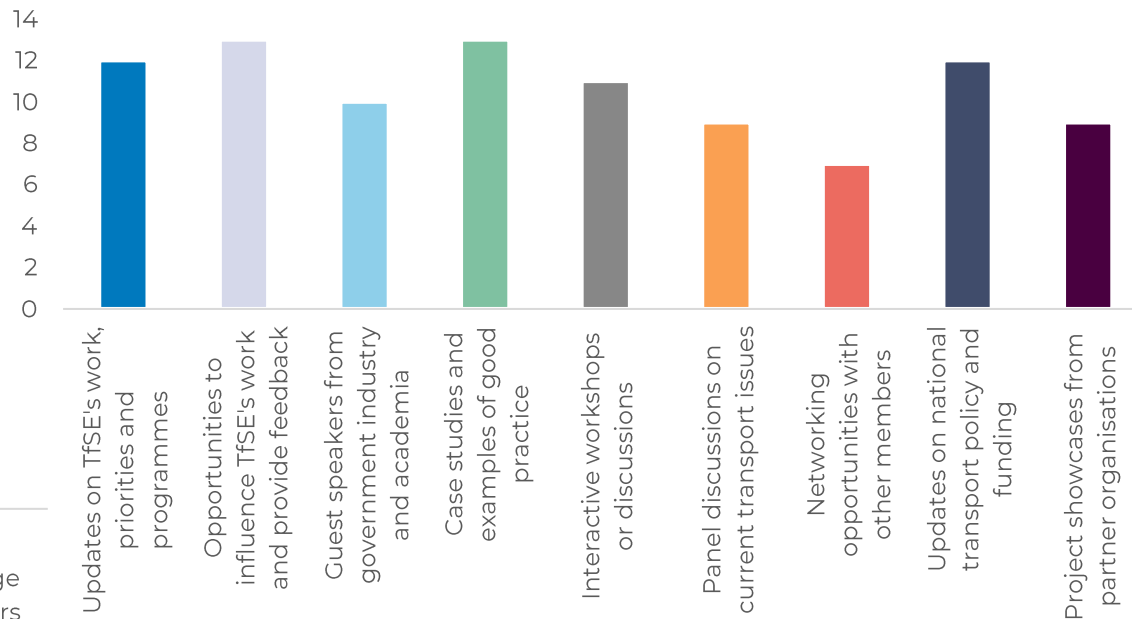
Transport Forum Member Feedback (event feedback 1 of 2)

As part of the review, a survey to Transport Forum members ran from August 17 to September 14. The feedback received about the content of events is shown below.

Of previous Transport Forum events you have attended what have you found most valuable?



What would you like to see more of at Transport Forum events?



21 total respondents, all of whom have attended a previous event.

Previous event feedback shows high levels of satisfaction with content and running of Transport Forum events.

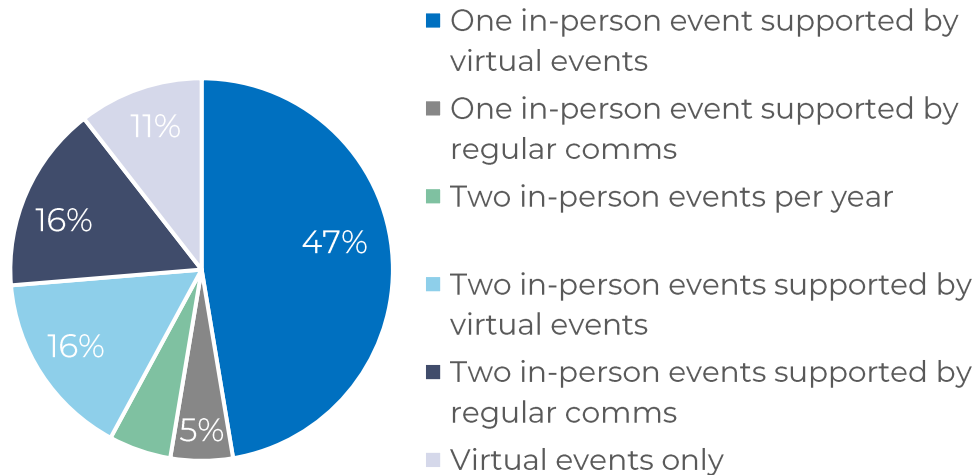
Key takeaways:

- Respondents to the survey were all previous attendees and therefore active participants.
- Key elements of previous Transport Forum content were all found valuable.
- There was no one thing that was seen as more important to include in future events.

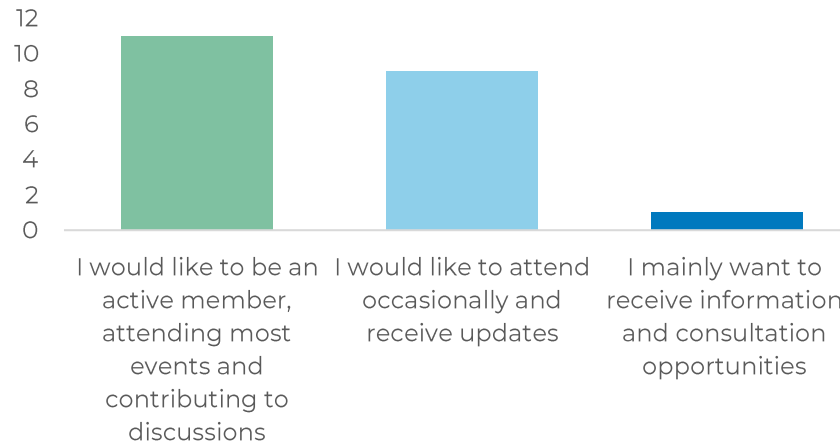
Transport Forum Member Feedback (involvement feedback 2 of 2)

As part of the review, a survey to Transport Forum members ran from August 17 to September 14. The feedback received about future engagement is shown below.

Which option would you prefer?



Which of the following best describes how you would like to engage with the Transport Forum over the next two years?



When asked specifically about supporting comms these were seen as useful but not on a regular basis.

Almost all respondents felt a level of familiarity with TfSEs work.

There was strong indication that virtual events would be attended, although dependent on content.

Key takeaways:

- Amongst respondents there was a still an appetite for active engagement with the Forum.
- In-person events were still considered important, but the overall appetite for supporting communications to supplement these was low.

Transport Forum Recommendations (1 of 2)

Review Outputs

Recommendations

Benefits

Risk and Mitigations

Purpose and Strategic Role

- The emergence of the Centre of Excellence has provided a new opportunity to engage stakeholders.
- There is still value in find in the Transport Forum providing the opportunity for input into TfSE's work.
- The reduction in the number of thematic groups had limited the chance for these groups to share outputs.

- The intention to deliver and share webinars online should no longer be a function of the Transport Forum.
- Remove the members from thematic groups where these no longer exist.
- Continue to bring the topics to future events such as TfSE updates, knowledge and learning and networking opportunities.

- Reduces duplication and confusion of how TfSE delivers online content.
- Reduces stakeholder fatigue.
- Maintains the purpose that engaged members still see as important and opportunity for wider stakeholders to contribute.

- There is still scope to deliver online sessions if suitable to a workstream for this group.
- Stakeholders removed from the Forum can still be contacted through wider TfSE comms i.e. Connections.
- Depending on content thematic specialists could still be invited to contribute to events.

Membership, representation and attendance

- Attendance is strong amongst organisations who have always been members of the Transport Forum.
- There has been low take-up from new invitees added since 2023, particularly across local authorities.
- Many attendees engage with TfSE through other groups.
- The Transport Forum still brings together a good mix of partners not engaged in other ways.

- Include the members of the Universities Panel and Funding and Finance Group in Transport Forum Membership.
- Remove group representatives where their inclusion has not resulted in attendance (D&B authorities).
- Overall less focus on local authority officers and recognising the Transport Forum's functions is to bring together wider partners.

- Reshapes the Forum Membership to focus on stakeholders not engaged through other means.
- Maintains the purpose that engaged members still see as important and opportunity for wider stakeholders to contribute.
- Maintains contact with groups we currently struggle with the resource to run.

- LTA officers remain engaged through the Centre of Excellence.
- Mitigate for losing bespoke F&F and university meetings by making these elements the focus of future sessions.
- Wider stakeholders removed remain on Connections mailing list.
- D&B Member engagement remains active through their Partnership Board representation.

Transport Forum Recommendations (2 of 2)

Supporting Stakeholder feedback to Partnership Board

Review Outputs

- The need to feedback views of these wider stakeholders is the same and their input valued.
- Input into TfSE's work programme and ability to influence and provide feedback were are still important to members.

Recommendations

- TfSE officers should begin the process to seek and elect a new TfSE Chair, with a view to this being confirmed at a future Partnership Board.
- The incoming Chair should remain on the Partnership Board as the Transport Forum's representative to ensure wider stakeholder feedback is considered

Benefits

- Continues the strong input and advise of the Transport Forum seen through the years.
- A strong agreement on the refreshed purpose on the Forum gives a new Chair a clear overview of the group's purpose.

Risk and Mitigations

- Seeking an appropriate independent Chair will require officer time and clarification on the process for this.
- TfSE should focus on asking for Transport Forum input where they can have the strongest influence and involvement.

Future Transport Forum Events

- In-person events are still valued, but also an appetite for supplementary virtual events.
- Bespoke communications for the Transport Forum are not considered important.
- Current content areas are still seen as valuable.
- There is a strong appetite amongst already engaged members to continue involvement.

- Amend Terms of Reference to one in-person event rather than two and maintain a digital engagement element.
- No major change to previous event formats, and no introduction of a new Transport Forum only Comms channel.
- Amend the membership to refocus on the consistently engaged members.

- Reduces resource implications whilst still bringing stakeholders together as requested.
- Maintains the content found most useful.
- Keeps a stakeholder link with stakeholders not captured through other TfSE groups and provides consistency.

- Resource needed to deliver online content, however where appropriate this could mirror some CoE content with clear audiences redefined and overlap avoided.
- Review attendance regularly to monitor engagement.

Advisory Panel Context and Panel Terms of Reference

The Advisory Panel began in 2024 in response to a review of the Transport Forum, as a means to bring forward views from across TfSE's thematic groups back to Partnership Board. The Terms of reference were set out as below:

Objectives

Bring together a representative from each of TfSE's thematic groups to gather strategic advice and guidance to the Partnership Board

Gather feedback on the TfSE thematic groups and the outputs from each to feed into the Partnership Board.

Offer insights on stakeholder perspectives to inform and plan meetings of the Transport Forum.

Accountability

The Advisory Panel is accountable to the Partnership Board. The Chair of the Advisory Panel will report key findings, advice and recommendations from Advisory Panel meetings to the Board.

Appointment of the Chair

The Chair of the Transport Forum will chair the Advisory Panel.

Membership

The Advisory Panel will include a representative from each of TfSE's thematic groups:

Decarbonisation Forum, EVCI Forum, Funding & Finance Panel, Universities Panel, Freight Forum , Active Travel Steering Group, Future Mobility Forum, Modelling and Appraisal Forum, Bus Forum.

Members will be appointed for a fixed 12 month term.

Volunteers will be sought for the Advisory Panel in the January meeting of each thematic group.

Frequency

The panel will meet three weeks in advance of the Partnership Board, quarterly and the meetings will be held virtually via Microsoft Teams.

Changes and Challenges

A number of changes to how TfSE engage with our stakeholders impacts the structure and purpose of the Advisory Panel.



Of the 8 thematic groups originally listed in the Terms of Reference, only one remains consistently running.

Vacant Chair

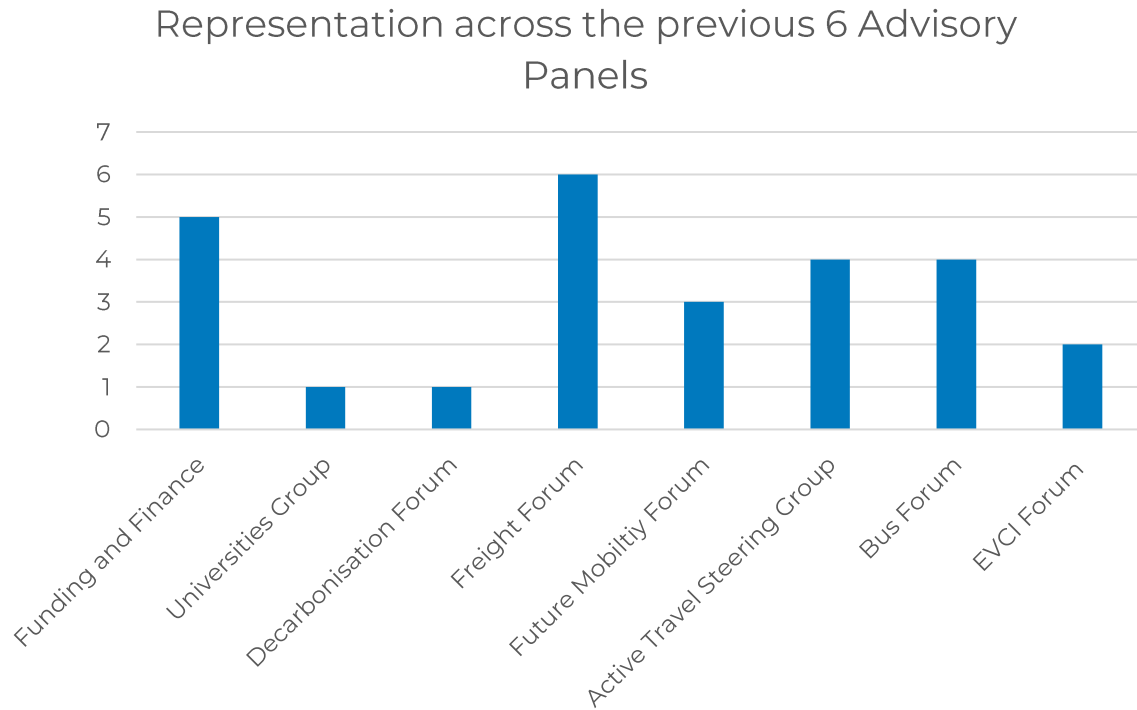
Without the thematic groups in place the need to report on them to the Partnership Board is reduced

Key takeaways:

- With changes to thematic groups the original membership can no longer be convened.
- The key purpose of the Advisory Panel was to feedback on work of these groups, without them the objective no longer exists to fulfil.

Advisory Panel Attendance

Advisory Panel attendance has fallen since the inception of the meetings although there are some consistent attendees.



Average attendance: 4

Three Advisory Panel members have attended a Transport Forum event, on one occasion each.

Some of the decline in attendance is natural as these groups ceased to exist

There are consistent attendees across groups which TfSE continues to maintain i.e. the Wider South East Freight Forum and Funding and Finance Group.

Key takeaways:

- Attendance between the Advisory Panel and Transport Forum does not overlap as intended in TfSE Governance Structures.
- Attendance has reduced over the course of the Advisory Panel meetings.
- Active members should have the opportunity to remain engaged in TfSE's wider work programme.

Advisory Panel Governance and Outputs

Governance

- The current governance outlines that the Chair of the Transport Forum also Chairs the Advisory Panel, this position is currently vacant.
- In the current governance structure outputs from thematic groups and the Transport Forum are intended to be brought to the Advisory Panel prior to reporting back to the Partnership Board.
- A lack of consistency between Transport Forum and Advisory Panel attendees has meant that the intended linkages between the groups do not exist.

Key standing items on the Advisory Panel agenda include thematic group updates, TfSE work programme and governance updates.

Feedback from thematic groups is specific to expertise in these areas, calling into question the value to other members of the Advisory Panel.

There is duplication with other groups on the TfSE work programme.

Key takeaways:

- The current intended flow of feedback through to Partnership Board does not reflect the workings of the groups.
- Feedback from thematic group work has been welcomed by TfSE but not always useful between group representatives due to the specific expertise in each.

Advisory Panel Recommendations

	Review Outputs	Recommendations	Benefits	Risk and Mitigations
Purpose and Strategic Role	The reduction in thematic groups has removed the need for the core purpose of this group.	The Advisory Panel should cease to operate	Reduces the number of groups for both members and on TfSE resource.	Feedback from thematic groups which remain can be shared as part of wider Partnership Board papers
Membership, representation and attendance	Attendance has dropped as thematic groups have ceased.	- The Advisory Panel no longer has enough members to warrant its continuation. - Remaining members are retained as part of the Transport Forum.	Retains current members on the Transport Forum while removing this additional meeting.	The Transport Forum retains a mechanism for group representatives to feed into TfSE work and have their views fed back to the Partnership Board.
Supporting Stakeholder feedback to Partnership Board	The intended link between the Forum and Advisory Panel does not exist.	The Advisory Panel is not a suitable group to gather strategic feedback to support the Transport Forum and is not needed.	Slims the number of groups and removes duplication of input sought.	The Transport Forum Chair can act as the link between the Forum and Partnership Board.

Recommendation Summary

The following changes are recommended to the Transport Forum and Advisory Panel in response to the outputs of this review.

- The Membership of the Transport Forum is revised to focus away from local transport authority officers and to providing a strong mechanism for groups not engaged with TfSE through other key channels by:
 - LTA officers removed from the Transport Forum
 - Universities Panel and Funding and Finance Group brought onto the Transport Forum.
 - District and Borough Members removed due to lack of engagement with the Transport Forum.
- Future Transport Forum events are largely unchanged due to positive feedback on previous content and events. There is a small reduction in frequency of in-person events reduced to once per year but supported by virtual events as needed.
- The views of the Transport Forum group should continue to be fed into our work through the Chair of the Transport Forum retaining a seat at Partnership Board. Once structural Forum changes are agreed TfSE officers should begin the process to seek a new Chair to lead the reformatted group.
- Acknowledging wider changes, the Advisory Panel should cease to operate.

Next Steps

Upon agreement from the Partnership Board, the immediate next steps are as follows:

- **Amend the Membership of the Transport Forum:**
 - Remove Members according to recommendation
 - Add members according to recommendations
 - Communicate outputs of the review to the redefined group
- **Plan for future events of the Transport Forum** taking into account:
 - Appropriate tie ins with the TfSE work plan and opportunities where stakeholder input can be maximised.
 - The balance of resourcing and financing to deliver the next in-person event.
 - Minor changes to content and delivery i.e. appetite for virtual events and reduction in the number of in-person events per year.
- **Begin the process to seek a new Chair for the Transport Forum**
 - Review previous job description and election process.
 - Identify suitable candidates
 - Bring forward a preferred choice to a future Partnership Board for formal election to the role.
- **Amend the Transport Forum Terms of Reference** in response to the outcomes of this review.

Appendix 2 – Transport Forum Members Survey Results

Background

At the March meeting of the TfSE Partnership Board, it was agreed to undertake a review of the Transport Forum in response to the resignation of the Chair and changes in funding from the DfT. The review looked at attendance levels, wider changes impacting governances and membership.

One key element agreed at the Partnership Board was that the review would also include direct engagement with current Transport Forum members to gather feedback on the current structure and content of events, how best to engage with Forum going forward and areas of value.

Methodology

An online survey was launched on 17 August 2026 and ran until 14 September. This survey was hosted on the TfSE engagement portal and the link sent directly to all current Transport Forum members.

Full Results

The survey received 21 responses from the 330 on the distribution list giving a response rate of 6.4%. The responses to individual questions are shown below.

1. How familiar are you with TfSE's current priorities and work programme?

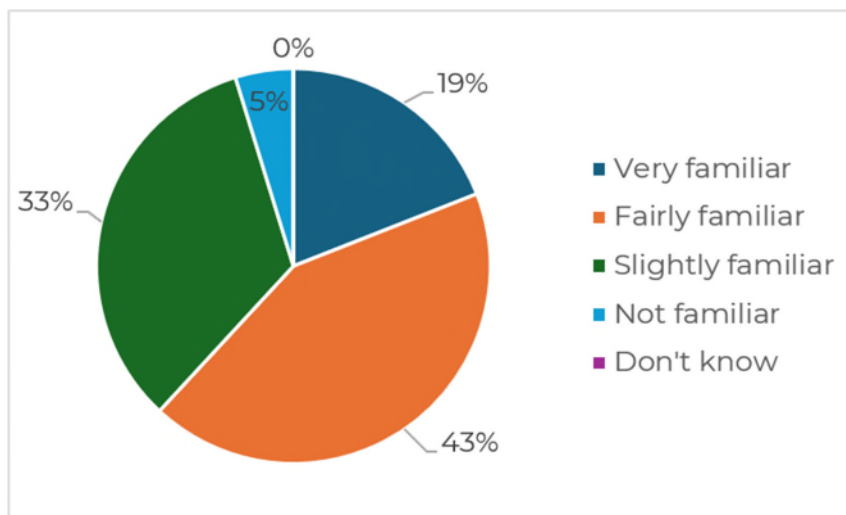


Figure 1: % Response to Q1 Familiarity with TfSE's work

All respondents showed some level of familiarity with the work of TfSE, indicating active engagement.

2. As part of our review, we're looking at refreshing the way we engage with the Transport Forum. Which option would you prefer?

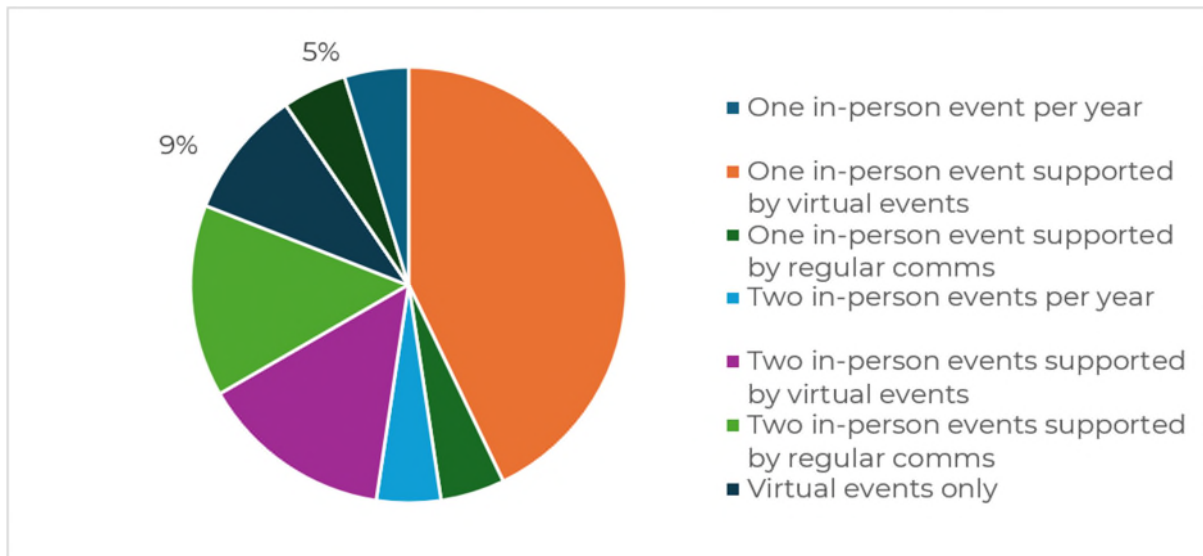


Figure 2: % Response to Q2 Future Engagement Methods

There was a strong level of support for the continuation of in-person events, with the support of virtual events alongside these. There were low levels of interest in supporting communications alongside Transport Forum events. The respondent who answered other indicated 'no preference but at least one in-person event'.

3. Would you attend virtual events if these were offered between in-person meetings?

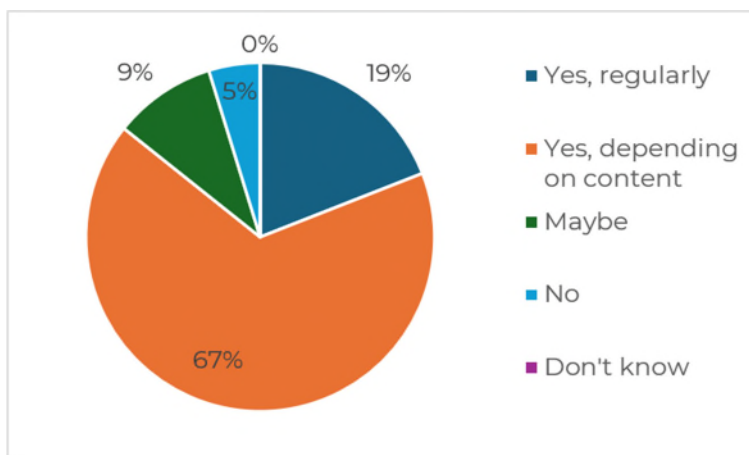


Figure 3: % Response to Q3 on virtual events

In line with the response to question 2, there was a strong indication that future virtual events would be attended. However, this is dependent largely on the content.

4. Of previous Transport Forum events you have attended what have you found most valuable?

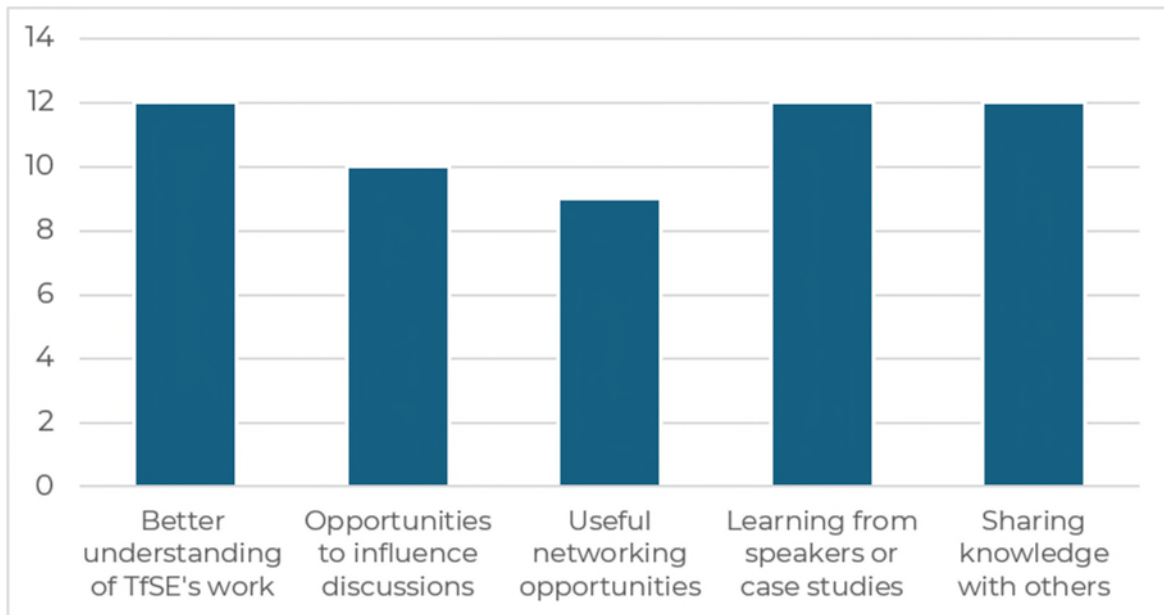


Figure 4: Response to Q4 on previous event content

All five areas of previous content were considered valuable to respondents. This question also demonstrated that the respondents asked were highly engaged as all have been previous attendees at a Transport Forum event.

5. What would you like to see more of at Transport Forum events?

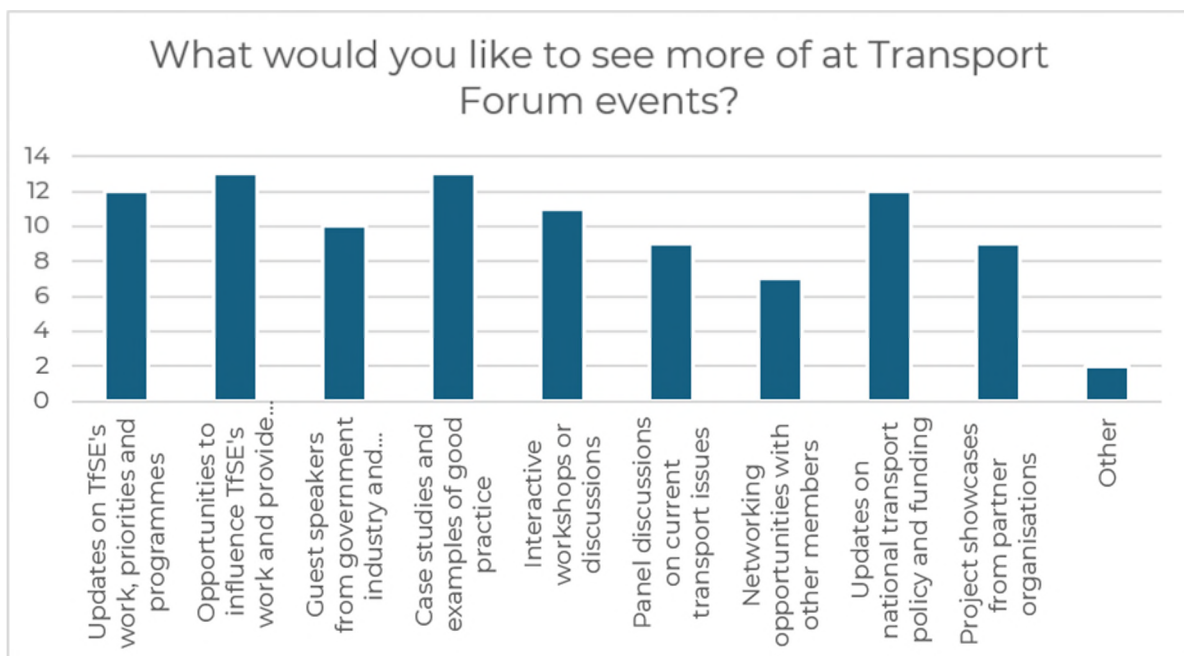


Figure 5: Response to Q5 on future event content

All future content types were considered valuable, with the most popular being case studies and examples of good practice. There were also high levels of interest in TfSE's work. The respondent who answered 'other'

stated they wanted to see “How this will be aligned with the Sussex & Brighton Strategic Authority priorities”.

6. How useful would regular communications tailored to the Transport Forum about TfSE's work be to you?

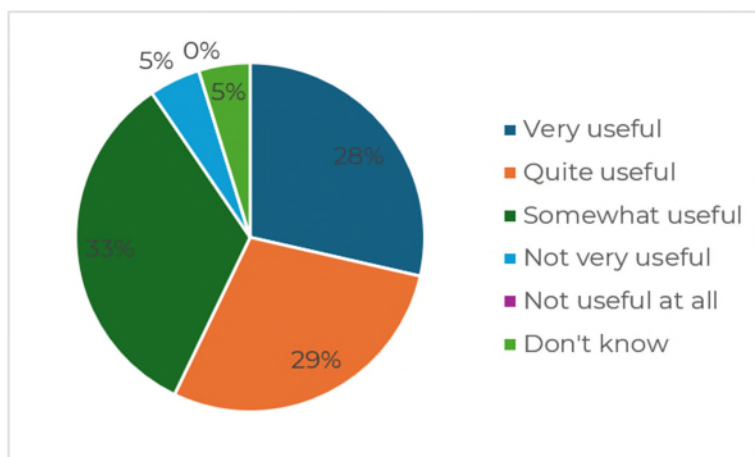


Figure 6: Response to Q6 on communications

There was value seen in prospective regular communication to the Transport Forum when respondents were asked specifically about this. However this should be considered alongside the earlier response to question 2, whereby in-person meetings were still the favoured method of engaging the group.

7. How often would you like to receive updates?

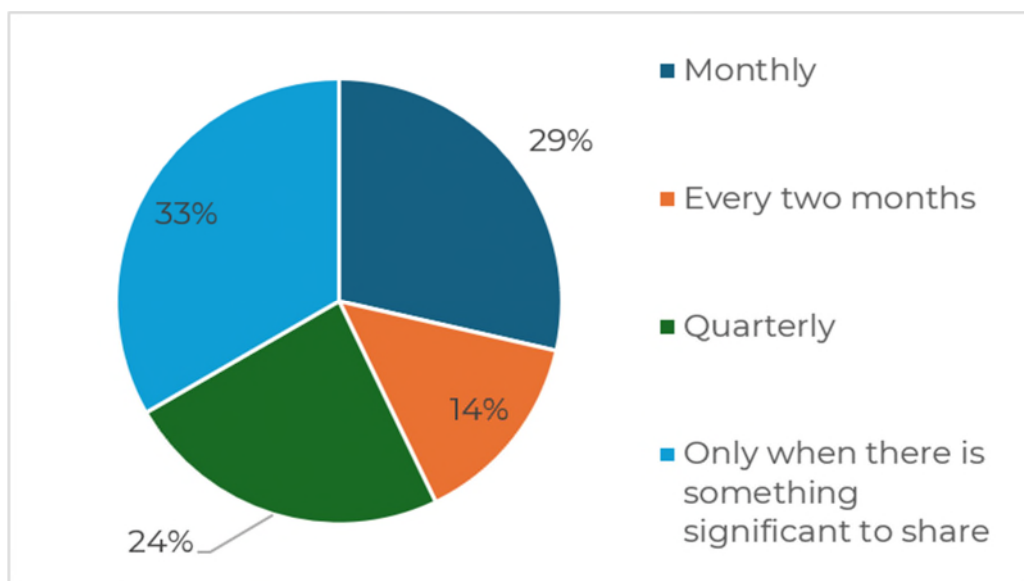


Figure 7: Response to Q7 on communication frequency

When asked specifically of any future communications which may come into effect, the preference was for these to be received less frequently, with the largest amount of respondents in favour of this only happening when there was something that needed to be shared rather than being on a regular basis.

8. Do you have any other comments or suggestions on the future of the Transport Forum?

7 respondents chose to share further thoughts on the Transport Forum. These are set out below.

As mentioned above, now Sussex & Brighton has a new Strategic Authority, I would like to understand how the transport priorities will be aligned.	I would like the Forum to be a more obvious critical friend, championing TfSE when it does good work but prepared to challenge it over some of the focus of its work and the assumptions underpinning it.
The main purpose of a forum is to provide a space for discussion, support and challenge. Ideally this should be face to face but offering virtual opportunities can increase equity of uptake and involvement. A forum isnt the best way to deliver communications so reading or	A focus on hard to reach communities and the issue of support for rural transport solutions .

learning about developments, unless interactive, should be done by other communication methods.	
Information on how TfSE has influenced /is influencing transport in the region	A greater focus on developing policy strategies, or assessing and advising on Gov-proposed policy strategies. I would benefit from a stronger (perception of) link of what we do as advisors. An agenda/set of goals for the year/Parliament would be value-adding.
I believe the forum should pay more attention to rural transport	

Table 1: Responses to call for open comments

Suggested topic areas included more focus on rural transport, and the importance of remaining a space for discussion but also challenge.

9. Which of the following best describes how you would like to engage with the Transport Forum over the next two years?

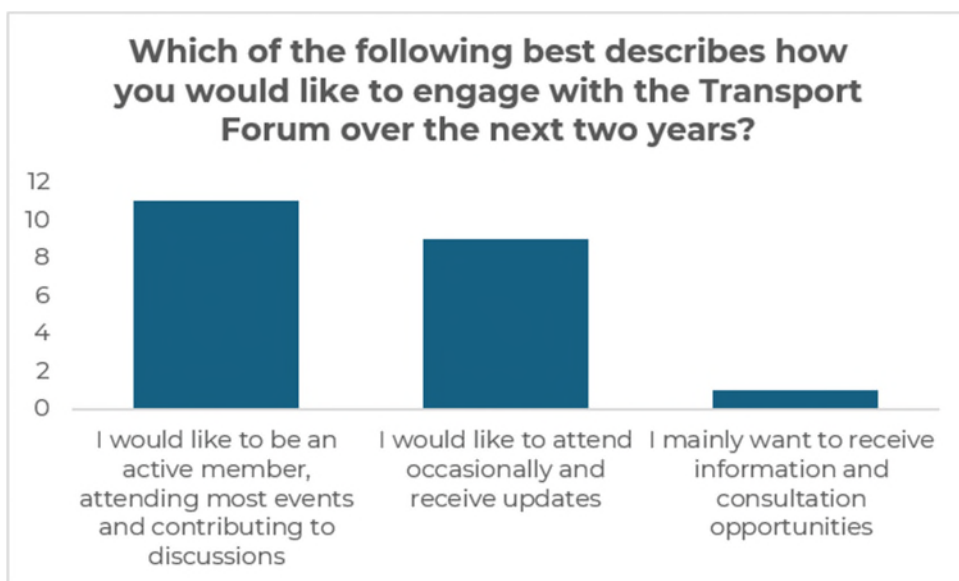


Figure 8: Response to Q9 on future engagement

There was a strong indication from respondents that they had intention of continuing as active Transport Forum members. This once again supports the findings that active and engaged members were the ones who chose to respond to this survey.

Conclusion

Overall the survey found good support for the continuation of the Transport Forum with no need for major changes to the current structure of events. In-person events are still considered important, but with the supplement of virtual events to support this. The most notable conclusion to draw is there are a core group of members who have been and remain actively engaged in the group, while a large number on the distribution list chose not to respond, linking to the low levels of attendance seen at some Transport Forum events.

Next Steps

The outputs from this survey will be considered alongside other elements of the review of the Transport Forum. As a result of these recommendations will be brought to the Partnership Board for agreement and implementation.

Agenda Item 08

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October

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

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- (1) Note the financial update to end of September 2026.**
 - (2) Note the forecast position for the end of Financial Year 2026/27.**
-

1. Introduction

- 1.1 The purpose of this report is to update the Partnership Board on TfSE's Q2 financial position to the end of September 2026.
- 1.2 The paper provides the Q2 financial position and end of year forecast for 2026/27.

2. Background

- 2.1 The Board agreed TfSE's final Business Plan for 2026/27 in July 2026. 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.
- 2.2 TfSE's Business Plan allocates DfT funding, local authority contributions, and our carry forward from the 2025/26 Financial Year.

3. Financial position update to end of Quarter 2 (September) 2026

- 3.1 Our financial position to the end of September 2026 is set out in Appendix 1. In the six months from April to the end of September, TfSE spent £1,196,469 across all budget lines.
- 3.2 This is in line with our expectations at the start of the year. We only pay for work on completion, so expenditure on the technical programme will increase as we move further into the financial year. This is further highlighted in **Appendix 2** showing that the

value of technical programme work that has been commissioned from the 2026/2027 business plan is £1,567,225, with £342,500 yet to be commissioned.

3.3 At the end of September, our updated forecast expenditure is £2,787,401 against a budget of £2,937,176. This paper breaks down the forecast for each expenditure line in the budget.

4. Staffing Costs

4.1 Staffing expenditure is in line with expectations with a current expenditure of £429,405. The end of the year forecast is £783,000, and the confidence rating is currently a '4'. This is because staff, who are employed by our accountable body East Sussex County Council, have not yet received the Council's pay award for the year ahead.

5. Technical Programme Costs

5.1 At the end of September, the current expenditure is £629,178 against a budget of £1,909,500.

5.2 As we approach Q2, the confidence rating of the below Technical Programme lines has changed from '4' to '5'; SIP Refresh, Prioritisation Tool Update, Funding and Financing, Model Development, Centre of Excellence Project Management. This is due to the projects involved in these budget lines being commissioned or nearing completion.

6 Communications, Engagement and Other Costs

6.1 The current expenditure for the Communications and Engagement budget is £1,696 against the end of year forecast of £45,000. The confidence rating has changed from '4' to '3' as TfSE continues to understand the engagement needs of Local Government Reorganisation and TfSE's future status.

6.2 The current expenditure for the Governance and Operational Expenses budget is £11,123, against the end of year forecast of £65,000. The confidence rating is currently '4' as work continues on TfSE future status and funding model scoping.

7 Conclusions and Recommendations

7.1 The Partnership Board are recommended to note the Q2 financial position for 2026/27, and the forecast position to the end of Financial Year 2026/27.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact officer: Lewis Milligan

Email: Lewis.milligan@transportforthesoutheast.org.uk

Appendix 1 –Budget Position at end September (Q2) 2026

ITEM	BUDGET	ACTUAL YTD	26/27 FORECAST	27/28 FORECAST	Confidence Rating
Salaries (including on-costs)	£783,000	£429,405	£783,000	£0	4
Training	£10,000	£391	£10,000	£0	4
STAFFING	£793,000	£429,796	£793,000	£0	4
SIP Refresh	£37,000	£37,225	£37,225	£0	5
Prioritisation Tool Update	£7,500	£7,252	£7,500	£0	5
Rail Governance	£70,000	£2,237	£70,000	£0	4
Funding and Financing	£75,000	£45,000	£75,000	£0	5
Regional Advocacy	£189,500	£91,714	£189,725	£0	4
Model Development	£989,500	£385,252	£839,500	£150,000	5
Data Management	£183,000	£2,938	£183,000	£0	4
EVCI Programme	£100,000	£2,791	£100,000	£0	4
Freight Programme	£100,000	£29,995	£100,000	£0	4
Regional Evidence Base	£1,372,500	£420,976	£1,222,500	£150,000	4
Project Management	£10,000	£4,150	£10,000	£0	5
Freight Planning	£47,500	£22,820	£47,500	£0	4
Scheme & Business case development	£60,000	£27,500	£60,000	£0	4
Capability Support	£140,000	£15,000	£140,000	£0	4
Centre of Excellence	£257,500	£69,470	£257,500	£0	4
Other Technical Work	£90,000	£47,018	£90,000	£0	4
TECHNICAL PROGRAMME	£1,909,500	£629,178	£1,759,725	£150,000	4
Events	£25,000	£1,370	£25,000	£0	3
Communications	£2,000	£0	£2,000	£0	3
Website	£8,000	£326	£8,000	£0	4
Stakeholder database	£10,000	£0	£10,000	£0	4
COMMUNICATIONS /ENGAGEMENT	£45,000	£1,696	£45,000	£0	3
TfSE Governance	£35,000	£3,967	£35,000	£0	4
Operational Expenses	£30,000	£7,156	£30,000	£0	4
Transfer to Reserve	£124,676	£124,676	£124,676	£0	5
OTHER EXPENDITURE	£189,676	£135,799	£189,676	£0	4
TOTAL EXPENDITURE	£2,937,176	£1,196,469	£2,787,401	£150,000	4

FUNDING		
Local Contributions	£498,000	£498,000
DfT Grant	£1,500,000	£750,000
Carry Forward	£939,176	£939,176
Project Contributions	£47,600	£42,600
TOTAL FUNDING	£2,984,776	£2,229,776
TfSE Reserve	£621,406	£621,406

TOTAL FUNDING INCLUDING RESERVE	£3,606,182	£2,851,182
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**Confidence
Ratings**

5	VIRTUALLY CERTAIN
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4	HIGHLY CERTAIN
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3	MODERATELY LIKELY
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2	UNCERTAIN
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1	HIGHLY UNCERTAIN
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Appendix 2 - 2026/2027 Technical Programme Commission Value

Item	Budget	Commission Value	To Be Commissioned
<i>SIP Refresh</i>	£37,000	£37,225	£0
<i>Prioritisation Tool Update</i>	£7,500	£7,500	£0
<i>Rail Governance</i>	£70,000	£45,000	£25,000
<i>Funding and Financing</i>	£75,000	£75,000	£0
Regional Advocacy	£189,500	£164,725	£25,000
<i>Model Development</i>	£989,500	£880,000	£109,500
<i>Data Management</i>	£183,000	£0	£183,000
<i>EVCI Programme</i>	£100,000	£85,000	£15,000
<i>Freight Programme</i>	£100,000	£100,000	£0
Regional Evidence Base	£1,372,500	£1,065,000	£307,500
<i>Project Management</i>	£10,000	£10,000	£0
<i>Freight Planning</i>	£47,500	£37,500	£10,000
<i>Scheme & Business Case Development</i>	£60,000	£60,000	£0
<i>Capability Support</i>	£140,000	£140,000	£0
Centre of Excellence	£257,500	£247,500	£10,000
<i>Other Technical Work</i>	£90,000	£90,000	£0
TOTAL	£1,909,500	£1,567,225	£342,500

Agenda Item 9

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 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.

1. Introduction

1.1 Audit and Governance Committee met on Thursday 17 September 2026. This report provides a summary of the discussions and actions to take forward.

1.2 This meeting was not quorate due to a last-minute apology. The committee asks the Board to consider an amendment to the constitution for the membership of the Audit and Governance Committee to comprise 6 members. All other provisions remain.

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. TfSE will continue to work with Local Transport Authorities and Strategic Authorities, where they exist.

2.2 The Committee wishes the Board to consider an invitation to one member from each existing Strategic Authorities to attend the Board as a non-voting co-opted member.

2.3 Members also acknowledged recent announcements from MHCLG on pausing of LGR.

3. Department for Transport Update

3.1 Robert Baker, representing DfT, announced Salina Saddiqi as the new South East Lead. Robert Baker will be assisting during a period of transition.

3.2 The announcement of successful Structure Funds bids will likely take place in November / December, following the October budget.

4. TfSE Future Funding Position

4.1 Rupert Clubb reminded the committee of the DfT decision to cease funding to STBs from April 2027, noting the decision has come at a time of much disruption and uncertainty across the region when Local Authorities are seeking a degree of consistency and continuity.

4.2 The committee was assured that proposals for a sustainable local funding model are being developed and this will be brought as an agenda item to the Partnership Board for decision in October.

5. Strategic Risk Register

5.1 The Committee reviewed TfSE's risk register, which had been updated to reflect the current funding scenario for TfSE and uncertainties around LGR and Devolution.

5.2 The top risks currently are regarding funding; first is the ability to secure contributions, and the second is the long-term certainty of funding, following the DfT decision to cease STB funding.

5.3 Risk 5, devolution and structural disruption - mitigation includes engagement with DfT and constituent authorities. As suggested by The Committee, this has been updated to include Strategic Authorities as they form.

5.4 Risks 11, affordability and cost pressures, has been highlighted as internal resource pressure for Local Authorities increases due to ongoing change such as the transparency report, unplanned pressure on officers and authorities makes it challenging to contribute in a partnership space.

5.5 Risk 12, staff retention and organisational capacity, has been recorded as high risk, as the team is now a smaller, core team of experienced staff. Retention of this staff so TfSE can continue to offer everything that has been promised, is part of that risk.

5.6 Risks 15-20 are highlighted, showing a sharp fall in risk following mitigation measures. These risks refer to the quality of TfSE's technical outputs and resulting credibility. With a long-term consultancy contract in place with a strong understanding and relationship with the supplier, these risks are reduced largely compared to individual commissions with multiple suppliers.

5.7 To further track progress of mitigation implementation, milestones and time references will be added to the mitigation column.

6. Finance Update

6.1 The Committee were provided with an update on the financial position to the end of August 2026, alongside the forecasted total spend for 2026/27, and confidence ratings.

6.2 Confidence ratings for the following forecasts were upgraded from '4' to '5'; SIP Refresh; Prioritisation Tool Update; Funding and Financing; Model Development; Centre of Excellence Project Management. This is due to the projects involved in these budget lines being commissioned or nearing completion.

6.3 Confidence rating has been downgraded from '4' to '3' for Communication and Events, in the Communications and Engagement budget due to uncertainty of engagement needs as TfSE continues to understand its future status and the LGR environment.

7. Audit and Governance Work Programme

7.1 The committee discussed future work streams for this year and agreed priority is with monitoring and mitigating risks, particularly around funding and the uncertain LGR environment.

7.2 Rupert Clubb suggests that following discussions of TfSE future funding at the Partnership Board, additional input from the committee may be needed to support TfSE and provide an additional level of governance and assurance for the Board.

8. Any Other Business

8.1 The Committee reviewed the Audit and Governance Terms of Reference and suggested Paragraph 1.3.1 (*Approve TfSE's Accounts*) and 1.3.2. (*recommend approval of the annual statement of accounts for TfSE*) should be amendment and merged to "Recommend approval of TfSE's Accounts and annual statements of accounts"

9. Conclusions and recommendation

9.1 The Partnership Board is recommended to amend the membership of the Audit and Governance committee to six members to avoid future committee meetings from not being quorate due to attendance.

9.2 The Partnership Board is recommended to invite the new Strategic Authority members to the Board as co-opted non-voting members.

9.3 The Partnership Board is recommended to note and approve the amendment to merge the Audit and Governance Terms of Reference, paragraph 1.3.1 / 1.3.2.

9.4 The Partnership Board is recommended to note the discussions and actions arising at the recent meeting of the Audit and Governance Committee.

Councillor Matt Furniss

Chair

Audit and Governance Committee

Transport for the South East

Contact Officer: Lewis Milligan

Email: Lewis.Milligan@transportforthesoutheast.org.uk

Agenda Item 10

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 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, and to note recent letters of support submitted for our local authorities bids to the Structures Fund.

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1) Agree the draft response to the Urban Transit Group's consultation on the Mass Transit Taskforce.**
- 2) Agree the draft response to DfT's consultation on the Draft Heathrow Expansion National Policy Statement.**
- 3) Agree the draft response to the DfT's consultation to the Strategic Charging Infrastructure Scheme.**
- 4) Agree the draft response to the DfT's consultation on the RIS3 Variation**
- 5) Note the submission of a letter of support for the Sussex and Brighton Strategic Authority's bid for Digital Twin funding.**
- 6) Note the submission of eleven letters of support for local authority bids to the Structures Fund.**

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:

- Urban Transit Group's consultation on the Mass Transit Taskforce.
- DfT's consultation on the Draft Heathrow Expansion National Policy Statement.
- DfT's consultation to the Strategic Charging Infrastructure Scheme.

1.2 This also includes letters of support for:

- Eleven LTA bid submissions to the Structures Fund

2. Urban Transit Group's Call for Evidence – Mass Transit Taskforce

2.1 In August 2026, TfSE responded to Urban Transit Group's Call for Evidence - 'Mass Transit Taskforce'. This response is contained in **Appendix 1**.

2.2 The response welcomed the opportunity to contribute and noted the growing need for mass transit in the South East as identified in the TfSE Transport Strategy with several major urban areas now large enough to justify higher-quality public transport to support economic growth, housing and regeneration.

2.3 The response encouraged the taskforce to note that long-term institutional stability is critical to successful delivery. The biggest barrier is often not project governance itself but maintaining continuity through long development timescales that outlast political cycles, funding programmes and organisational change. Government should provide greater policy and governance stability.

2.4 The TfSE response also notes that successful delivery depends on long-term strategic planning and collaboration, particularly across local authority boundaries, with Sub-national Transport Bodies playing an important coordinating role. A further factor for consideration is the need for greater institutional and funding certainty, as changing policies, governance arrangements and short-term funding programmes create delays, increase costs and make scheme development less efficient.

2.5 The response noted a stable pipeline of investment is essential to build and retain capability, enabling authorities to develop the specialist skills and expertise needed to bring mass transit schemes forward successfully.

3. Department for Transport - Draft Heathrow Expansion National Policy Statement: consultation on proposed amendments

3.1 In August 2026 TfSE responded to the DfT consultation on proposed amendment to the Draft Heathrow Expansion National Policy Statement which is contained in **Appendix 2**.

3.2 Transport for the South East (TfSE) confirms its neutral position on Heathrow expansion itself, neither supporting nor opposing the proposed third runway. While recognising Heathrow's importance as the UK's primary international hub airport and a key driver of connectivity, trade and economic activity. TfSE consistently argues that airport growth should only proceed where the necessary road, rail, freight and public transport infrastructure is fully funded, consented and operational, with all impacts assessed across the wider South East rather than solely around Heathrow.

3.3 A central theme throughout TfSE's response is the need for stronger requirements on surface access and network capacity. It calls for Heathrow to make substantial contributions towards strategic schemes such as Southern Rail Access and Western Rail Access to Heathrow, alongside increased investment in bus, coach and mass transit services.

3.4 On environmental matters, TfSE generally supports the government's proposed tests on air quality, noise and climate change. TfSE advocates binding performance thresholds, independent monitoring, enforceable mitigation measures and clear consequences where agreed standards are not met.

3.5 The TfSE response proposes a series of amendments to the final HENPS to ensure that Heathrow's growth is supported by a comprehensive and sustainable surface access strategy. This includes explicitly recognising Southern and Western Rail Access to Heathrow, alongside complementary bus, coach and mass transit services, as strategic components of passenger access. TfSE also seeks a requirement that each phase of airport expansion is matched by funded, consented and operational transport infrastructure, services and mitigation measures, with cumulative impacts assessed across the wider South East, including London and neighbouring regions.

3.6 The response sets out that TfSE believes Heathrow Airport should be responsible for the full reasonable cost of transport mitigation and its share of enabling and consequential network improvements. It also calls for stronger provisions to maximise the movement of airport-related freight, construction materials and waste by rail rather than road, supported by funded delivery plans and measurable targets. Existing passenger and freight services should be protected, and airport growth should not come at the expense of planned transport improvements elsewhere. In addition, separate and enforceable targets should be established for passenger, staff, freight and construction travel through an Environmentally Managed Growth framework.

3.7 TfSE recommends that the HENPS secures affordable, accessible and fully integrated public transport throughout airport operating and shift-working hours, while providing TfSE and other Sub-national Transport Bodies with a formal advisory role in developing and reviewing Heathrow's Surface Access Strategy. This would help ensure consideration of cross-boundary and cumulative impacts and alignment with regional transport priorities. These recommendations also reflect the position of the Heathrow Strategic Planning Group Surface Access Group, of which TfSE is a member. TfSE welcomes continued engagement with the Department for Transport, Heathrow Airport Limited, affected authorities and delivery partners as the HENPS.

4. Department for Transport Strategic Charging Infrastructure Scheme consultation

4.1 The Department for Transport and Office for Zero Emissions Vehicles opened their consultation in June 2026. TfSE submitted a draft response in July 2026, which is contained in **Appendix 3**.

4.2 The TfSE response supports DfT's targeted intention which calls for intervention where otherwise uncommercial electricity network upgrades prevent a comprehensive charging network. However, the response notes that the consultation is heavily focused on cars and locations where market failure can already be demonstrated, and does not adequately address

- The short-term requirements of light commercial vehicles, HGVs and coaches or;
- The need to invest ahead of demand to provide sufficient network coverage to encourage confidence to invest in electric vehicles.

4.3 In terms of site selection and infrastructure planning, TfSE supports targeting locations where commercial delivery is not viable but recommends that decisions take account of strategic importance as well as current demand. This should include consideration of freight and coach movements, proximity to ports, airports and the Channel Tunnel, resilience of the wider charging network, planning constraints and the availability of alternative sites.

4.4 The TfSE response further calls for transparent and open access arrangements, clear performance and reliability standards, and time-limited capacity reservations to ensure publicly funded infrastructure is used efficiently. More broadly, TfSE emphasises the need to coordinate motorway service area investment with charging infrastructure at depots, distribution centres, truck stops, major A-roads and international gateways.

5. RIS3 Consultation

5.1 In the Summer, the DfT asked for views on the variations to the Road Investment Structure 3, known as RIS3. Although these road schemes were outside of the TfSE area, it was important to highlight concerns about the implications of cancelling advanced-stage schemes across the road network as a whole. The TfSE response is contained in **Appendix 4**.

5.2 TfSE recognises the need to identify savings within RIS3 but is concerned that the proposed £428 million reduction could undermine its long-term objectives. While supporting the overall direction of RIS3, TfSE believes funding decisions should prioritise resilience, connectivity, decarbonisation and sustainable growth. It is particularly concerned about the impact of reductions to scheme development, strategic studies and future pipeline activity, noting that cancelling advanced-stage schemes does not remove the underlying transport challenges they are intended to address.

5.3 TfSE supports prioritising maintenance and renewals funding to ensure the Strategic Road Network remains safe, reliable and resilient, particularly given ageing assets and climate change impacts. However, it stresses that this should not come at the expense of future scheme development and strategic planning.

5.4 Where funding reductions are required, TfSE believes priority should be given to safety, network resilience and long-term asset management, while continuing to support decarbonisation, connectivity and sustainable growth. It also highlights the importance of protecting funding for strategic planning, innovation and RIS4 pipeline development to support future investment decisions.

6. Letter of support for the Sussex and Brighton Strategic Authority's bid for Digital Twin funding.

6.1 The Sussex & Brighton Strategic Authority is bidding for Department for Transport funding to develop an A27/A259 Integrated Transport Growth Corridor Digital Twin, bringing together transport and other data to improve understanding of corridor performance and support future investment and growth. TfSE's response is contained in **Appendix 5**.

6.2 For TfSE, the project would provide a practical application of its existing Analytical Framework, data platform and modelling capability. It would strengthen the evidence available for investment planning, resilience and strategic decision-making, while demonstrating the value of TfSE's existing investment in regional analytical capability.

6.3 TfSE would support the project as a strategic partner, providing analytical expertise, regional evidence and support for the data architecture and platform underpinning the Digital Twin. This would principally build on existing TfSE capability, alongside an agreed level of officer and in-kind support.

6.4 If successful, the project would initially focus on the A27/A259 corridor, but could have wider value across the South East. TfSE would help capture and share the learning, exploring how the approach could be replicated elsewhere and used to support more consistent, evidence-led transport planning across the region.

7. Letters of Support for TfSE Constituent Authority bids to the Structures Fund

7.1 The government is providing grant funding to support the capital costs of repairing or replacing local highway structures through the Structures Fund. Local Highways Authorities had to submit proposals to the DfT by August 3, 2026. In July, TfSE reached out to our constituent authorities to offer support for any planned submissions.

7.2 In total, TfSE provided eleven letters of support to local authority bid submissions. For each of them, TfSE highlighted the linkages to the missions in our Transport Strategy, as well as the strategic importance of the schemes to the network in the South East. The following schemes received letters of support and these are available in full in **Appendix 6**:

- **Kent County Council** – A226 Galley Hill Permanent Reinstatement
- **Kent County Council** - A299 Whitstable to Ramsgate

- **Brighton & Hove City Council** - A259 King's Road Arch strengthening
- **Hampshire County Council** - A3023 Langstone Bridge, Hayling Island
- **Isle of Wight Council** - B3327 Newport Road (Lowtherville Graben)
- **Surrey County Council** - Bisley Bridge
- **West Sussex County Council** - Clympwick Bridge, A259 Littlehampton
- **Royal Borough of Windsor and Maidenhead** - Cookham Bridge
- **Hampshire County Council** - Mole Bridge
- **East Sussex County Council** - Rushey Hill
- **Bracknell Forest Council** - Station Roundabout (Highway Bridges)

7.3 Following submission, an announcement on funding awards is expected in Autumn 2026.

8. Conclusions and recommendations

8.1 The Members of the Partnership Board are recommended to agree the draft responses to the consultations detailed in this report and note the letters of support submitted.

RUPERT CLUBB

Chief Officer

Transport for the South East

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Mass Transit Taskforce – Call for evidence – Draft TfSE Response

Draft TfSE response to each of the questions shown in italics.

Consultation response takes the form of an online questionnaire

[Mass Transit Taskforce call for evidence](#)

Deadline - Friday 31 August 2026

1. Introduction

The [Mass Transit Taskforce](#) call for evidence is seeking views on tackling the barriers to the quick and efficient delivery of mass transit systems across the UK.

For the purposes of the Taskforce, mass transit includes light rail, very light rail, tram, tram-train, metro-style systems, and bus rapid transit.

The call for evidence

The call for evidence is structured to gather evidence on each of the following themes:

- Understanding the benefits of mass transit
- Governance and accountability
- Skills, capabilities and capacity
- Policy development, strategic fit and options assessment
- Business case development, appraisal and approval
- Public and stakeholder consultation and engagement
- Funding, finance and sustainability
- Consenting procedures and securing legal powers
- Procurement
- Construction and commissioning
- Testing, trials and training prior to public opening
- Project handover and entering operation.

These themes have been designed to understand what challenges and opportunities there may be at each stage of a mass transit scheme, from inception to public operation.

For each theme, there are some suggestions of particular areas of interest that the Taskforce would like to explore to help guide responses, but should not be considered a comprehensive list.

2. Understanding the benefits of mass transit

A key objective of this Taskforce is to assess the wider economic, spatial and social benefits of mass transit systems, focusing particularly on its role in supporting economic growth, new jobs and housing, in line with Government priorities.

The Taskforce would particularly welcome evidence around:

- Quantifiable economic, spatial and social impacts and benefits of mass transit schemes.
- Focused, verifiable evidence around impact on economic growth, creating and enabling new jobs and unlocking delivery housing and other commercial and public development and regeneration.
- Evidence of where mass transit has led to inward investment.
- How benefits differ between different types of mass transit.
- Ambitions for future mass transit schemes and extensions.

We strongly suggest structuring your response around answering the following questions:

- What is your understanding of the economic, spatial and social benefits of mass transit systems? Please supply verifiable evidence to support your answer.
- Please share any examples of mass transit schemes (from the UK or elsewhere) where benefits have most effectively been realised, backed by verifiable evidence.
- Please share any examples of mass transit schemes where expected benefits have not been fully delivered and the reasons behind this. Please supply verifiable evidence to support your answer.
- **Local authorities only:** What plans do you have for new mass transit schemes or extensions and enhancements to existing schemes? What benefits are these schemes expected to deliver?

DRAFT TfSE Response

Understanding the benefits of mass transit

Transport for the South East (TfSE) welcomes the opportunity to contribute to the Mass Transit Taskforce's Call for Evidence. As the regional transport body for the South East, TfSE has recently reviewed the region's long-term transport challenges through its refreshed Transport Strategy and supporting Need for Intervention Report. This work identified a significant gap in the provision of mass transit across many of the South East's largest urban areas and concluded that improving mass transit should form an important part of the region's long-term transport strategy.

TfSE's evidence demonstrates a growing mismatch between the scale and economic importance of several South East conurbations and the quality of the public transport networks available to serve them. Many of the region's largest urban areas have populations and densities comparable with cities elsewhere in the UK that already benefit from light rail, metro or bus rapid transit systems, yet continue to rely primarily on conventional bus and suburban rail services. Figure 1.29 of the [Need for Intervention Report](#), compares the size and population density of major South East conurbations with those elsewhere in the UK.

It shows that South Hampshire, the Sussex Coast and Reading are comparable in scale with cities already served by mass transit systems across the UK. Yet these areas continue to rely largely on conventional bus services and suburban rail services which do not always provide the level of connectivity expected of urban areas of this size. This places these conurbations at a relative disadvantage in terms of accessibility, connectivity and future economic performance. The challenge for Government is therefore not simply how to expand existing mass transit systems, but how to enable places where the evidence now demonstrates that mass transit is needed to support sustainable growth.

Our evidence also demonstrates that there is no single solution appropriate for every urban area. The most suitable form of mass transit will depend on local geography, travel patterns, population density and development aspirations. The success of the Crawley Fastway network illustrates how bus rapid transit can provide many of the characteristics of mass transit while being well suited to medium-sized urban areas.

TfSE has not undertaken research into schemes where anticipated benefits have not been fully realised and therefore does not offer evidence on this aspect of the Call for Evidence.

While TfSE is not currently promoting individual mass transit schemes, our Transport Strategy identifies a clear role for mass transit in supporting the future growth of the South East's principal urban areas. We encourage the Taskforce to consider not only how existing systems can be expanded, but also how national policy, funding and delivery arrangements can better support those places where the evidence demonstrates a clear and compelling case for mass transit, but where delivery has yet to begin.

3. Governance and accountability

The Taskforce wants to understand barriers, delays and inefficiencies around governance and accountability and what would be helpful to set mass transit projects up for success, ensuring faster and more efficient delivery from end-to-end.

The Taskforce would particularly welcome evidence around:

- Extent of structured stakeholder engagement from the outset spanning government, industry, regulators, and communities to support alignment and reduce delivery risk.
- Are existing governance and accountability structures and mechanisms fit for purpose?
- Are financing and funding arrangements appropriate and appropriately governed?
- Extent and impact of fragmented responsibilities and accountability between central and local government and delivery partners.
- How should responsibilities and accountability be allocated? Would models with a clearer single point of accountability help?
- Where could decision making helpfully be devolved? How could existing or future devolution levers be shaped to maximise opportunities for streamlining and speeding up decision-making?

We strongly suggest structuring your response around answering the following questions:

- How are existing governance and accountability structures and mechanisms contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to governance and accountability have been tackled? What lessons can be learned from these?
- What could be done to improve governance and accountability structures and mechanisms in to deliver mass transit schemes more quickly and efficiently?

Draft TfSE Response

Transport for the South East (TfSE) considers that effective governance is fundamental to the successful development of mass transit schemes. However, our experience suggests that the greatest governance challenge is not the management of individual

projects once they are underway, but establishing governance arrangements that remain effective over the long timescales required to develop major transport infrastructure.

The development of a new mass transit system is typically measured in decades rather than years. During that period, Governments, political administrations, funding programmes, appraisal guidance and organisational structures may all change. Local governance arrangements may also evolve, for example through devolution or the creation of Mayoral Strategic Authorities. While each of these changes may be justified in isolation, collectively they can require schemes to be revisited, refreshed or re-prioritised, increasing development costs and extending delivery timescales. From TfSE's perspective, one of the principal governance challenges is therefore maintaining sufficient institutional continuity to allow schemes to progress efficiently from concept through to delivery.

This challenge is particularly relevant in the South East, where many of the region's principal urban areas and travel to work markets extend across local authority boundaries. The successful development of long-term transport strategies and major infrastructure programmes often depends upon collaboration between local authorities, transport authorities, infrastructure providers and Government over many years. TfSE has seen this collaborative approach work successfully in areas such as the Solent and Berkshire, where authorities with different political leadership and local priorities have chosen to work together to develop shared evidence, agree common priorities and pursue transport investment that delivers wider benefits across the functional economic area. This demonstrates that effective governance is not solely about formal institutional structures. It is equally about creating the conditions for long-term collaboration, trust and shared ownership between partners. Stable governance arrangements are therefore essential if that collaboration is to be maintained despite changes in political leadership, funding programmes and organisational responsibilities.

TfSE does not consider that the solution is necessarily to create a single accountable organisation for every scheme. Many future mass transit corridors will continue to cross administrative boundaries and require multiple organisations to contribute their respective powers, responsibilities and funding. In these circumstances, the key issue is not the number of organisations involved, but whether there is a clear and enduring framework within which those organisations can work together, make decisions and maintain long-term commitment to a shared programme of investment.

As the regional transport body for the South East, TfSE helps provide this continuity through the development of a long-term regional transport strategy and shared evidence base. By working across local authority boundaries, TfSE helps establish a common understanding of future transport challenges and investment priorities that extends beyond individual political administrations or funding settlements. This reduces the

need to repeatedly revisit the strategic rationale for intervention as schemes mature and provides a stable foundation upon which future business cases can be developed.

The continued establishment of Mayoral Strategic Authorities provides an opportunity to strengthen local leadership for mass transit in some parts of England. However, many transport challenges and travel to work patterns extend beyond individual authority boundaries, regardless of local governance arrangements. Sub-national Transport Bodies therefore have an important and continuing role in bringing authorities together across wider functional geographies, maintaining a shared evidence base and providing continuity over the long development timescales associated with major transport investment. Effective governance should therefore be viewed as a partnership between national Government, local delivery authorities and Strategic Transport Bodies, each operating at the scale where they add greatest value.

TfSE has not undertaken research into the governance of individual mass transit projects and therefore does not comment on the relative merits of specific delivery models. However, our experience suggests that the most valuable contribution government can make is to provide greater institutional stability throughout the development lifecycle of major schemes. Consistent long-term policy direction, greater certainty over future funding programmes, proportionate changes to appraisal and governance requirements, and stable arrangements for collaboration between national, regional and local partners would reduce unnecessary delay and enable scheme promoters to focus on developing and delivering high-quality mass transit proposals.

4. Skills, capability and capacity

The Taskforce wants to understand what skills, capability and capacity need to be in place from the outset to set mass transit projects up for success.

The Taskforce would particularly welcome evidence around:

- Gaps in skills, capabilities and capacities within central and local government, the impact of these and how they could be addressed.
- Challenges for local government in the transition from strategic policy bodies to delivery bodies and what would help.
- Learnings from established delivery bodies and how these can be captured.

We strongly suggest structuring your response around answering the following questions:

- How are gaps in skills, capacities and capabilities across stakeholders contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to gaps in skills, capacities and capabilities have been tackled? What lessons can be learned from these?
- What could be done to address gaps in skills, capacities and capabilities to deliver mass transit schemes more quickly and efficiently?

Draft TfSE Response

The principal challenge is not simply one of skills shortages, but of developing and sustaining the capability required to take major mass transit schemes from concept through to delivery.

Mass transit schemes require expertise across transport planning, engineering, business case development, commercial management, stakeholder engagement and programme delivery. Outside those areas with established mass transit programmes, opportunities to develop and retain this expertise are limited because schemes are promoted infrequently. As a result, many authorities have strong transport planning teams but relatively little direct experience of developing mass transit proposals.

This is particularly relevant in the South East, where several of the region's principal urban areas are now reaching the point at which mass transit should be considered. The relatively small number of schemes developed in recent decades means that opportunities to build and retain specialist expertise have been limited.

Major infrastructure schemes often take more than a decade to develop, during which staff change, organisations evolve and funding arrangements are revised. Maintaining capability therefore requires more than technical expertise. Without mechanisms to retain knowledge and maintain continuity, valuable experience can be lost, increasing the likelihood that work will need to be repeated and reducing the efficiency of scheme development.

Building and sustaining specialist capability also depends on confidence that there will be a continuing programme of work. Authorities are much more likely to invest in specialist teams where there is a stable pipeline of investment. Conversely, intermittent funding opportunities and uncertainty over future investment make it difficult to recruit, develop and retain experienced staff. Long-term policy and funding certainty are therefore as important to building capability as investment in training and professional development.

Sub-national Transport Bodies can help address this challenge by bringing authorities together, developing shared evidence, disseminating good practice and supporting

collaborative learning. Through its [Centre of Excellence](#) programme and wider programme of regional collaboration, TfSE already supports local authorities in developing common approaches to transport planning, evidence development and scheme delivery. Similar approaches could help build the capability required to develop future mass transit schemes by sharing specialist knowledge and experience across organisational boundaries.

Alongside funding individual schemes, there is value in investing in regional capability that can be shared across multiple authorities. Combined with a stable long-term pipeline of investment, this would help retain specialist expertise between projects, reduce duplication of effort and strengthen the capacity of the transport sector to develop and deliver mass transit schemes more efficiently.

5. Policy development, strategic fit and options assessment

The Taskforce wants to understand how effective processes are for aligning mass transit with wider strategic priorities and the wider transport network as well as how options are assessed.

The Taskforce would particularly welcome evidence around:

- Is there effective alignment of timescales, governance and outcomes with other plans and frameworks for the area (e.g. business cases for other major projects that may come forward at different times; spatial plans; and regeneration, housing and development priorities across multiple LTAs). How might alignment be strengthened?
- Is there good understanding of in what circumstances mass transit is an appropriate solution to meet desired outcomes, and specifically what type of mass transit? Do we give due consideration to options that could deliver the same or similar outcomes but quicker and cheaper?
- Are we good at estimating costs and benefits of preferred options?
- Is there scope to identify and adopt more effective prioritisation methodologies based on impact, deliverability and timing, ensuring focus on the most critical interventions?
- Network fit – are there barriers to ensuring effective integration with other modes?
- What changes might be needed in terms of operations and governance to better realise strategic and network fit of mass transit schemes?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around ensuring strategic fit and assessing options contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to ensuring strategic fit and assessing options have been tackled? What lessons can be learned from these?
- What could be done to address challenges in ensuring strategic fit and assessing options to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

Draft TfSE Response

Major mass transit schemes do not begin with engineering or option appraisal. They begin with agreement that a problem exists, that mass transit is the right type of intervention and that it supports wider ambitions for growth and development. Reaching that agreement through long-term transport planning before individual schemes enter development provides a much stronger foundation for subsequent business case development.

The South East provides a good example of this approach. TfSE's [Transport Strategy](#) and supporting Need for Intervention Report identify those urban areas where long-term population growth, employment density and planned development indicate that mass transit should now be considered. This strategic work establishes a shared evidence base across local authorities before individual schemes are promoted, reducing the need to revisit fundamental questions of need and strategic fit during scheme development.

The evidence also shows that transport cannot be considered in isolation. Decisions about future mass transit should be taken alongside housing, economic development and spatial planning so that investment supports wider place-making objectives rather than simply addressing existing transport problems.

This does not mean that every urban area requires the same solution. Strategic planning should identify the transport outcomes required, leaving option appraisal to determine the most appropriate intervention. In some places this may be Bus Rapid Transit, light rail or tram systems; elsewhere, improvements to conventional bus or rail services may provide a better solution. Maintaining an evidence-led and technology-neutral approach allows schemes to reflect local circumstances rather than promoting a single mode.

Sub-national Transport Bodies support this process by developing shared evidence, identifying cross-boundary priorities and helping neighbouring authorities work towards common objectives. Establishing this strategic context before schemes enter formal development provides greater confidence in the business case and allows subsequent appraisal to focus on selecting the most appropriate solution rather than repeatedly revisiting the case for intervention.

The greatest opportunity to improve the speed and efficiency of mass transit delivery therefore lies not in simplifying option appraisal, but in strengthening the strategic planning that precedes it.

6. Business case development, appraisal and approval

Mass transit projects typically follow three main business case development stages: producing a Strategic Outline Case, Outline Business Case and Full Business Case, each following a five case model setting out strategic, economic, commercial, financial and management dimensions of the case. At each stage, the business case is considered at an investment decision point, and some are additionally referred to HM Treasury for approval.

The Taskforce wants to understand what impact current processes for business case development, appraisal and approval are having on the speed and efficiency of mass transit scheme delivery.

The Taskforce would particularly welcome evidence around:

- Is Business Case development guidance fit for purpose, does it support the capture of wider benefits and strategic fit?
- Is the sequential business case process, underpinned by the five-case model, working? Could it be streamlined?
- Could approval mechanisms be streamlined?
- What level of appraisal would be fit for purpose?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around business case development, appraisal and approval contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to business case development, appraisal and approval have been tackled? What lessons can be learned from these?
- What could be done to address challenges around business case development, appraisal and approval to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

Draft TfSE Response

Strong business cases are built on work carried out well before the formal business case process begins. Agreeing the need for intervention, developing a shared evidence base and establishing long-term transport priorities at an early stage reduces the amount of work needed later and provides a clearer basis for investment decisions.

In the South East, this means identifying where mass transit is needed through long-term transport strategies and supporting evidence before individual schemes are promoted. This gives scheme promoters a clearer understanding of the problems they are trying to solve and how proposals support wider plans for housing, economic growth and spatial development. It also reduces the need to revisit the strategic case as schemes progress through successive stages of development.

TfSE's role is to help establish this strategic context through a shared regional evidence base and long-term transport strategy rather than to develop individual business cases. This provides local authorities with a common understanding of future transport challenges and investment priorities before detailed scheme development begins.

TfSE has not undertaken research into detailed business case preparation or appraisal methodologies and therefore does not comment on those processes. However, experience across the South East indicates that the greatest opportunity to improve business case development lies in strengthening the evidence and strategic planning that precede it, rather than making changes to the business case process itself.

7. Public and stakeholder consultation and engagement

- The Taskforce wants to understand the process for consulting and engaging the public and other stakeholders in shaping and gaining support for mass transit schemes and whether unnecessary delays and inefficiencies are impacting on mass transit scheme delivery.
- The Taskforce would particularly welcome evidence around:
- Are scheme promoters good at communicating the case to the public and wider stakeholders, securing their engagement and support?
- Is poor communication, consultation and engagement contributing to delays and inefficiencies?
- **We strongly suggest structuring your response around answering the following questions:**
- How are challenges around public and stakeholder consultation and engagement contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.

- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to public and stakeholder consultation and engagement have been tackled? What lessons can be learned from these?
- What could be done to address challenges around public and stakeholder consultation and engagement to deliver mass transit schemes more quickly and efficiently?
- Maximum 1,000 words

TfSE Response

None - TfSE doesn't promote schemes or run consultations on schemes.

8. Funding, finance and sustainability

The Taskforce wants to understand the effectiveness of processes for securing funding for mass transit schemes from a range of sources as well as challenges around ensuring financial viability and sustainability.

The Taskforce would particularly welcome evidence around:

- The extent and impacts of stop-start funding, late-stage funding decisions, inflation (e.g. rescoping/descoping meaning full potential benefits are not delivered).
- How can greater funding certainty be achieved?
- How we can build market confidence to invest? E.g. maintaining a visible pipeline.
- Challenges around the risk appetite of funders, whether that be central/local government or private investors.
- Whether there are sufficient means to raise funding locally for schemes – what needs to be in place for this to happen?
- Is there a good understanding of whether a scheme will be operationally viable without requiring ongoing subsidy?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around funding, finance and sustainability contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.

- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to funding, finance and sustainability have been tackled? What lessons can be learned from these?
- What could be done to address challenges around funding, finance and sustainability to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE Response

Public funding for major transport infrastructure is constrained and mass transit schemes compete alongside many other investment priorities. The long development timescales associated with mass transit mean that changes to funding programmes and investment priorities during scheme development can create uncertainty, increase costs and make it more difficult to maintain momentum over the lifetime of a project. One of the greatest challenges for scheme promoters is the lack of long-term certainty over funding programmes during the extended period required to develop major schemes.

Major mass transit schemes typically require many years of development before construction can begin. During that time, changes to funding programmes, bidding processes and investment priorities can require schemes to be revisited, re-scoped or re-prioritised, increasing costs and extending delivery timescales. Uncertainty also makes it more difficult for authorities to retain specialist expertise, sustain partnerships and maintain momentum over the lifetime of a project.

Funding certainty is closely linked to governance and capability. Local transport authorities are more likely to invest in long-term partnerships, build specialist teams and undertake early-stage development work where there is confidence that a credible pathway to delivery exists. Conversely, short-term or intermittent funding can result in capability being lost between funding rounds, with work needing to be repeated as schemes re-enter development.

Providing greater long-term visibility of funding programmes and investment priorities would allow authorities to plan more effectively, develop realistic delivery pipelines and make more efficient use of public resources. While funding arrangements will inevitably differ between places and schemes, stable long-term funding expectations are likely to deliver greater benefits than repeated short-term competitions for individual projects. Greater certainty over future investment would improve efficiency throughout the development process and help build the institutional capability needed to deliver major mass transit schemes successfully.

9. Consenting procedures and securing legal powers

The Taskforce wants to understand the extent of delays and inefficiencies associated with securing the legal powers and consents to construct and operate mass transit systems.

The Taskforce would particularly welcome evidence around:

- Are Transport and Works Act Order (TWAO) processes fit for purpose to enable desired outcomes or are there alternative methods (noting government's commitment) to consult on reform of TWAO?
- TWAO applications need a funding statement to be submitted and component parts of funding deals 'locked in' – could more flexibility be introduced given confirming funding packages takes time?
- Multiple consents and approvals are required in addition to a TWAO – is this taking longer than necessary? What alternative approaches could be taken, is there scope for devolution?
- How efficient is the process for drafting, consulting on and finalising Environmental Impact Statements?
- Is the response to objections/objectors proportionate or disproportionate?
- What happens if Public Inquiries are needed? What impact do these have on project timescales and efficient delivery?
- Do challenges with securing consents and legal powers vary depending on the type of mass transit scheme (e.g. extensions vs new schemes, bus rapid transit vs light rail)?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around consenting procedures and securing legal powers contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to consenting procedures and securing legal powers have been tackled? What lessons can be learned from these?
- What could be done to address challenges around consenting procedures and securing legal powers to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE response

No response - TfSE has no direct experience of TWAO, Development Consent Orders or Public Inquiries.

10. Procurement

The Taskforce wants to understand processes and challenges around procuring design, construction and delivery partners to build infrastructure and supply vehicles.

The Taskforce would particularly welcome evidence around:

- How procurement costs can be reduced.
- How can we better understand and build supply chain capacity and workforce capability (including in the UK) to ensure readiness to support an expanded and sustained delivery pipeline?
- Opportunities for new technology and innovation (e.g. greater standardisation of design, materials, technologies and components, building a pipeline etc) to accelerate delivery and improve efficiency.
- Do procurement challenges vary depending on the type of mass transit scheme (e.g. light rail compared to bus rapid transit)?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around procurement contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to procurement have been tackled? What lessons can be learned from these?
- What could be done to address challenges around procurement to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE response

No response. TfSE does not procure scheme design and construction.

11. Construction and commissioning

The Taskforce wants to understand challenges once physical construction gets underway, including around traffic and disruption management, utilities works and diversions and physical integration with the wider network.

The Taskforce would particularly welcome evidence around:

- Why are our costs per mile so high?
- Are there technologies being used in the UK or elsewhere that could be exploited more effectively?
- What happens when mass transit interfaces with other parts of the network e.g. Network Rail infrastructure? Do existing processes add to delays and costs?
- Utilities diversion costs and cost sharing agreements – what is their true impact? Can the utilities process be improved?
- Do challenges vary depending on the type of mass transit scheme (e.g. extensions vs new schemes, bus rapid transit vs light rail)?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around construction and commissioning contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to construction and commissioning have been tackled? What lessons can be learned from these?
- What could be done to address challenges around construction and commissioning to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE response

No response – TfSE does not construct schemes.

12. Testing, trials and training prior to public opening

The Taskforce wants to understand processes around safety testing and trialling of tracks, electrical systems and vehicles prior to opening to the public, as well as training of drivers and other staff.

The Taskforce would particularly welcome evidence around:

- Whether systems and processes for testing and trialling systems, as well as training staff, prior to official public opening are fit for purpose.
- Is there scope for greater efficiency to speed up delivery?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around testing, trials and training contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to testing, trials and training have been tackled? What lessons can be learned from these?
- What could be done to address challenges around testing, trials and training to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE response

No response – TfSE does not construct schemes.

13. Project handover and entering operation

The Taskforce wants to understand processes for completing, signing off and handing over mass transit systems for public opening.

The Taskforce would particularly welcome evidence around:

- How can the process from completion to public opening and operational delivery be improved?
- How do we track outcomes and capture lessons learned from completed projects, ensuring continuous improvement in future scheme delivery?

We strongly suggest structuring your response around answering the following questions:

- How are challenges around project sign-off, handover and public opening contributing to delays and inefficiencies in the delivery of mass transit schemes? Please supply verifiable evidence of impact.
- Are there examples (from the UK or elsewhere) where specific delays and inefficiencies relating to project sign-off, handover and public opening have been tackled? What lessons can be learned from these?
- What could be done to address challenges around project sign-off, handover and public opening to deliver mass transit schemes more quickly and efficiently?

Maximum 1,000 words

TfSE response

No response – TfSE does not construct schemes.

14. Additional Evidence

Please use this space to supply any additional evidence of relevance to the Taskforce's objectives and goals which have not been covered elsewhere in your submission.

Maximum 1,000 words

TfSE Response

TfSE's evidence suggests that there is now a growing mismatch between the scale and economic importance of several South East conurbations and the quality of the mass transit networks available to serve them. While national investment has understandably focused on places with established mass transit systems, our work indicates that there is now an emerging group of urban areas where the case for higher quality public transport is becoming increasingly compelling.

Across the responses to this Call for Evidence, TfSE has identified three themes which we consider particularly important to the successful development of future mass transit schemes.

First, mass transit schemes require long-term institutional continuity. The development timescales associated with major transport schemes frequently exceed political administrations, funding programmes and organisational structures. Stable governance arrangements and a consistent long-term policy framework are therefore essential if schemes are to progress efficiently from concept through to delivery.

Secondly, authorities are more likely to invest in developing specialist skills and expertise where there is confidence in a long-term pipeline of investment. Stable funding expectations and a clear programme of future opportunities are therefore important not only for project delivery but also for developing and retaining the capability needed to support future schemes.

Thirdly, strong strategic planning reduces delays later in the development process. Establishing a robust evidence base, aligning transport with housing and economic development, and building consensus across administrative boundaries before schemes enter formal development provides a stronger foundation for subsequent business case development and appraisal.

TfSE welcomes the establishment of the Mass Transit Taskforce and encourages it to consider not only how existing systems can be expanded, but also how national policy, funding and delivery arrangements can support those areas where the evidence now demonstrates a clear and compelling case for mass transit, but where delivery has yet to begin.

{Ends}

Transport for the South East draft response to the Heathrow Expansion National Policy Statement consultation questions

July 2026

1. Introduction

- 1.1. Transport for the South East (TfSE) welcomes the opportunity to respond to the Department for Transport consultation on the proposed draft revision to the Airports National Policy Statement, which would be known as the Heathrow Expansion National Policy Statement (HENPS).
- 1.2. TfSE is the Sub-national Transport Body for the South East of England. Our Partnership Board brings together 16 constituent local transport authorities, district and borough authorities, protected landscapes, business representatives, National Highways, Network Rail and Transport for London. This enables TfSE to provide a strategic, evidence-led view of the transport needs of the South East and its connections to London, the rest of the UK and international gateways.
- 1.3. This response has been prepared with reference to the TfSE Transport Strategy 2025, Strategic Investment Plan 2026 and Rail Strategy 2026 and reflects the importance of sustainable growth, integrated and adequately funded surface access options for the expansion of Heathrow Airport. TfSE's comments focus on the issues with the greatest strategic transport implications for the TfSE area, particularly passenger and freight surface access, network capacity, resilience, decarbonisation and delivery.
- 1.4. This is a draft officer response that will be presented to the TfSE Partnership Board on 19 October 2026 for approval. Therefore, a further iteration may follow.

2. TfSE Responses to the Consultation Questions

Q1. To what extent do you agree or disagree with the assessment of the need for the proposed expansion of Heathrow Airport? Explain your answer.

TfSE response: Neither agree nor disagree.

TfSE recognises Heathrow's national and regional role as the UK's principal hub airport and a major international gateway for passengers, trade and high-value freight. TfSE's Transport Strategy supports improved strategic connectivity to

international gateways, while the SIP and Rail Strategy identify improved sustainable access to Heathrow as a regional priority.

However, TfSE's evidence base does not independently assess the aviation capacity case for a third runway, nor does it take a position on expansion in principle. Recognition of Heathrow's importance should therefore not be interpreted as agreement that the proposed Northwest Runway is the only or preferred means of meeting future aviation demand.

If expansion proceeds, the assessment of need must be considered alongside the wider transport network's ability to accommodate additional demand. Expansion and its construction would generate substantial passenger, staff, servicing, freight and construction movements. The improvements to transport infrastructure, and the works needed to deliver them, would place further pressure on networks that are already at or over practical capacity at busy times, including the M25 and connecting corridors, the South West Main Line, the Great Western Main Line, the Reading area, and Woking.

The final HENPS should therefore require a cumulative and network-wide assessment across the wider South East. Each phase of airport growth should be conditional on the necessary passenger and freight infrastructure, services, and mitigation measures being funded, consented, and operational.

Q2: The government has proposed four tests which must be met for expansion to proceed. To what extent do you agree or disagree with how the government has set each of the 'four tests'? Explain your answer for each test:

- **Air quality**
- **Noise**
- **Climate change mitigation**
- **Economic growth across the country**

Air quality

TfSE response: Partly agree.

TfSE agrees that expansion should not delay compliance with legal air-quality obligations or cause a new breach. It is also appropriate that the test covers airport operations, construction and surface access.

Legal compliance should, however, be treated as the minimum requirement. The assessment must address the cumulative effects of additional passenger, staff, freight, servicing and construction traffic beyond the airport boundary, including impacts on strategic and local routes in the surrounding TfSE area. Assumptions

about future improvements in vehicle emissions should be supported by clear evidence about their timing and deliverability.

Binding thresholds, independent monitoring and predefined corrective action should support the test. Measures should include reducing private car trips, increasing public transport use, consolidating and retiming road freight operations, moving more freight and construction materials by rail, and accelerating the adoption of zero-emission vehicles. Further airport growth should not proceed where the relevant air-quality outcomes are not being achieved.

TfSE's responses to each of the four tests are set out below.

Noise

TfSE response: Neither agree nor disagree

TfSE agrees that noise must be a principal test and that it supports a clear, measurable and enforceable framework. However, it is not clear from the policy statement whether the applicant will be required to commission a specialist aviation noise assessment to determine whether the detailed test, noise envelope, and operational arrangements have been set at the appropriate level. If not, this should be included in the noise test requirements.

The final HENPS should require transparent, independently verified monitoring and consider the frequency, duration, and timing of exposure, not only the average noise level. It should address construction, aircraft operations, and surface access noise, including effects on newly affected communities, night noise, and the provision of clearly scheduled times when there is no aircraft noise. Mitigation should be delivered before any impacts occur, with clear consequences if the permitted noise limits are exceeded.

Climate change mitigation

TfSE response: Partly agree

TfSE supports the inclusion of climate change mitigation as a fundamental test. The proposed requirements for consistency with carbon budgets, assessment of aviation and surface access emissions, and whole-life carbon are broadly aligned with TfSE's Decarbonisation Mission and the Avoid, Shift, Improve approach.

The test should be strengthened through binding interim milestones for surface access. Cleaner vehicles and future aviation technology should not replace measures to avoid unnecessary road trips and shift passengers, staff and freight to lower-carbon modes. The HENPS should require the applicant to maximise the proportion of suitable airport freight, aggregates, construction materials, and waste

transported by rail rather than by road, with measurable targets and a clear delivery plan.

The assessment should include the embodied and operational carbon arising from consequential transport infrastructure improvements. It should also consider whether grid capacity and resilience can support airport electrification without constraining the decarbonisation needs of surrounding communities, transport operators and businesses. Airport growth should not proceed beyond defined phases unless the associated carbon, public transport, and freight mode-shift measures have been delivered and are performing as required.

Economic growth across the country

TfSE response: Partly agree.

TfSE recognises the potential for Heathrow expansion to support economic growth. This is consistent with TfSE's Sustainable Growth Mission, which seeks to use transport improvements to unlock investment, enable sustainable growth and create well-connected communities.

However, the assessment should demonstrate the extent to which the economic benefits would represent genuinely additional growth for the UK. It should distinguish this from activity that may be shifted from other airports or regions to Heathrow, such as passengers, air services, freight, investment or employment. It should also account for the economic costs of congestion, unreliable journeys, construction disruption, pressure on existing road and rail capacity, displacement of passenger and freight services, environmental and health effects, and the risk of constraining planned housing and employment growth elsewhere.

The test should assess net benefits after the full cost of necessary surface access and consequential network improvements. It should also show how communities and businesses across the wider South East and the rest of the country would gain access to appropriate sustainable public transport for employment, skills, and supply chain opportunities.

Q3. To what extent do you agree or disagree that the proposed mitigation measures for environmental impacts are deliverable, effective and proportionate? Explain your answer.

TfSE response: Neither agree nor disagree.

The draft HENPS identifies a wide range of potentially appropriate mitigation measures. However, the strategic supporting assessments acknowledge that detailed scheme design, project-level evidence and mitigation are not yet available in several areas. TfSE is therefore not in a position to conclude that the overall package will be deliverable and effective.

The Development Consent Order application should include a costed and programmed mitigation and delivery plan. This should identify the measures required for each phase, responsible organisations, committed funding, consents, dependencies, delivery dates, contingency arrangements and enforcement mechanisms.

Mitigation should be delivered before or in step with the activity that generates the impact. It should be assessed cumulatively across the wider South East, particularly with respect to road congestion, rail capacity, freight, construction traffic, carbon emissions, and air quality. Where agreed thresholds are not met, predefined corrective action should be applied, and further growth should not proceed until compliance is restored.

Q7. Do you agree or disagree that the proposed ban on scheduled night flights should be defined by the time a plane takes off or lands rather than departure from and arrival at the terminal? Explain your answer.

TfSE response: Agree.

TfSE agrees that the ban should be defined by the time an aircraft takes off or lands. This would directly link the restriction to the primary source of aircraft noise experienced by communities beyond the airport boundary and provide greater certainty that aircraft will not fly over those communities during the protected night-time period.

Defining the ban by departure from or arrival at the terminal could allow an aircraft to take off or land during the protected period due to the time spent taxiing between the runway and the terminal.

Noise from taxiing and other ground operations can also affect communities close to the airport. These impacts should be controlled separately through enforceable operational measures and the wider noise envelope. The HENPS should also explain how delayed flights and exemptions would be managed, monitored and enforced.

Q8. To what extent do you agree or disagree with designating Heathrow expansion as Critical National Growth Infrastructure? Explain your answer.

TfSE response: Neither agree nor disagree.

TfSE recognises Heathrow's national importance as an international passenger and freight gateway. However, TfSE's strategies do not establish a position on the legal designation of Heathrow expansion as Critical National Growth Infrastructure.

If the designation is retained, it should not weaken the assessment of transport capacity, environmental effects, health, equality or community impacts. Critical status should entail stronger delivery obligations and policy support. The four tests must be demonstrably satisfied, essential passenger and freight infrastructure

must be funded and deliverable, and cumulative impacts on the wider road and rail networks must be fully assessed.

Q9. To what extent do you agree or disagree that the compensation for affected residents is fair? Explain your answer.

TfSE response: Neither agree nor disagree.

TfSE welcomes the proposed compensation above unblighted market value, together with the provision of noise insulation and community compensation. The fairness of the package will depend on whether it fully reflects the impacts experienced by affected residents, including property acquisition, noise and construction disruption. The eligibility criteria, valuation arrangements and process for accessing compensation should therefore be clear, consistent and independently reviewable.

Compensation should not replace the requirement to avoid and mitigate impacts, or to ensure that affected residents are not financially disadvantaged by delay or uncertainty. Compensation and mitigation should be secured through enforceable Development Consent Order requirements and remain funded for the duration of the impacts.

Q10. To what extent do you agree or disagree with the surface access requirements, passenger mode-share targets and Surface Access Vision? Please provide any further comments.

TfSE response: Partly agree.

TfSE supports the inclusion of binding public transport mode-share targets and the principle that public transport should be the first choice for journeys to an expanded Heathrow. However, the information presented does not provide sufficient evidence for TfSE to determine whether the proposed targets of 50 per cent at 116 million terminal passengers and 55 per cent at 130 million terminal passengers are appropriate, sufficiently ambitious or achievable.

The applicant should be required to demonstrate how the targets have been calculated, the additional public transport passenger journeys they would generate, and whether these can be accommodated without adversely affecting existing passenger and freight services. This assessment should identify the additional infrastructure, services and network capacity required to achieve the targets, together with the associated funding and delivery arrangements.

The targets should be treated as minimum requirements and should be reviewed as the expansion is developed. More ambitious targets should be applied where evidence shows they are achievable and necessary to manage congestion, carbon emissions, and air-quality impacts.

However, it should be noted that airport-wide targets could conceal poor performance in particular locations or travel markets. Separate targets and monitoring for passenger and employee travel, geographic origin, time of day and individual public transport modes should therefore support them.

TfSE supports the proposed minimum passenger public transport mode-share targets of 50 per cent at 116 million terminal passengers and 55 per cent at 130 million terminal passengers. These should be minimum standards rather than ceilings or substitutes for delivering additional capacity. Stretch targets should be set where supported by evidence.

Airport-wide averages could conceal poor outcomes in particular markets. Targets should be disaggregated by passenger and employee travel, geographic origin, time of day and mode. Separate reporting should cover all public transport modes, private car, taxi and private hire vehicles, and active travel.

The applicant must demonstrate that the targets can be accommodated by available network capacity, including train paths, rolling stock, stations and interchanges, bus and coach facilities, highway priority, and early, late and overnight services. It must identify where airport demand requires additional capacity and how that capacity will be delivered without worsening conditions for existing users or displacing planned improvements elsewhere.

The final HENPS should explicitly recognise Southern and Western Rail Access to Heathrow as strategically important components of the surface access response. The promoter should make an appropriate and substantial contribution to their development and delivery, including enabling and consequential network works. Express buses, coaches, rapid transit buses, and mass transit will also be essential for markets without direct rail access.

Surface access must address freight and construction traffic as well as passenger travel. There should be a much stronger emphasis on moving suitable airport freight, aggregates, construction materials and waste by rail rather than road. The applicant should fund the railheads, terminal, gauge, junction, signalling and capacity works required to do this without displacing existing passenger or freight services.

Each phase of expansion should pass an enforceable surface access gateway test. The relevant passenger and freight infrastructure, services, and mitigation measures should be funded, consented, and operational before the corresponding airport capacity is released.

Q11. To what extent do you agree or disagree that the Making Best Use policy should be updated? What should be considered?

TfSE response: Agree.

The Making Best Use policy should be updated to reflect changes in aviation demand, climate obligations, airport proposals and surface transport policy since 2018. An update would provide an opportunity to establish a more consistent approach to sustainable surface access and the cumulative implications of airport growth.

The update should:

- *assess the combined passenger, staff, freight and construction demand arising from growth at more than one airport;*
- *consider cumulative impacts on road and rail networks across local and regional boundaries;*
- *require growth to be matched by funded and deliverable public transport, freight and active travel measures;*
- *align airport growth with carbon budgets and surface transport decarbonisation;*
- *protect existing passenger and freight services and planned regional improvements;*
- *require promoters to fund necessary mitigation and consequential network works; and*
- *give Sub-national Transport Bodies a formal role in assessing strategic and cross-boundary impacts.*

An updated policy should provide a consistent assessment framework without predetermining individual airport proposals.

Q12. To what extent do you agree or disagree that the draft HENPS provides an effective framework for decision making on development consent applications? Explain your answer.

TfSE response: Partly disagree.

The draft HENPS provides a comprehensive structure and addresses the principal topics relevant to a Development Consent Order application. However, it gives substantial policy weight to the need for expansion and to the proposed Critical National Growth Infrastructure designation, while leaving important questions about the funding and delivery of essential surface access and mitigation for the future application.

The final HENPS should establish clearer minimum evidence and delivery requirements. It should require a cumulative assessment of wider road and rail impacts, costed passenger and freight surface access plans, clear promoter funding responsibilities, and enforceable gateways linking each phase of growth to infrastructure and mitigation measures.

It should also protect existing passenger and freight services, recognise the strategic role of Southern and Western Rail Access, and secure formal participation by affected local, unitary and mayoral combined authorities (where applicable),

Sub-national Transport Bodies and infrastructure managers. Essential measures should not be deferred until after development consent has been granted.

Q13. Do you have any comments on the additional supporting documents, including the AoS, HRA, EqIA and HIA?

TfSE notes that the Appraisal of Sustainability identifies significant economic benefits at local level but uncertainty about the extent to which national economic effects would be additional. It also identifies potentially significant adverse effects across several environmental topics. The Habitats Regulations Assessment does not rule out adverse effects at this stage, as detailed design and mitigation measures are not yet available.

These conclusions reinforce the need for clear project-level evidence requirements and decision thresholds. The supporting assessments should give particular attention to cumulative passenger, staff, freight and construction demand; impacts extending beyond the immediate airport area; capacity constraints on the wider road and rail networks; accessibility and affordability for lower-paid and shift workers; and whether mitigation is funded and deliverable before impacts arise.

The assessments should be reviewed where the scheme, phasing, surface access assumptions or relevant national policy changes materially change before the Development Consent Order application is submitted.

Q14. Does the draft HENPS take due regard of its legal obligations under the Public Sector Equality Duty? Explain your answer.

TfSE response: TfSE is not in a position to provide an opinion on compliance.

TfSE supports the preparation of an Equality Impact Assessment and the HENPS requirements relating to accessibility, inclusive design, engagement and assessment of differential and disproportionate impacts.

The final HENPS should require the applicant to demonstrate how equality evidence has influenced scheme design and delivery. Particular attention should be given to disabled passengers and staff, people with mobility, sensory or cognitive impairments, lower-income households, shift workers, older and younger people, people without access to a car, and communities affected by severance, relocation, noise or air pollution.

Accessible transport must also be affordable and available when people need to travel. Equality monitoring should continue through construction and operation, with affected groups and relevant authorities involved in its design and review.

Q15. What additional comments do you have on the draft HENPS?

TfSE proposes the following amendments to the final HENPS so that it:

- explicitly recognises Southern and Western Rail Access to Heathrow and complementary bus, coach and mass transit as strategic components of passenger surface access;
- requires each phase of growth to be matched by funded, consented and operational passenger and freight infrastructure, services and mitigation;
- assesses cumulative pressure on road and rail networks across a wider area of the South East, encompassing the TfSE area, London and adjoining regions whose transport networks and services could be affected by additional passenger, freight and construction movements, including through competition for train paths, road space and investment
- makes the promoter responsible for the full reasonable cost of mitigation and the airport-related share of enabling and consequential network works;
- requires the applicant to maximise the movement of suitable airport-related freight, aggregates, construction materials and waste by rail rather than road, supported by measurable targets and funded plans for the necessary rail facilities and network capacity;
- protects existing passenger and freight services and prevents airport growth from displacing planned improvements elsewhere;
- requires separate and enforceable targets for passenger, staff, freight and construction travel through an Environmentally Managed Growth framework. The freight targets should cover the movement of suitable freight and construction materials by rail, the use of consolidation centres, reductions in peak-time road freight movements and the transition to zero-emission HGVs;
- secures affordable, accessible and integrated public transport throughout airport operating and shift-working hours; and
- provides TfSE and other relevant Sub-national Transport Bodies with a formal advisory role in the development and review of the Surface Access Strategy, including assessing cross-boundary and cumulative impacts and alignment with regional transport priorities. Local authorities and emerging strategic authorities should have roles that reflect their responsibilities for planning, transport and infrastructure.

TfSE would welcome continued engagement with the Department for Transport, Heathrow Airport Limited, affected authorities and delivery partners as the HENPS and any subsequent Development Consent Order proposals are developed.

Draft TfSE response to the DfT's Strategic Charging Infrastructure Scheme consultation

1. Introduction

- 1.1. Transport for the South East (TfSE) welcomes the opportunity to respond to the Department for Transport's (DfT's) Strategic Charging Infrastructure Scheme. This is a draft officer response and may be updated following consideration through TfSE governance.
- 1.2. TfSE is the sub-national transport body for the South East of England. Our Partnership Board brings together our 16 constituent local transport authorities and representatives of local government, protected landscapes, business and national transport bodies.
- 1.3. Our Transport Strategy (published in October 2025) sets a vision for sustainable, net-zero carbon growth to 2050 through five missions: strategic connectivity, resilience, inclusion and integration, decarbonisation, and sustainable growth. Our Strategic Investment Plan (published in March 2026) provides the framework for delivery.
- 1.4. The consultation is seeking views on the design of the proposed Strategic Charging Infrastructure Scheme. The scheme would address the high cost of securing additional electricity network capacity at selected motorway service areas in England. At some sites, these costs are considered too high for the private sector to fund commercially, creating a risk that the motorway charging network will not expand quickly enough to support the transition to electric vehicles. Key questions include:
 - how sites should be selected,
 - how much capacity should be provided,
 - what infrastructure should be eligible for support, and
 - the terms under which charging providers should be able to access the publicly supported capacity.
- 1.5. This response draws on TfSE's combined regional evidence base, including our adopted transport, freight and charging strategies; technical and analytical work; engagement with local authorities and the freight sector; and previous

consultation evidence. Taken together, this identifies grid capacity, connection cost, land, planning and suitable public charging as barriers to commercial-vehicle decarbonisation. It also shows that strategic public charging is necessary even where much fleet charging takes place at depots.

2. TfSE's overall position

2.1 TfSE supports DfT's targeted intention, which calls for intervention where otherwise uncommercial electricity network upgrades prevent a comprehensive charging network. However, the consultation is too focused on cars and locations where market failure can already be demonstrated. Therefore, it does not adequately address:

- the short-term requirements of light commercial vehicles (LCVs), HGVs and coaches and their different duty cycles, concentrated charging windows, higher power demand and greater space requirements that could materially change the capacity required at strategic sites, or
- the need to invest ahead of demand where this is necessary to provide sufficient network coverage to give freight operators confidence to invest in electric vehicles;

Therefore, the scheme should plan for mixed passenger and commercial-vehicle use from the outset.

3. TfSE response on scheme scope and site selection

3.1 The proposed purpose and scope of the Strategic Charging Infrastructure Scheme

The scheme would address high electricity network upgrade costs at a limited number of existing motorway service areas in England. The scheme intends to fund eligible network works where the market cannot do so commercially, enabling open-access ultra-rapid charging.

TfSE response: *TfSE supports this in principle. However, the scope should explicitly include the expected demand from LCVs, HGVs and coaches, not only cars. This aligns with TfSE's Decarbonisation Mission, which supports charging private and freight vehicles, and its Resilience Mission, which seeks sufficient*

and reliable power capacity. A motorway-only first phase is understandable, but the DfT should explain how it will address related constraints on major A-roads and at freight-critical locations.

3.2 The proposed eligibility requirements for motorway service areas

Support would be limited to existing motorway service areas where forecast charging demand exceeds available capacity, and the cost of the necessary connection is not commercially viable.

TfSE response: *Broadly, TfSE agrees, provided support is additional and does not replace viable private investment. Eligibility should also consider the site's strategic function, distance to reliable alternatives, connection lead time, physical deliverability and ability to accommodate commercial vehicles. A site with moderate current car use may still be important for network coverage, resilience or access to an international gateway.*

3.3 The criteria the government should use to select and prioritise eligible sites

The scheme proposes to select a subset of eligible sites, reflecting the funding available and the need to strengthen the motorway charging network.

TfSE response: *Criteria for site eligibility should include strategic freight and coach flows, proximity to ports, airports, the Channel Tunnel (where applicable), an assessment of neighbouring sites being unavailable, and planning and land constraints. Current car charger utilisation should not be the main criterion because it could favour established sites while overlooking strategic gaps.*

4. TfSE response to proposals to assess network capacity, access and value for money

4.1 The suitability of the proposed approach to forecasting electricity demand

Connections should be delivered by 2030 and sized to meet forecast EV charging demand to at least 2035, and potentially towards 2050 where appropriate.

TfSE response: *Connections delivered by 2030 should include forecast demand for wider categories of vehicle, not just cars. Cars, LCVs, HGVs and coaches should also be modelled separately to at least 2035, including high-uptake and peak-power scenarios. LCV fleets may create concentrated demand, while HGVs may need very high-power charging during fixed operational or driver-rest windows. Forecasts should distinguish depot, destination and public charging, while recognising that reliable public charging remains essential to operator confidence. A car-led forecast could materially understate connection requirements and lead to costly repeat upgrades.*

4.2 **The proposed approach to the amount and type of network capacity**

The Scheme proposes funding the energy supply extension assets needed to connect selected sites, such as substations, trunking and cabling. Wider network reinforcement would remain the responsibility of the relevant electricity network bodies.

TfSE response: *While TfSE agrees with this proposal, future-proofing must cover both electrical and physical infrastructure. However, the government should safeguard sufficient electricity capacity, land and access for future LCV and HGV charging at strategically important freight sites and identify how this provision could be expanded as demand develops. Capacity should not be committed entirely to car charging before commercial-vehicle demand matures. Site design should integrate charging with lorry parking and driver welfare rather than attempt to retrofit these requirements later.*

4.3 **The proposed arrangements for businesses to access subsidised capacity?**

The consultation proposes that the government contracts with connection providers to strengthen the network. Charging businesses would then enter their own connection agreements and access the government-supported capacity at a subsidised, commercially viable second-comer charge. A second-tier charge is normally paid by a later user that benefits from network assets funded by an earlier party.

TfSE response: *TfSE supports fair, open and non-discriminatory access. Charges, eligibility and allocation decisions should be transparent, with access*

by more than one charge point operator where practical. Agreements should require open public access, reliability, interoperability, accessible provision and clear pricing.

4.4 The proposed arrangements for reserving capacity

The consultation sets out that the government would reserve the strengthened capacity for EV charging for a fixed period, giving charging providers time to apply for and develop connections.

TfSE response: *Reservation is sensible, but it should not allow scarce capacity to remain unused. Reservations should be time-limited and linked to planning, procurement, construction and commissioning milestones. Any unused capacity should be reallocated, with flexibility for delays outside an operator's control.*

4.5 Proposals on how the scheme should secure value for money and protect public investment

The scheme is intended to address genuine market failure while enabling private investment in charge points and on-site infrastructure. Government is considering contractual protections and the price at which supported capacity should be made available.

TfSE response: *Government investment should be directed towards creating a comprehensive strategic charging network that supports the transition of cars, LCVs, HGVs and coaches. Funding should not be restricted only to locations where current demand demonstrates that the market cannot deliver. It should support infrastructure ahead of demand where this is necessary to give freight operators confidence to invest in electric vehicles and to provide adequate coverage across the strategic road network. Public funding should complement private investment and be subject to clear requirements for timely delivery, public access and reliable operation.*

5. TfSE response to the scheme proposals for delivery, governance and wider considerations

5.1 The scheme's proposals for delivery, governance and monitoring arrangements

The scheme would require coordination between government, its delivery body, connection providers, motorway service area operators and charging providers.

TfSE response: *Roles should also include National Highways, electricity network bodies, local planning and highway authorities. TfSE is also undertaking a Freight Fuels Infrastructure Study. This study will examine what infrastructure may be required, where it may be needed, and the implications for energy supply, land use and infrastructure planning. It will strengthen the evidence base for infrastructure planning, and improve the practical support available to local authorities, operators and other stakeholders across the South East. It will draw on relevant national evidence and existing studies, zero-emission freight infrastructure and energy supply resilience. The output of the study will be a strategy that sets out how freight vehicle charging and refuelling infrastructure will need to evolve between now and 2050, including what will be needed at motorway service areas in the TfSE area. We will share the results with DfT and the Department for Energy Security and Net Zero to inform their planning decisions on this and other future schemes.*

A forward programme of candidate sites would allow alignment with transport, freight, planning and energy strategies. Monitoring should distinguish electricity capacity enabled from chargers actually operating and report separately on provision and utilisation for cars, LCVs, HGVs and coaches. This is necessary to determine whether the scheme is addressing the commercial-vehicle gap identified by TfSE.

5.2 Other comments on the proposed scheme

TfSE response: *The initial scheme is focused on existing motorway service areas. Motorway service areas are only part of the network required by LCVs, HGVs and coaches. Government should explain how the scheme will complement depot and destination charging, and provision at major A-roads, truck stops, distribution centres, ports, airports and the Channel Tunnel. This is*

particularly important in the South East, where nationally significant freight corridors connect international gateways with London, the Midlands and the rest of the UK. TfSE would welcome continued engagement on the identification of strategic gaps and commercially constrained locations.

6. Summary of TfSE response

TfSE supports the scheme, but its final design must properly account for the near-term growth of electric LCVs and HGVs. The present car-led emphasis risks underestimating power, land and operational requirements. Vehicle-specific forecasts would safeguard commercial-vehicle capacity, and early regional coordination would reduce the risk of repeat upgrades.

TfSE also recommends that the proposal should:

- give greater consideration to the future charging requirements of LCVs, HGVs and coaches;
- use separate demand forecasts for cars, LCVs, HGVs and coaches, reflecting their different operational, spatial and power requirements;
- consider strategic freight corridors, international gateways and gaps in network coverage when selecting sites;
- safeguard sufficient electricity capacity, land and suitable access for future LCV and HGV charging at strategically important freight sites;
- identify how commercial-vehicle charging provision can be expanded as demand develops;
- ensure that capacity and land are not committed entirely to car charging before commercial-vehicle demand matures;
- support modular expansion to reduce the risk of further costly electricity network upgrades;
- invest ahead of demand to provide sufficient network coverage and give freight operators confidence to invest in electric vehicles rather than focus on locations where the DfT considers market failure can be demonstrated;
- ensure that public funding complements private investment and is linked to clear requirements for timely delivery, public access and reliable operation;
- coordinate motorway service area investment with charging at depots, destinations, major A-roads, truck stops and international gateways; and

- involve sub-national transport bodies and local authorities in identifying strategic gaps and coordinating delivery.

RIS3 Variation Consultation – Transport for the South East Response

Do you support or oppose the changes to RIS3 outlined above, including the overall £428 million reduction proposed and the specific areas for savings proposed to achieve it?

Please let us know the reasons for your response and any other comments you have on the proposal or any alternatives.

Oppose:

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region.

TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

TfSE officers have been engaged with DfT and National Highways as the RIS3 development process has taken place. The Vision and Objectives outlined in RIS3 are supported and align strongly with the Missions set out in our own Transport Strategy and Strategic Investment Plan (SIP), particularly those around sustainable development and resilience of the transport network.

TfSE recognises the challenging fiscal context in which Government is reviewing RIS3 funding and the need to identify savings. However, we are concerned about the potential impacts of the proposed £428 million reduction on the delivery of RIS3 objectives and future strategic transport planning and consider that any RIS3 variation should be assessed against long-term strategic outcomes, including resilience, decarbonisation, connectivity and sustainable growth, rather than solely against short-term financial savings.



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Whilst the proposed cancellation of the A38 Derby Junctions and A46 Newark Bypass schemes is outside the TfSE region, we are concerned about the broader implications of cancelling advanced-stage schemes and reducing investment in future pipeline development. The removal of a scheme from RIS3 does not remove the underlying transport problem that the scheme was intended to address. The cancellation of M27/A27 schemes within our geography illustrates this point. The operational, safety, capacity and connectivity challenges that gave rise to the proposal will remain and, in many cases, are likely to worsen over time as demand grows and network pressures increase.

If a particular intervention is no longer considered deliverable, affordable or value for money, an alternative strategy should be identified and progressed to ensure that the original transport need is still addressed. Without a replacement solution, the impacts on network users, local communities and economic growth are likely to persist, potentially leading to greater costs and more complex challenges in the future.

In addition, there is a strong case for continuing the development of schemes even where construction funding is not currently available. Maintaining progress through development helps ensure that schemes are sufficiently mature and evidence-based when future funding opportunities arise. A pipeline of well-developed, deliverable projects enables government and delivery bodies to respond quickly to emerging investment opportunities, reducing delays between funding decisions and implementation. Pausing development entirely can result in the loss of technical knowledge, the need to revisit earlier work, and increased costs and timescales when priorities inevitably return. TfSE is particularly concerned about any reductions to strategic studies, future route strategies, RIS4 pipeline development and business case preparation activities. These functions are critical to ensuring that future investment decisions are evidence-led and that interventions can be delivered efficiently when funding becomes available.

TfSE also remains concerned that a number of Strategic Road Network challenges identified through our evidence base and Strategic Investment Plan currently lack a clear pathway to delivery within RIS3. Although several previous schemes were cancelled by the Government, the evidence base behind our strategy demonstrates that the need for intervention is no less diminished, and our SIP continues to identify several schemes on the SRN that are required.

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.

Do you agree or disagree with the prioritisation of capital funding for maintenance and renewals? And why

With the current budget pressures identified in the last spending review TfSE agrees with the prioritisation of capital funding for maintenance and renewals.

There is a clear and important need to prioritise investment in the maintenance and renewal of existing transport infrastructure to ensure the network remains safe, reliable and resilient. This is particularly relevant in the context of ageing assets, increasing maintenance liabilities and the growing impacts of climate change, which require infrastructure to be adapted and protected against more frequent and severe weather events.

Effective maintenance and renewal programmes help safeguard previous investment, reduce the risk of asset failure and support the continued operation of the network for users and communities. This reflects TfSE's strategic focus on maintaining a resilient and reliable transport network.

At the same time, it is important that a focus on maintaining existing assets does not come at the expense of developing a pipeline of future improvement schemes. Many of the challenges relating to capacity, connectivity, safety and economic growth will require targeted interventions and enhancements beyond routine maintenance.

TfSE therefore considers that maintenance funding should be balanced with continued support for future scheme development and strategic planning activities.

Funding reductions should therefore seek to minimise impacts on resilience, decarbonisation and future network planning programmes.

Do you have any views on how the RIS3 objectives may be prioritised in any capital funding reductions?

The six RIS3 strategic objectives are:

- Grow the economy
- Improve safety for all
- A level of network performance that meets customer needs



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- A technology enabled and enabling network
- A resilient network that is planned and managed for the long-term
- Deliver improved environmental outcomes

If capital funding reductions are required, TfSE considers that decisions should be guided by long-term outcomes and strategic objectives rather than solely by short-term financial savings.

Safety should remain the highest priority. Investment that contributes to reducing casualties and improving safety outcomes should be protected wherever possible, reflecting the fundamental role of the Strategic Road Network in supporting safe movement of people and goods.

Network resilience and long-term asset management should also be prioritised. Maintaining a reliable network and adapting infrastructure to climate-related risks is increasingly important in ensuring continued connectivity for communities, businesses and freight movements.

Environmental outcomes and decarbonisation should continue to be supported through investment that reduces emissions, improves network efficiency and contributes to wider environmental and health objectives. Funding reductions should avoid disproportionately affecting programmes that support the transition to a lower-carbon transport system.

Strategic connectivity and sustainable economic growth should remain a priority, particularly where investment supports productivity, housing delivery, access to labour markets and the efficient movement of freight.

Finally, TfSE considers it important to protect funding for future planning, strategic studies, innovation and RIS4 pipeline development. These activities provide the evidence base for future investment decisions and ensure that interventions are ready to be delivered when funding opportunities arise.

Overall, TfSE would encourage Government to prioritise funding towards activities that support safety, resilience, decarbonisation, sustainable growth and future network readiness, in line with both RIS3 objectives and the longer-term outcomes sought through strategic transport investment.

18 September 2026

Dear Sir/Madam,

**Support for the Sussex & Brighton Strategic Authority A27/A259
Integrated Transport Growth Corridor Digital Twin Proposal**

Transport for the South East (TfSE) is pleased to support the Sussex & Brighton Strategic Authority's application to the Department for Transport's Integrated Transport Digital Twin Fund for the A27/A259 Integrated Transport Growth Corridor Digital Twin.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE has a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The A27/A259 corridor along the south coast is one of the South East's most significant transport corridors. It plays a critical role in connecting communities, businesses, ports, visitor destinations and key economic centres across Sussex and the wider region. However, the corridor continues to experience longstanding challenges relating to congestion, journey time reliability, resilience and overall network performance. With significant growth planned along the corridor, addressing these challenges remains consistent with priorities identified through TfSE's strategic planning work and ongoing programmes, including work exploring future delivery, funding and financing approaches for the corridor.

TfSE has worked closely with the Sussex & Brighton Strategic Authority and project partners during the development of this proposal, contributing strategic transport expertise, analytical capability, regional

evidence and experience from our analytical and data programmes to help shape the bid.

A particular strength of this proposal is that it is able to build on capability that already exists within the region. Over recent years TfSE has invested significantly in developing our Analytical Framework programme, including regional data architecture, data management arrangements, modelling capability, visualisation tools and a wider evidence base to support transport planning across the South East. TfSE also operates regional data assets and analytical capabilities, including our PostgreSQL data platform, Regional Travel Survey, Mobile Network Data analysis and wider analytical and modelling programmes. Since the launch of the TfSE data hub in early 2025, the platform has been used by a growing number of partners and stakeholders including constituent local transport authorities and government bodies, demonstrating the value of shared regional data and analytical capability this project builds on.

The proposed Digital Twin offers an opportunity to build upon these foundations rather than starting from first principles. By leveraging existing investment and capability, the project can focus on integrating a wider range of transport, environmental and operational datasets, enhancing decision-support capability and developing practical applications to support resilience, incident management, investment planning and future growth. A significant element of TfSE's proposed match funding contribution will be represented through this previous investment in regional analytical and data capability, together with the ongoing contribution of officer time, expertise and programme support.

TfSE believes the project has the potential to deliver significant benefits through:

- Improved understanding of transport system performance across the A27/A259 corridor.
- Enhanced resilience and response to network disruption.
- Stronger integration of data, analytics and decision making across organisations.
- Improved evidence to support investment prioritisation and business case development.
- Greater understanding of how transport networks interact with future growth and development.

The project also presents an opportunity to generate learning that may be transferable to other parts of the South East. TfSE's Analytical Framework, database and regional evidence base have been developed at a South East scale, creating many of the analytical and data foundations required for future digital twin applications. The project therefore offers an opportunity to demonstrate how a common regional analytical foundation can support digital twin approaches across multiple emerging strategic authority geographies, helping to maximise the value of public investment and accelerate wider adoption across the region.

Should the bid be successful, TfSE would welcome the opportunity to continue supporting the programme as a strategic partner and contributor to delivery, building on the data architecture and platform management role already committed to in the Digital and Data Case. Subject to governance approvals, funding arrangements and resource availability, this could include continued officer support, strategic transport expertise, analytical support, regional evidence, contribution of agreed in-kind resources, and assistance in disseminating lessons learned across the wider region.

We welcome the ambition being shown by the Sussex & Brighton Strategic Authority in bringing together partners to develop this proposal. TfSE believes the project represents a valuable opportunity to build upon existing regional capability, address challenges on a strategically important corridor, and explore innovative approaches to improving transport planning, resilience and decision-making. We look forward to continuing to work with the Sussex & Brighton Strategic Authority and project partners to support delivery of the programme and maximise the benefits of this investment for transport users, communities and businesses across the region.

Yours faithfully,



Rupert Clubb
Chief Officer, Transport for the South East

Dear Sir/Madam,

**Kent County Council bid to the Structures Fund -
A226 Galley Hill Permanent Reinstatement**

I am writing to express Transport for the South East's support for Kent County Council's submission to the Structures Fund to secure funding for the permanent reinstatement of the A226 Galley Hill corridor.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Maintaining resilient and reliable transport networks is a fundamental component of delivering our Transport Strategy. The proposed reinstatement of the A226 Galley Hill corridor aligns particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Inclusion and Integration and Sustainable Growth through the restoration of an important transport link serving communities and businesses across North Kent.

The continued closure of Galley Hill represents the loss of an important component of the transport network within North Kent. While the impacts are felt most directly by local communities, the consequences extend much further, affecting movement across a wider travel-to-work area that includes Dartford, Gravesham, Ebbsfleet and the Thames Estuary growth corridor. The route has historically played an important role in supporting local connectivity, economic activity and access to employment, education and essential services. Its loss has reduced journey reliability, increased travel distances and placed additional pressure on surrounding roads and communities.



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From a regional transport perspective, the scheme is particularly important because it supports the delivery of housing, employment and sustainable economic growth across one of the South East's most significant growth corridors. The route serves the wider Ebbsfleet Garden City area, where substantial housing and employment growth is planned, including the delivery of up to 15,000 homes and significant commercial development opportunities.

The impacts of the closure extend beyond transport users alone. Longer diversion routes have increased pressure on local roads, contributing to congestion, reduced journey time reliability and wider environmental impacts all of which have impacts on local communities. The loss of the route has also disrupted public transport services, including the Fastrack network, reducing connectivity between communities, employment areas and key services. Reinstating Galley Hill will help reconnect communities, improve accessibility and restore confidence in the wider transport network.

TfSE recognises the strategic importance of maintaining resilient transport corridors. The A226 forms part of a wider resilient network within Kent and provides an important alternative route to the A2, supporting the safe and efficient movement of people and goods. Reopening the route will enhance network resilience, provide greater flexibility during incidents and planned maintenance, and improve the long-term reliability of transport connections that are essential to residents, businesses and the wider economy.

The scheme therefore aligns closely with TfSE's objectives of improving connectivity, supporting sustainable economic growth, enhancing resilience and enabling the delivery of strategic development across the region. Investment in this scheme will provide benefits extending beyond the immediate locality, helping to strengthen transport links across North Kent and supporting the continued growth of nationally significant development areas.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the importance of the A226 to local connectivity, network resilience and the delivery of planned growth across North Kent, TfSE considers this scheme to represent a strong case for investment through the Structures Fund.

TfSE therefore supports Kent County Council's application to the Structures Fund and looks forward to a positive funding decision that will enable the permanent reinstatement of this strategically important route, restoring connectivity and supporting continued growth and prosperity across North Kent and the Thames Estuary.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East



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31st July 2026

Dear Sir/Madam,

Kent County Council bid to the Structures Fund - A299 Whitstable to Ramsgate

I am writing to express Transport for the South East's support for Kent County Council's submission to the Structures Fund for the A299, including its carriageway, overbridges and tunnels.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Maintaining the resilience and reliability of the Major Road Network (MRN) is an important component of delivering our Transport Strategy and SIP. The proposed works on the A299 align particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity and Sustainable Growth, by helping to maintain a reliable strategic corridor supporting communities, businesses and freight movements across East Kent.

The A299 is part of the MRN, reflecting its importance as one of the Kent's busiest and most economically important Local Authority 'A' roads. TfSE has worked closely with government and local authorities to identify, advise on and support investment priorities across the MRN, recognising the important role these routes play in connecting communities, supporting economic growth and improving network resilience.

The A299 also interfaces with a number of wider transport and development proposals in East Kent, including the proposed North Thanet Link, also on the MRN. Ensuring the route remains reliable and resilient will help maximise the benefits of other government investment across the area.



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The route is also part of the diversion in case of closures or planned work on the A2, which emphasises its role in supporting the Strategic Road Network (SRN). This is especially important because maintaining the availability of the A299 ensures greater resilience for people and freight accessing the Port of Dover, particularly when the Lower Thames Crossing is open in the early/mid-2030s and the M2/A2 becomes the primary route to the Port.

Planned investment along the A299 will also be supported by addressing the structural deficiencies along the route. This includes significant planned housing and employment growth, alongside major investment opportunities such as the consented reopening of Manston Airport for cargo, greater usage of the Port of Ramsgate, and other emerging development opportunities in East Kent, such as a £120m waste-to-hydrogen facility (also at Manston).

Failure to address the range of assets at risk on the A299 could lead to increasing speed restrictions, weight restrictions and ultimately closures of critical sections of the route. This would impact residents, businesses and freight operators, place additional pressure on unsuitable local roads, reduce the resilience of both the local and strategic transport networks, and would ultimately stifle economic growth.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the strategic importance of the A299 to the Major Road Network, its role in supporting regional and national transport resilience, and the risks associated with ongoing deterioration of these assets, TfSE considers this scheme to represent a strong case for investment through the Structures Fund. Securing investment would help safeguard the long-term reliability of this critical corridor and support the continued movement of people and goods across East Kent and the wider South East.

TfSE therefore supports Kent County Council's application to the Structures Fund and looks forward to a positive funding decision that will help secure the long-term resilience and reliability of this strategically important route.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East



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Dear Sir/Madam,

Brighton & Hove City Council bid to the Structures Fund – A259 Kings Road Arch Strengthening

I am writing to express Transport for the South East's (TfSE) support for Brighton & Hove City Council's submission to the Structures Fund to secure funding for Phases 6 and 7 of the A259 Kings Road Arches Bridge Strengthening Works.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE has a vision-led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The proposed Kings Road Arches strengthening works align particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Inclusion and Integration, Decarbonisation and Sustainable Growth. The scheme is identified within TfSE's Strategic Investment Plan as intervention CR01, recognising its importance to the resilience and operation of the Sussex Coast corridor and the wider regional transport network. The route also forms part of the Major Road Network (MRN) and TfSE has played a key role in advising Government on investment priorities across the MRN, recognising the importance of these routes in supporting strategic connectivity, economic growth and network resilience.

The A259 Kings Road is a critical east-west transport corridor along Brighton seafront, carrying significant volumes of motor traffic, pedestrians and cyclists while providing access to the city centre, seafront attractions, businesses, public transport connections and wider coastal communities. The Victorian arches supporting the route form a critical transport asset



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whose continued operation is fundamental to the resilience and reliability of the wider transport network.

The strengthening works form part of a long-term programme to maintain and improve the structural integrity of the arches. Continued investment is essential to reducing the risk of future deterioration, restrictions and disruption on this strategically important route. The scheme will help maintain connectivity for residents, businesses and visitors, support public transport and active travel movements, and safeguard access to one of the South East's most important economic, tourism and cultural destinations.

The scheme has additional strategic significance as it builds upon previous investment already secured for earlier phases of the Kings Road Arches strengthening programme. The Department for Transport's recent approval of MRN funding for Phases 4 and 5, supported by earlier work involving TfSE, demonstrates the recognised importance of this asset and the wider programme. Funding for Phases 6 and 7 would help maximise the value of that investment, ensuring the benefits of earlier phases are protected and enabling the continued delivery of a coordinated long-term approach to maintaining this critical structure.

The scheme contributes to the resilience of the wider A259 corridor. As part of the Major Road Network and the principal east-west route along much of the South Coast, maintaining the integrity of key assets such as the Kings Road Arches helps ensure that the benefits of investment are realised not only at individual locations but across the corridor as a whole.

The scheme also complements wider transport investment along the corridor, including the recently completed Valley Gardens programme, which has improved conditions for public transport, walking and cycling within Brighton city centre. Maintaining the resilience and reliability of the Kings Road corridor will help ensure these wider investments continue to deliver their intended benefits and support an integrated transport network across the city.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the scheme's identification within TfSE's Strategic Investment Plan as intervention CR01, its location on the Major Road Network, and its importance to regional connectivity, resilience and

economic activity, TfSE considers this project to represent a strong case for investment through the Structures Fund.

TfSE therefore supports Brighton & Hove City Council's application to the Structures Fund and looks forward to a positive funding decision.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

31st July 2026

Dear Sir/Madam,

Hampshire County Council bid to the Structures Fund – A3023 Langstone Bridge Hayling Island

I am writing to express Transport for the South East's (TfSE) support for Hampshire County Council's submission to the Structures Fund to secure funding for the repair and refurbishment of Langstone Bridge, the sole road connection between Hayling Island and the mainland.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE has a vision-led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The Langstone Bridge Repair Scheme is identified as a priority intervention within TfSE's Strategic Investment Plan (Scheme ref CR06). The scheme aligns particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Inclusion and Integration and Sustainable Growth through the protection of a vital connection between Hayling Island and the mainland.

Langstone Bridge is one of Hampshire's most strategically important transport assets, providing the only road access to and from Hayling Island. The bridge plays a vital role in connecting residents to employment, education, healthcare and other essential services on the mainland, while also supporting visitor access and the island's tourism economy. The importance of this connection is heightened by the socio-economic challenges experienced in parts of the Havant area, where maintaining reliable access to jobs and services is particularly important.



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Constructed in the 1950s, the bridge now requires substantial repair and strengthening works to ensure its continued serviceability. The proposed works include extensive concrete repairs, strengthening of key structural elements, installation of a new waterproofing system, resurfacing works and parapet refurbishment. Given the bridge's role as the sole road access to Hayling Island, any significant restrictions or closure would have substantial consequences for residents, businesses and visitors.

The scheme strongly supports TfSE's Resilience mission by safeguarding a critical transport asset and reducing the risk of future restrictions or loss of connectivity. It also supports Strategic Connectivity by maintaining an essential link between Hayling Island and the mainland, Inclusion and Integration by preserving access to employment, education, healthcare and other key services, and Sustainable Growth by supporting local businesses, tourism and wider economic activity. The proposed programme of repairs will provide a long-term solution, helping to ensure this important connection continues to support communities and the local economy for years to come.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the strategic importance of Langstone Bridge, its role as the sole road access to Hayling Island and its identification as a priority intervention within TfSE's Strategic Investment Plan, TfSE considers this project to represent a strong case for investment through the Structures Fund.

TfSE therefore supports Hampshire County Council's application to the Structures Fund and looks forward to a positive funding decision that will help safeguard the long-term resilience, reliability and economic contribution of this strategically important transport link.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

31st July 2026

Dear Sir/Madam,

Isle of Wight Council bid to the Structures Fund – B3327 Newport Road (Lowtherville Graben)

I am writing to express Transport for the South East's support for Isle of Wight Council's submission to the Structures Fund to secure funding for the B3327 Newport Road in Ventnor.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The proposed B3327 Newport Road scheme aligns particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Inclusion and Integration and Sustainable Growth. The scheme seeks to address the long-term impacts of ground movement associated with the Lowtherville Graben, a significant geological feature that has caused progressive damage to the highway, footways and essential infrastructure over many decades. The strategic importance of the route is recognised within TfSE's Strategic Investment Plan, where the scheme is identified as intervention CR10, reflecting its importance in maintaining connectivity, strengthening network resilience and adapting to the impacts of climate change.

The B3327 Newport Road is a critical transport corridor providing one of only three access routes to Ventnor, Bonchurch and St Lawrence, serving a resident population of approximately 7,000 people. Importantly, all three access routes to the Undercliff area are affected by varying levels of geotechnical instability and landslide risk. The western section of the A3055 Undercliff Drive has already been severed by historic landslides, while the



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eastern A3055 Leeson Road is increasingly vulnerable to ground movement. As a result, maintaining a safe and reliable Newport Road has become increasingly important to the continued accessibility and resilience of these communities.

The Lowtherville Graben has been monitored for many years and continues to experience persistent ground movement, resulting in ongoing settlement and deformation of the carriageway. Historical records demonstrate that damage to the route has become progressively more severe, requiring repeated interventions to maintain a safe highway profile. Monitoring data indicate that periods of sustained rainfall can accelerate ground movement, highlighting the growing challenge that climate change and more frequent extreme weather events present to transport infrastructure. The scale of movement is creating increasing operational challenges for buses, freight vehicles and other road users, while continued deterioration risks more frequent disruption, rising maintenance costs and potential restrictions on this important route.

Maintaining reliable access via Newport Road is essential to avoiding the isolation of communities within the Undercliff area and preserving access to employment, education, healthcare and other key services. The route supports local bus services, active travel movements, local businesses and visitor access, including the tourism and hospitality economy that is an important part of Ventnor's prosperity. Disruption to the route can also create wider costs for public services, including the need for alternative school transport arrangements where normal bus access is no longer possible. Investment in the route will therefore help support community connectivity, the visitor economy and the efficient delivery of local public services.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the strategic importance of the B3327 Newport Road, the risks associated with continued ground movement at the Lowtherville Graben, and its identification within TfSE's Strategic Investment Plan as intervention CR10, TfSE considers this project to represent a strong case for investment through the Structures Fund. Securing funding would help safeguard the long-term resilience and reliability of this essential transport connection and support the continued prosperity and connectivity of communities across the Ventnor area.

TfSE therefore supports Isle of Wight Council's application to the Structures Fund and looks forward to a positive funding decision that will enable the delivery of this important resilience scheme.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East



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31st July 2026

Dear Sir/Madam,

Surrey County Council bid to the Structures Fund – Bisley Bridge

I am writing to express Transport for the South East's (TfSE) support for Surrey County Council's submission to the Structures Fund to secure funding for the replacement of Bisley Bridge on the A322 Guildford Road in Surrey.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Maintaining the resilience and reliability of the Major Road Network (MRN) is an important component of delivering our Transport Strategy and SIP. The proposed replacement of Bisley Bridge aligns particularly strongly with TfSE's missions relating to Strategic Connectivity, Resilience and Sustainable Growth, while also supporting our objectives for Inclusion and Integration and Decarbonisation.

The bridge occupies a strategically important location on the A322, forming a key link between the M3 motorway and the A3 at Guildford as part of the MRN. As such, it plays an important role in enabling the movement of people, freight and services across Surrey and the wider South East. TfSE has worked closely with government and local authorities to identify, advise on and support investment priorities across the MRN, recognising the important role these routes play in connecting communities, supporting economic growth and improving network resilience.



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Bisley Bridge is now over 100 years old and has experienced significant deterioration of its critical structural elements, resulting in a substantial reduction in load-carrying capacity. The structure is currently monitored as a substandard bridge under CS470 and there is a risk that continued deterioration could ultimately require weight restrictions or closure. Any such restrictions would have significant implications for network performance, forcing traffic, including freight movements, onto less suitable routes and increasing congestion, journey times and wider impacts on local communities.

From a regional strategic perspective, the scheme strongly supports TfSE's Resilience mission by replacing an ageing and deteriorating asset before restrictions become necessary. It will provide a durable new crossing capable of accommodating modern traffic demands while safeguarding an important strategic corridor between the M3 and A3. The scheme also supports Inclusion and Integration through the provision of improved pedestrian and cycle facilities and Sustainable Growth and Decarbonisation by maintaining reliable connectivity, reducing the risk of diversionary traffic and supporting economic activity across Surrey and the wider South East.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the strategic importance of the A322 corridor, the deteriorating condition of the existing bridge and the substantial benefits that replacement would provide in terms of resilience, safety, connectivity and active travel, TfSE considers this scheme to represent a strong case for investment through the Structures Fund.

TfSE therefore supports Surrey County Council's application to the Structures Fund and looks forward to a positive funding decision that will enable the delivery of this strategically important bridge replacement scheme.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

31st July 2026

Dear Sir/Madam,

West Sussex County Council bid to the Structures Fund – Clympwick Bridge, A259 Littlehampton

I am writing to express Transport for the South East's support for West Sussex County Council's submission to the Structures Fund to secure funding for the repairs to Clympwick Bridge.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Clympwick Bridge is part of the A259 Bognor Regis to Littlehampton enhancement scheme identified within TfSE's Strategic Investment Plan as an important transport investment corridor (scheme TB07), supporting improved connectivity, housing and employment growth, and sustainable economic development across coastal West Sussex. Maintaining the continued operation of Clympwick Bridge is essential to realising the benefits of these wider investments. The A259 also forms part of the Major Road Network (MRN). TfSE has played an important role in advising Government on investment priorities across the MRN, recognising the contribution these routes make to regional connectivity, economic growth and transport resilience.

The A259 Clympwick Bridge Strengthening Scheme aligns particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Sustainable Growth and Inclusion and Integration. The bridge represents the only crossing of the River Arun south of the A27 and carries the A259 across the River Arun between Littlehampton and Bognor Regis. It is a strategically important asset on both the MRN and West Sussex's



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Strategic Road Network. Carrying more than 30,000 users each day, it provides a vital connection for residents, businesses and visitors and supports the resilience of the wider transport network.

Without intervention, there is a risk that further deterioration could ultimately require restrictions or closure, with significant consequences for journey reliability, network resilience and the operation of surrounding local and strategic road networks. The bridge's importance is further demonstrated by its role in supporting wider resilience on the A259 corridor and providing an alternative route during incidents and planned works elsewhere on the network, including its potential use as a diversionary route associated with future National Highways investment on the A27 corridor.

The wider benefits of the scheme extend beyond the immediate locality. The A259 forms part of the Major Road Network and functions as a strategic corridor linking communities, businesses and key economic destinations along the Sussex coast. Its resilience depends upon the continued operation of key structures and assets throughout the route. Investment in Clympwick Bridge would therefore contribute to the long-term reliability of the wider corridor, supporting connectivity, economic activity and network resilience across a broader geographic area.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the bridge's strategic role within the Major Road Network, its importance to regional connectivity and resilience, and its contribution to supporting future growth along the Sussex coast, TfSE considers this scheme to represent a strong case for investment through the Structures Fund.

TfSE therefore supports West Sussex County Council's application and looks forward to a positive funding decision that will help secure the long-term resilience, reliability and economic contribution of this strategically important transport asset.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East



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31st July 2026

Dear Sir/Madam,

Royal Borough of Windsor and Maidenhead bid to the Structures Fund – Cookham Bridge

I am writing to express Transport for the South East's support for the Royal Borough of Windsor and Maidenhead's submission to the Structures Fund for the Cookham Bridge Scheme.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Maintaining resilient and reliable transport infrastructure is a fundamental component of delivering our Transport Strategy. The proposed Cookham Bridge Renewal Scheme aligns particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity, Inclusion and Integration, and Sustainable Growth through the protection and continued operation of an important local transport link serving residents, businesses and visitors in Berkshire and the wider Thames Valley.

Cookham Bridge is a narrow Grade II listed structure dating from 1867 and is one of only three river crossings in the local area. As a result, the bridge plays a vital role in maintaining access to employment, education, healthcare, local services and visitor destinations. When the bridge is unavailable, diversion routes are extensive, increasing journey times and placing additional pressure on other parts of the transport network.

Recent inspections have identified a number of significant structural issues requiring intervention, including deterioration of the cast-iron support



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bracing, degradation of the timber fenders protecting the navigable spans, and failure of the existing protective paint system. Without investment, these issues could increase the risk of structural deterioration and future restrictions, affecting the reliability and resilience of this important crossing.

From a regional transport perspective, maintaining the operation of Cookham Bridge is important to ensuring communities remain connected and the wider transport network remains resilient. The scheme will help reduce the risk of unplanned closures, avoid lengthy diversionary journeys and support continued access to jobs, services, businesses and recreational destinations on both sides of the River Thames.

The scheme will also help preserve an important heritage asset while ensuring it continues to meet the needs of current and future users. By protecting a key transport link and avoiding the need for extensive diversions, the scheme will support local economic activity, community connectivity and the efficient operation of the wider transport network.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the importance of Cookham Bridge to local connectivity, network resilience and community access, TfSE considers this scheme to represent a strong case for investment through the Structures Fund. Securing funding would protect a vital transport link, preserve an important heritage asset and help ensure the continued safe and reliable operation of this key river crossing.

TfSE therefore supports the Royal Borough of Windsor and Maidenhead's application to the Structures Fund and looks forward to a positive funding decision.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

31st July 2026

Dear Sir/Madam,

Surrey County Council bid to the Structures Fund – Mole Bridge

I am writing to express Transport for the South East's support for Surrey County Council's submission to the Structures Fund to secure funding for the replacement of Mole Bridge in East Molesey.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The proposed replacement of Mole Bridge strongly supports the delivery of these missions, particularly TfSE's objectives around Resilience, Strategic Connectivity and Inclusion and Integration. The bridge provides an important crossing of the River Mole and plays a vital role in maintaining connectivity between East and West Molesey, Esher, Kingston upon Thames and the wider London road network. The route also provides access to key destinations including Hampton Court Palace, Bushy Park and Heathrow Airport.

The existing structure is over 140 years old and is now in a significantly deteriorated condition. Extensive corrosion and structural deterioration affecting both the road bridge and adjacent footbridge have resulted in the bridge being managed as a substandard structure in accordance with CS470. Current Bridge Condition Indicator scores highlight the severity of deterioration, with a BCI Critical score of 39.52. Without intervention, there is a high likelihood that future weight or width restrictions will be required, with potentially significant consequences for local communities, businesses and the wider transport network.



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From a regional transport perspective, the scheme is particularly important because it will maintain the resilience of a key river crossing and reduce the risk of future network disruption. Should restrictions become necessary, traffic would be diverted towards Hampton Court Bridge and Hampton Court Way, corridors that already experience congestion and play a strategic role in supporting movement between Surrey, South West London and the wider South East. The replacement of Mole Bridge will therefore help safeguard journey reliability, improve network resilience and reduce the risk of community severance.

The scheme also aligns strongly with TfSE's Inclusion and Integration mission. The proposed replacement bridge will address longstanding highway safety issues arising from the constrained carriageway width and limited visibility at nearby junctions. Importantly, it will provide a new shared pedestrian and cycle facility, replacing the existing substandard provision and creating safer, more attractive conditions for walking, wheeling and cycling. These improvements will help connect communities to employment, education, public transport and essential services while supporting healthier and more sustainable travel choices.

The project further supports TfSE's Decarbonisation and Sustainable Growth missions. By avoiding the need for lengthy diversions and reducing future congestion on alternative routes, the scheme will help minimise unnecessary vehicle emissions while supporting efficient movement throughout the local and regional economy. Maintaining a reliable crossing of the River Mole will also support local businesses, freight movements and access to key destinations, ensuring transport infrastructure continues to support economic activity and long-term prosperity across the area.

The proposed replacement of Mole Bridge represents a proactive investment that will deliver long-term benefits for residents, businesses and visitors while reducing future maintenance liabilities and operational risks.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the strategic importance of the route, the condition of the existing structure and the substantial benefits the scheme will provide in terms of resilience, connectivity, safety and active travel, TfSE considers this proposal to represent a strong case for investment through the Structures Fund.

TfSE therefore supports Surrey County Council's application to the Structures Fund and looks forward to a positive funding decision that will enable the delivery of this strategically important bridge replacement scheme.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East



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31st July 2026

Dear Sir/Madam,

East Sussex County Council bid to the Structures Fund – Rushey Hill

I am writing to express Transport for the South East's support for East Sussex County Council's submission to the Structures Fund to secure funding for the A259 Rushey Hill Embankment Stabilisation Scheme between Newhaven and Peacehaven.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

Maintaining resilient and reliable transport networks is a fundamental component of delivering our Transport Strategy. From a regional transport perspective, the stabilisation of the Rushey Hill embankment aligns particularly strongly with TfSE's Resilience mission by safeguarding critical transport infrastructure against ongoing deterioration and increasing climate-related risks. It also supports Strategic Connectivity, Inclusion and Integration, Sustainable Growth and Decarbonisation by maintaining access to jobs, services, public transport, active travel routes and economic opportunities along the Sussex coast.

The A259 forms part of the Major Road Network (MRN) and performs a critical strategic function as the principal east-west route along the South Coast, connecting coastal communities to employment, education, healthcare and other essential services. The route provides important connections to Brighton & Hove, Newhaven Port and the wider Sussex economy, while also supporting a high-frequency bus network and a key active travel link between Newhaven and Peacehaven. TfSE has played a key



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role in advising Government on investment priorities for the Major Road Network across the South East, recognising the importance of these routes in supporting strategic connectivity, economic growth and network resilience. Maintaining the resilience and reliability of the A259 is therefore important both to the effective operation of the MRN and to delivering TfSE's wider Transport Strategy.

The strategic importance of the route is recognised within TfSE's Strategic Investment Plan, where the Rushey Hill Embankment Stabilisation Scheme is identified as intervention CR04. The inclusion of the scheme within the SIP reflects its significance not only to East Sussex but also to the wider South East transport network and demonstrates that it has been identified through TfSE's evidence-based investment planning process as a priority intervention that supports the resilience of a key section of the MRN.

The importance of this investment extends beyond the immediate location. As part of the wider A259 Major Road Network corridor, the resilience of the route depends on the continued operation of key assets and structures along its length. Long-term ground movement at Rushey Hill is causing cracking and deformation of both the highway and shared footway and cycleway, resulting in increasing maintenance requirements and creating a growing risk of landslip. The proposed scheme will address these issues through major drainage improvements, structural stabilisation works and reconstruction of the affected highway infrastructure. Without intervention, there is a risk of increasing disruption to a strategically important route serving communities, businesses, public transport and active travel movements along the Sussex coast. Given the constrained geography of the South Coast and the limited availability of alternative routes, the consequences of restrictions or closure would have disproportionately wide-ranging impacts on connectivity, journey reliability and public transport operations extending well beyond the immediate area. The scheme will also help support the long-term success of wider investment and growth initiatives along the corridor, including BSIP funded bus priority measures, the Exceat Bridge replacement project, and economic growth and regeneration associated with the Newhaven Enterprise Zone and wider Lewes District.

The scheme represents a compelling case for investment. With a Benefit Cost Ratio of 15.5, it offers very high value for money and will deliver significant benefits through improved network resilience, enhanced public transport reliability, greater climate resilience and support for sustainable economic growth. By addressing the root causes of the embankment

instability, the project will secure the long-term future of a strategically important section of the South Coast transport network and reduce the likelihood of more disruptive and costly interventions in the future.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector. Given the importance of the A259 corridor, the role the Rushey Hill embankment plays in supporting movement along the Sussex coast, and the scheme's inclusion within TfSE's Strategic Investment Plan as intervention CR04, TfSE considers this project to represent a strong case for investment through the Structures Fund.

TfSE therefore supports East Sussex County Council's application to the Structures Fund and looks forward to a positive funding decision that will enable the delivery of this strategically important scheme, safeguarding a critical section of the transport network and supporting continued economic growth and connectivity of communities across East Sussex and the wider South East.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

31st July 2026

Dear Sir/Madam,

Bracknell Forest Council bid to the Structures Fund – Station Roundabout (Highway Bridges)

I am writing to express Transport for the South East's support for Bracknell Forest Council's submission to the Structures Fund for the Station Roundabout scheme, including its structural waterproofing, vehicle restraint replacements, highway surface replacements and structural maintenance of the bridges.

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England, bringing together local transport authorities, district and borough councils, business representatives and national delivery partners to provide a unified voice on strategic transport investment across the region. TfSE have a vision led [Transport Strategy](#) in place to influence government decisions about where, when and how to invest in our region to 2050. The strategy sets out five missions to deliver our vision: Strategic Connectivity, Resilience, Inclusion and Integration, Decarbonisation and Sustainable Growth. Our [Strategic Investment Plan](#) (SIP) provides a framework for delivering our Transport Strategy, setting out transport infrastructure and policy interventions needed across the region over the coming decades.

The proposed works on the Station Roundabout align particularly strongly with TfSE's Resilience mission, while also supporting Strategic Connectivity and Sustainable Growth, by helping to maintain a critical transport interchange serving Bracknell town centre and safeguarding nationally important rail movements between Reading and London.

The Station Roundabout is a strategically important junction within Bracknell town centre, providing access between the A329, the town centre, Bracknell Bus Station and Bracknell Railway Station. The bridges also carry traffic directly above the Reading to London railway line, meaning their continued safe operation is important for both local and national transport connectivity.

The scheme also aligns with TfSE's Inclusion and Integration mission by protecting an important interchange between road, rail and bus services,



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helping people continue to access employment, education, services and leisure opportunities through an integrated transport network.

Renewal of the structural waterproofing for the two brick rail bridges above the Reading to London line are required to prevent ongoing water ingress, protecting the underlying structure and providing network resilience. This work would also mitigate future safety and operational risks on the strategically important rail corridor.

In addition to the rail line, replacement of the life-expired vehicle restraint systems and replacement of the highway surfaces will provide additional mitigation to future safety risks by preventing incursions on the rail tracks.

The scheme has been fully designed by Bracknell Forest Council, however, has not been able to move forward due to lack of funds. Approval for this bid will allow the Council to mobilise quickly with construction expected to take approximately four months. Delivering the works now would reduce the risk of further deterioration leading to restrictions or closure of the road and rail infrastructure. Closure of the road would cause severe delays, congestion and community severance for users accessing the town centre, rail station, bus station and A329. Any disruption to the railway would have consequences extending beyond the local area, affecting services on an important route between Reading and London.

TfSE's Transport Strategy recognises the importance of a transport network that can manage, absorb and recover from disruption, while highlighting that a resilient, well-maintained network reduces long-term costs for both users and the public sector.

TfSE therefore supports Bracknell Forest Council's application to the Structures Fund and looks forward to a positive funding decision that will help secure the long-term resilience, safety and reliability of these strategically important road and rail transport corridors.

Yours sincerely

Rupert Clubb
Chief Officer, Transport for the South East

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Chief Officer, Transport for the South East

Title of report: Analytical Framework

Purpose of report: To provide an update with the development on analytical framework.

RECOMMENDATION:

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

1. Introduction

1.1 This report provides an update on the development of an analytical framework to support business cases and the delivery of the schemes within the Strategic Investment Plan (SIP).

2. Background

2.1 The analytical framework route map was initially approved at the Partnership Board meeting on 23 January 2023, followed by an endorsement of the refreshed route-map on 13 July 2024 to ensure its continued relevance and alignment with local challenges, while also ensuring value for money.

2.2 TfSE has secured DfT funding for 2026/27 to support the continued development of the regional evidence base and analytical capability during a transition year. This funding provides an opportunity to establish the analytical framework and evidence required to support TfSE's future strategic objectives. In response, TfSE has refined the analytical framework route-map to reflect these priorities. The revised route-map was presented to the Partnership Board at its meeting on 13 July 2026 and subsequently approved by the Board.

3. Data

3.1 The TfSE's database back office has now been established. This represents a significant step forward in the maturity of the organisation's data and analytical capability. The platform provides a single, secure environment for storing, managing, sharing and analysing large and complex datasets such as INRIX. Enables more efficient responses to partner requests and reduces duplication of effort across the region. This capability strengthens TfSE's ability to undertake analysis at scale and

support partners in accessing insights that might otherwise require substantial local investment to replicate.

3.2 The 2026 Regional Travel Survey has been commissioned, and online data collection commenced in September. Once the online sample has been collected and reviewed, an in-person top-up survey will be undertaken to address any gaps. The aim is to complete all fieldwork by November. This will be followed by a period of data cleaning and analysis, with the final report expected to be available in early 2027.

3.3 TfSE have successfully integrated the origin-destination travel matrices produced by the TfSE Travel Market Synthesiser with BT mobile network data. The resulting dataset provides travel demand information at LSOA level across transport modes, trip purposes, and socio-economic groups. The data have already been shared with West Berkshire and Bracknell Forest to support local model developments. The dataset is available to all LTAs on requests.

3.4 The refresh of the Development Log, housing and employment dataset, has now been completed. All local planning authorities across the region were asked to submit a return. Engagement from authorities was strong with 82% submitting a return; however, where a local planning authority did not provide a response, the most up-to-date publicly available data was used. The dataset was collected under the Open Government Licence and can therefore be shared across the region with TfSE partners and constituent authorities.

3.5 BT mobile network data has, to date, been shared with Portsmouth, Hampshire, WSP working on behalf of the models for West Berkshire, Wokingham and Bracknell. We are also working on sub licence agreements to issue the data to Southampton and the Isle of Wight. Please note that the licence for the raw data ends on 31/01/2027. After this point only derived origin destination matrices (see 4.1 below) may be kept.

4. Analytical tools

4.1 The rebasing of the South East Highway Assignment Model (SEHAM) is progressing as planned. The highway origin destination matrices have been developed using BT mobile network data and calibrated against observed traffic flows data. Development of the first version of the 2024 SEHAM remains on schedule for completion before Christmas.

4.2 The development of the rest of South East Transport Modelling System (SETMS) is also progressing as planned, with 2024 modelling system remaining on schedule for completion by March 2027. TfSE officers discussed the proposed forecasting scenarios at the South East Modelling & Appraisal Forum, and the outcomes of these discussions are summarised below.

4.3 Options for a visualisation framework are currently under consideration. The framework will connect to the database directly, and creating a more interactive and self-service approach for both internal and external officers to interrogate the data and model outputs that are produced.

5. Engagement

5.1 TfSE held the six South East Modelling & Appraisal Forum on 13th October. During the forum, officers discussed the development of regional common analytical scenarios as a part of forecasting element of SETMS. The scenarios are intended to provide a regional equivalent of the DfT's Common Analytical Scenarios (CAS), supporting the development of consistent and locally tailored future and associated modelling assumptions, including economic growth, land-use change and travel demand. Representatives from LTAs also provided updates on the development of their data and analytical tools.

5.2 The STBs Chief Officers and analytical leads are continuing to engage with DfT officials to secure appropriate support for the continuity and resilience of STB analytical tools. Following an initial meeting with Ian Mulheirn, DfT chief analyst, in late August, STB analytical leads and DfT analysts have held a series of discussions to develop a shared baseline understanding of tools, models and datasets held by STBs. This work will help inform future arrangements for support and collaboration between STBs and DfT.

5.3 TfSE has been supporting the Sussex and Brighton Strategic Authority in developing its bid for the Integrated Transport Digital Twins Programme. The programme would provide funding to enhance analytical, digital and data capabilities in support of integrated transport planning, strategic spatial planning, network management and decision-making across the area.

5.4 TfSE has played a leading technical role in the bid, drawing on experience gained through the development of the Analytical Framework, including responsibility for the economic, digital and data cases that form part of the submission. Subject to a successful funding award, TfSE will be a key delivery partner for the programme. The proposed architecture has been designed around the expansion of the existing TfSE database., enabling it to be readily adopted by other LTAs and emerging Strategic Authorities across the TfSE geography. The programme also creates opportunities to transfer knowledge, skills and best practice in digital twin development to other LTAs, helping to build capability across the wider region.

6. Financial Considerations

6.1 The work set out in this report is being funded from the DfT grant allocation awarded to TfSE for 2026/27.

7. Conclusions and recommendations

7.1 The Partnership Board is recommended to comment on the progress with the development on analytical framework.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Joshua Jiao

Email: joshua.jiao@transportforthesoutheast.org.uk

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 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. Strategic Investment Plan Updates

3.1 Following approval of the refreshed SIP in March, the SIP document is now complete, alongside work to update the accompanying interactive StoryMap and the Strategic Prioritisation Framework.

3.2 The information held within the Delivery Action Plan will be updated throughout November and December through engagement with LTA and Delivery Partner officers.

4. Scheme Development Work

4.1 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.

4.2 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.

4.3 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.

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

5.1 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.

5.2 The table below shows the status of all the MRN/LLM schemes in the TFSE are.

Scheme Name	Local Authority	Programme Status
A22 Corridor Package	East Sussex County Council	In programme, not under review
A259 (King's Road) Seafront, Highway Structures ("Arches") renewal Programme)	Brighton & Hove City Council	In programme, not under review
A259 Bognor Regis to Littlehampton Enhancement	West Sussex County Council	In programme, not under review
A284 Lyminster Bypass	West Sussex County Council	In programme, not under review
North Thanet Link (previously A28 Birchington, Acol and Westgate-on-Sea Relief Road)	Kent County Council	In programme, not under review
Northam Rail Bridge	Southampton City Council	Confirmed
A229 Blue Bell Hill Improvements	Kent County Council	Confirmed
A259 South Coast Corridor	East Sussex	Confirmed
A326 Waterside Improvements	Hampshire County Council	Confirmed
A31 Farnham Corridor (Hickleys Corner)	Surrey County Council	Under review

City Centre Road	Portsmouth City Council	Under review
West Quay Road Realignment	Southampton City Council	Removed

5.3 On 6th July, DfT awarded £22 million towards the repair and renewal of the Victorian era arches under the A259 Kings Road in Brighton, with construction scheduled to begin in September 2026.

5.4 TfSE will continue to advocate for the schemes in the region, and provide support to our scheme promoters as the revised MRN/LLM programme progresses. 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.

6. Third Road Investment Strategy (RIS3)

6.1 On July 23rd DfT set out their RIS3 Variation Consultation on their proposal to reduce capital funding by £428 million over the first four years of the RIS3 period from 2026/27 to 2030/31. This includes the possible cancellation of two enhancement schemes and an approximate 2% reduction in other capital funding.

6.2 Whilst the proposed cancellation of the A38 Derby Junctions and A46 Newark Bypass schemes is outside the TfSE region, TfSE has responded to the consultation. TfSE raise concerns on the potential impacts of the proposed funding reduction on the delivery of RIS3 objectives and future strategic transport planning and consider that any RIS3 variation should be assessed against long-term strategic outcomes; including resilience, decarbonisation, connectivity and sustainable growth, rather than solely against short-term financial savings.

6.3 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.

7. Financial Considerations

7.1 The work set out in this report is being funded from the DfT grant allocation awarded to TfSE for 2026/27.

8. Conclusions and recommendations

8.1 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: Lewis Milligan

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Item 13 – Delivery of the SIP - 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	Complete	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	Underway	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	Complete	Feasibility Study	£100,000
Portsmouth City Council	C2	South East Hampshire Rapid Transit Future Phases	Underway	Feasibility Study	£50,000
				TOTAL	£150,000

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 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 2026/27 business plan

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1) Comment on progress with the work to support local transport authorities with the introduction of electric vehicle charging infrastructure;
 - 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 and;
 - 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. Electric Vehicle Charging Infrastructure

2.1 TfSE has commenced delivery of two new Electric Vehicle Charging Infrastructure projects for 2026/27, designed to support local authorities in moving from evidence and strategy towards practical delivery of EVCI. Both projects build on previous TfSE research and engagement activity and will support authorities across the South East.

2.2 The first commission, **On-Street Charging Solutions - Phase 2**, is supporting local transport authorities to apply the On-Street Charging Toolkit developed through the initial study, which was presented to the Partnership Board in July 2026. The project will provide facilitated readiness assessments, targeted support on common delivery challenges, and a series of worked examples demonstrating how different authorities can progress their on-street charging programmes.

2.3 The second commission, **Urban Public e-light commercial vehicle (eLCV) Charging Opportunities**, is supporting local transport authorities to identify credible short-term public charging opportunities for electric light commercial vehicle fleets. Building on TfSE's existing fleet electrification programme, the project will develop practical charging opportunity typologies, a streamlined screening framework for assessing potential locations, and worked examples illustrating how authorities can move from demand forecasts to an actionable pipeline of opportunities. The findings will be tested through the Fleet Electrification Working Group and shared across the region to support future delivery.

3. Freight, Logistics and Gateways Strategy

3.1 The **Freight Awareness Programme** e-training course for local authority transport, spatial planning and economic development officers was launched on 15 July 2026 via a Centre of Excellence webinar. It attracted over 50 attendees and received positive feedback. A recording of the webinar was sent to all attendees and those unable to attend. The course will remain available on the Centre of Excellence website and the Chartered Institute of Highways and Transport (CIHT) website.

3.2 The course provides transport and land use planners and policymakers with a better understanding of freight, including delivery and servicing requirements. It outlines the importance of the freight sector, how it works, the freight issues that need to be considered in transport and land-use planning policy and processes and provide solutions for managing freight movements efficiently and sustainably. A short guide for the freight sector on navigating the public sector has been prepared and shared with Logistics UK, the Road Haulage Association, and their members.

3.3 The **Wider South East Freight Forum** covers the geographic areas of TfSE, England's Economic Heartland, and Transport East, and aims to promote better understanding and good practice, and to foster greater partnership working between freight operators and the public sector.

3.4 The next meeting will be held on 22 October 2026. It will focus on the updated National Policy Planning Guidance (NPPG) from the Ministry of Housing, Communities and Local Government (MHCLG), the planned update to the Department of Transport's (DfT's) Freight Plan, and an engagement session with the members of the Forum on TfSE's Freight Fuel Infrastructure Plan.

3.5 Work continues on the development of the innovative **TfSE Freight Fuel Infrastructure Strategy**. The freight and logistics sector is very important to the South East because:

- has 24,550 freight and logistics businesses, second only to London out of all UK regions (source: Nomis 2025);
- has over 300,000 freight and logistics employees, the highest number of logistics employees of all UK regions (source: Nomis 2024); and
- contributes £22,436,752,455 gross value added to the UK economy, second only to London (source ONS 2026).

3.6 The sector is undergoing a major shift in how it operates, with vehicle manufacturers and large freight fleet operators transitioning from diesel to alternatively fuelled vehicles. This is due to the government's net-zero targets for the industry set in both the UK and Europe. To support this transition, local authorities, energy suppliers and infrastructure developers will need to be prepared to facilitate it. Larger national operators are already making the necessary operational changes; however, smaller local operators lack access to the same level of information or infrastructure support to do this.

3.7 The study will provide much-needed regional evidence to enable realistic insight into what alternative-fuel infrastructure is required for different types of freight operators and vehicles, where it is needed, and the implications for energy supply, land use, and infrastructure planning in the region. It will strengthen the evidence base already gained from TfSE's EV charging infrastructure work. Drawing on relevant national evidence and existing studies about zero-emission freight infrastructure and energy supply resilience, the study will:

- help to inform infrastructure planning
- improve the practical support available to local authorities, operators and other stakeholders in the TfSE area
- assess how infrastructure needs will vary according to fleet composition, operator type and logistics patterns and
- identify the role of different infrastructure types and the implications for the energy system.

3.8 Work on freight related **guidance for local authorities** continues. This includes: the management of freight vehicles during local construction projects; how to improve local servicing and delivery functions by freight operators; and what the new DfT Local Transport Guidance for freight means for local transport authorities' programme delivery. The guidance will be delivered by March 2027. The outputs from this will be made available through TfSE's Centre of Excellence platform.

4. Rail

4.1 The TfSE Rail Strategy identified station accessibility and integration as one of the TfSE-wide priorities. To address this, TfSE has commissioned a **First Mile Last Mile Rail Integration Study**, and work began in August 2026. The study focuses on access to rail stations via sustainable modes of travel. Bus connections can be poorly timed, and rail services may not stop directly outside stations. Walking, wheeling, and cycling routes can be indirect, unattractive, or difficult to use, particularly where stations are located some distance from town and village centres.

4.2 The study will provide TfSE, local transport authorities, rail operators, bus operators and other partners with a clear evidence base and practical recommendations to improve sustainable access to rail stations across the TfSE area. Outcomes will include how access to stations could be improved; ways to reduce reliance on cars to access rail stations, which will also help address congestion, carbon emissions, and parking pressures; and improvements to the passenger experience through more inclusive access to rail for people without a car.

4.3 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 and transport connectivity plan. The Plan will bring together existing evidence from all partners to identify issues and opportunities, develop potential solutions and outcomes, and identify key challenges and dependencies for rail across the local and strategic authority areas in the Wider South East. It is due for delivery in March 2027.

4.4 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 A new version of the **Carbon Assessment Playbook (CAP)** has been developed by the DfT and the website that hosts it has been updated. The DfT is not expecting local authorities to update their Local Transport Delivery Plans as a result. The tool enables LTAs to identify baseline carbon emissions and trajectories to net zero in their area, and to assess the carbon-reduction potential of transport interventions included in their Local Transport Plans.

5.2 The DfT's latest guidance on Local Transport Delivery Plans strengthened the role of carbon monitoring and reporting, moving it from a voluntary activity to a mandatory requirement. This update will ensure that the tool remains aligned with current national policy, guidance and evidence.

5.3 TfSE will continue to support authorities in applying the updated version of the CAP through the Centre of Excellence in the coming months.

6. Financial considerations

6.1 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 2026/27.

7. Conclusions and recommendations

7.1 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 its meeting in January 2027.

RUPERT CLUBB

Chief Officer

Transport for the South East

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Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Chief Officer, Transport for the South East

Title of report: Centre of Excellence Progress Update and Work Plan

Purpose of report: To provide a progress update on the Centre of Excellence

RECOMMENDATIONS:

The Members of the Partnership Board are recommended to:

- 1) Comment on 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 activity and engagement delivered through the TfSE Centre of Excellence (CoE) including the content of the work plan for 2026/27.

1.2 The CoE currently supports over 400 registered users, including more than 300 local transport authority officers alongside users from national agencies, universities and industry partners.

1.3 Usage data, feedback and annual monitoring and evaluation indicates steady gains in users' capability and confidence, with the platform becoming increasingly integrated into officers' everyday professional development and scheme planning.

2. Recent Content Delivery

2.1 Since May, the Centre of Excellence has continued to deliver a programme of support which reflects the 2026/27 work plan. A total of 6 webinars have been delivered since the last Partnership Board meeting.

2.2 The work plan for 2026/27 is structured around four key themes:

- Strategic policy, leadership, and decision making
- Stakeholder focused transport planning
- Evidence-based scheme development
- Decarbonisation, zero emission vehicles, and freight planning (intended to support the TfSE Technical Work Programme)

2.3 This thematic approach based on feedback from the Capability Survey enables a more cohesive and integrated offer, recognising the overlap between differing skill areas, and offering more efficient, targeted delivery across both individual capability development and thematic work.

2.4 The number of webinars delivered reduced in the period since the last partnership board. This is due to the summer holidays and anticipated reduced officer attendance. This gap in content also allows the team adequate time to plan the work programme for the year ahead.

2.5 During this period, we hosted a series of free webinars on topics including the DfT Connectivity Tool, clarifying the DfT carbon requirements, the new online freight awareness programme hosted by CIHT and launching BT mobile network data. Additionally, we ran a webinar on introducing programming language, which was attributed to last year's budget.

3. Monitoring and Evaluation (March – May 2026)

3.1 The monitoring data shows that was a reduction in site use as predicted for the quieter summer period. For more information, please refer to **Appendix 1**, which shows the monitoring and evaluation dashboard.

4. Finance Update

4.1 An allocation of £150,000 has been approved for delivery of the Centre of Excellence programme in 2026/27. Funding is primarily being used to secure specialist support for the development and delivery of webinars, guidance, resources, data and tools across the programme's priority themes, identified through the capability survey and partner engagement.

4.2 Following a period of programme development and preparation, during which a series of Summer webinars were delivered at no-cost, the 2026/27 work programme commenced in September, with a phased programme of webinars and supporting resources being rolled out throughout the year.

5. Next steps

5.1 The next phase will be the commissioning of subject matter experts across the four thematic areas, mobilising, and phasing delivery across the financial year to avoid user fatigue and ensure sustained engagement. Work has begun scheduling the webinars outlined in the work programme, beginning with a Business Case development series.

6. Conclusion and Recommendations

6.1 The Members of the Partnership Board are recommended to comment on the progress made in delivering the TfSE Centre of Excellence.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: James Boyes

Email: James.Boyes@transportforthesoutheast.org.uk



Centre of Excellence Monitoring & Evaluation



Date Selector

Please select month/s below

Multiple selections

Site Sessions

Unique Visitors

Site Sessions per visitor

152

Total Site Sessions (Jun - Aug)

34

Content uploaded Jun - Aug 26

56000

LTA savings (£) (Jun - Aug)

11

Site Sign Ups (Jun - Aug 26)

409

Total Sign Ups

535

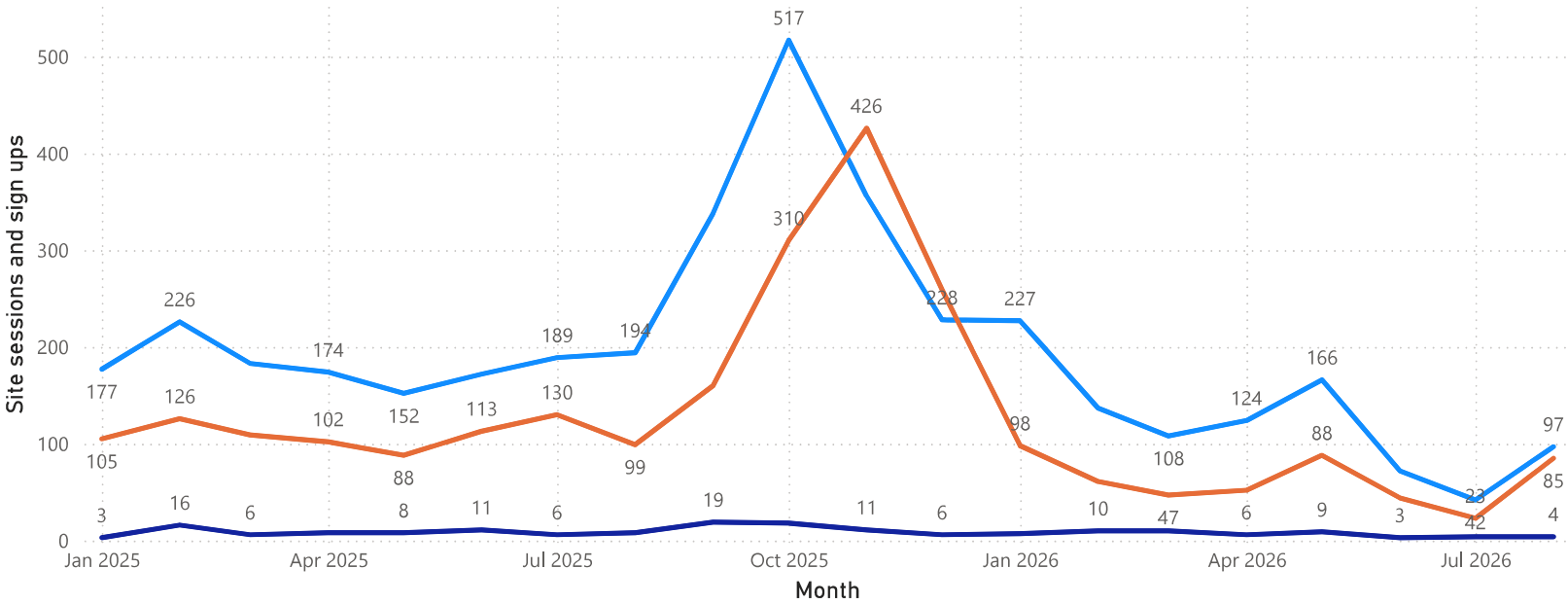
Total Content Uploaded

16 (100%)

Number of LAs signed up

Site sessions and sign ups by month

Site Sessions Sign ups Sum of Number of users per month

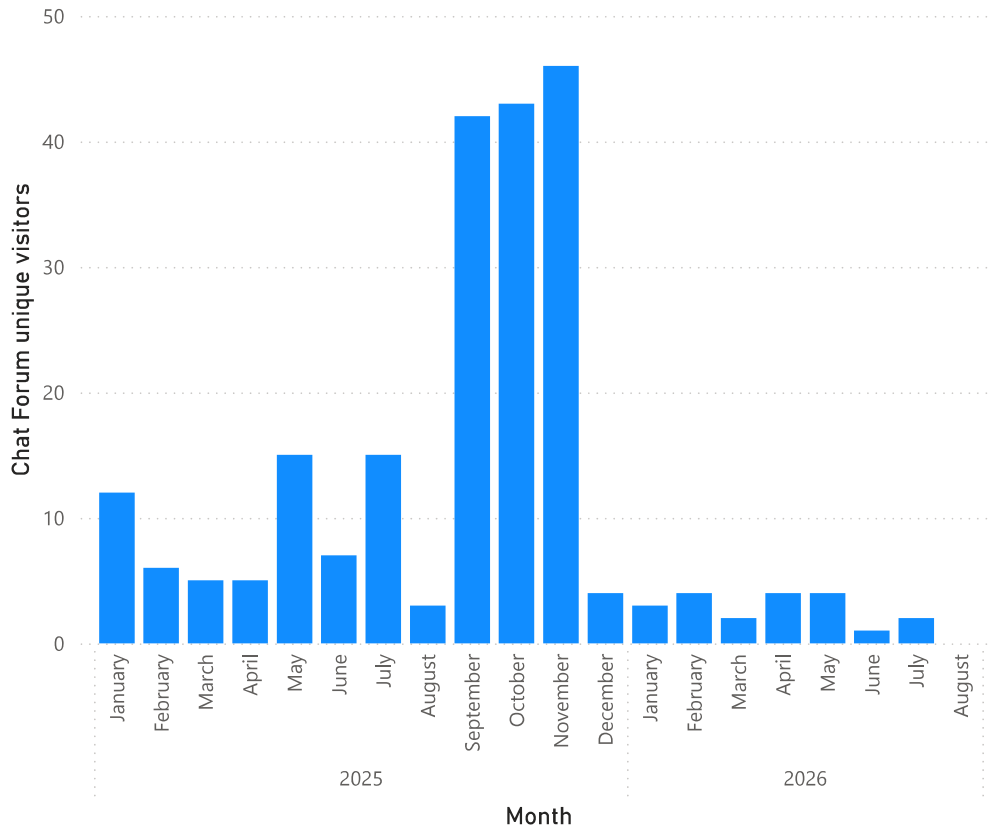


Date Selector for chat forum interaction

Please select month/s below

Multiple selections

Chat Forum interaction



Number of unique visitors per component home page

Title	Jun 26	Jul 26	Aug 26	Total
webinars	22	13	3	38
data	4	3	7	14
resources	5	6	2	13
key-tools	3	4	4	11
events	4	3	3	10
qualifications-and-courses	2	3	2	7
case-study	2	2	2	6
contact	1	0	0	1
funding	0	1	0	1
consultations	0	0	0	0
forum	0	0	0	0
new-to-the-sector	0	0	0	0
procurement	0	0	0	0

Number of unique visitors for specific pages

Title	Jun 26	Jul 26	Aug 26	Total
guidance	2	3	5	10
webinars-itemtfse-centre-of-excellence--school-streets-process-and-best-practice	9	0	0	9
webinars- tfse-centre-of-excellence- -dft-connectivity-tool-introduction	0	0	7	7
webinars- tfse-centre-of-excellence-&-bt-mobile-network-data	0	0	5	5
webinars- tfse-centre-of-excellence---freight-awareness-training-webinar	0	0	5	5
key-tools- freight-awareness	0	3	1	4
key-tools-itemlocal-transport-infrastructure-carbon-benchmarking-tool-(Iticbt)	4	0	0	4
webinars-itemtfse-centre-of-excellence-&-west-sussex-county-council- -reflections-on-the-active-travel-	4	0	0	4

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

Report to: Partnership Board –Transport for the South East

Date of meeting: 19 October 2026

By: Chief Officer, Transport for the South East

Title of report: Communications and 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 note and comment on the communications and engagement activity that has been 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 and stakeholder meetings.

2. Recent communications and engagement activity

2.1 We continue to use communication and engagement activity to support delivery of our technical work programme and promote the organisation to key audiences.

2.2 The team has worked with colleagues to promote TfSE's freight work. In August, we issued a press release to key transport and local government stakeholders announcing the launch of the Freight Training Programme developed in partnership with Transport East, England's Economic Heartland and CIHT, which hosts the online resource.

2.3 We also supported colleagues and our consultants in arranging meetings with local authority officers to begin work on the development of the Freight Fuel Infrastructure Strategy.

2.4 We have produced a new Centre of Excellence (CoE) fact sheet, which provides background information on the site and outlines the key functions. We will work with members of the CoE Steering group to encourage distribution across their organisations to increase sign-ups to the site. This will be particularly valuable as LGR progresses with roles evolving and officers moving between, or being recruited to, local authorities. This can be viewed as appendix 1 to this paper.

3 Events and speaker slots

3.1 Earlier this month, Transport Strategy Manager Kate Over presented at the Motor Transport Decarbonisation Summit in Birmingham. As a member of a panel discussing the future of freight, devolution and the role of regional transport partnerships, Kate highlighted TfSE's work in this area and future plans, including the officer training programme for ongoing role of the Wider South East Freight Forum.

3.2 In September, TfSE Chief Officer Rupert Clubb presented to the Transport Knowledge Hub Board Meeting about the recent *Rewiring the State* paper from the government. Rupert outlined what this means for the South East, including the opportunities arising from greater devolution and place-based decision making, transport's role in supporting growth, and how TfSE's existing strategy, evidence base and partnerships can help support delivery.

4. MP engagement and public affairs

4.1 In August, TfSE Chair Cllr Simon Curry wrote to the Secretary of State, Heidi Alexander, following the former Chair's correspondence in May, which presented the Transport Strategy and refreshed Strategic Investment Plan.

4.2 The letter reinforced the value of TfSE's regional perspective and its role in supporting a more integrated transport network across the South East. It also emphasised the need to secure long-term arrangements for pan-regional collaboration beyond the Department for Transport's current funding period, which ends in March 2027.

4.3 Cllr Curry reiterated TfSE's commitment to reflecting the priorities of local authorities, businesses and communities across the region while supporting growth, connectivity and opportunity. The letter also requested a meeting with the Secretary of State to discuss this further. The letter can be viewed as appendix 2 to this paper.

5 Delivering against our Communications and Engagement Plan

5.1 We continue to deliver against our communications and engagement priorities and objectives while monitoring outcomes and progress across all activities.

5.2 Devolution and local government reorganisation remain ongoing. We have mapped out the expected LGR and devolution changes expected over the coming years to identify key milestones and assess their likely impact on TfSE. While recent announcements on LGR may change the approach, it has been a helpful tool to support the development of the Future Funding Model.

5.3 We have refreshed the schedule for the CoE's two newsletters, by incorporating the Resource Round-up into the main newsletter and issuing it twice-monthly. This maintains the overall content while ensuring timeliness and strengthening focus.

5.4 We have completed the streamlining of the TfSE website to make it easier to use and navigate. This has included uploading refreshed MP factsheets following the SIP refresh earlier this year.

5.4 The number of LinkedIn followers has continued to rise and is now 1640, representing 69 additional followers since July's figure of 1571, a 4% increase.

6 Conclusion and Recommendation

6.1 The Partnership Board are recommended to note and comment on the TfSE 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

Have you signed up to the Centre of Excellence?

Did you know that as a local transport officer in the South East you are eligible for full access to the Centre of Excellence (CoE)? The CoE is a free online resource managed by Transport for the South East (TfSE), designed to support you in your role.

The site aims to strengthen your skills and knowledge through online resources and cross-authority collaboration, helping you to achieve better transport outcomes for our communities.

Sign up to the site to access a range of case studies, key tools, up to date guidance and news from the industry, monthly webinars on key topics, and in-person events.

How the Centre of Excellence can help you



Key Tools

Access key tools including Podaris, CAP, the DfT Connectivity Tool and many more



News and Guidance

Keep up to date with the latest transport news and guidance



Webinars

Participate in webinars in key topics and watch back any you missed



Data Hub

Access a range of data sets to support your evidence-based transport planning and funding bids



Chat Forum

Connect with colleagues to share best practice, discuss challenges and solve problems



Case Studies

Benefit from officers' experiences using transport case studies across the region

Who are Transport for the South East?

TfSE is the Sub-national Transport Body for the South East, providing a single, joined-up voice on the region's strategic transport needs.

We work with our 16 local transport authorities and wider partners to identify priorities and make the case to Government for investment and policy support in the region.

Coming up in 2026/27

Scheme appraisal – support on the development of appraisal modelling and developing the economic case for transport schemes.

AI in transport planning – understand AI in transport planning, including guidance on the DfT Connectivity Tool and other emerging applications.

Modelling and forecasting – introduction to the TfSE modelling system and land use model, as well as guidance on using mobile network data to support forecasting and analysis.

Stakeholder engagement – support in transport strategy and plan development.

Policy and strategy development – introductory and detailed sessions on accessibility planning and developing deliverable transport plans.

Don't miss out sign up today!

Our Centre of Excellence is available to any Local Transport Authority officers in our region.

Sign up at
transportforthesoutheast.org.uk/centre-of-excellence/

The Rt Hon Heidi Alexander MP
Secretary of State for Transport

Via Email – pocorrespondence@dft.gov.uk

12/08/2026

Dear Secretary of State,

I am writing to introduce myself as the new Chair of Transport for the South East (TfSE), and to welcome the opportunity to continue the constructive relationship that TfSE has built with you and the department over recent years.

It is a real privilege to take on this role and to build on the strong collaborative work already underway across the South East. I know that you recently corresponded with my predecessor, Keith Glazier OBE, following the publication of TfSE's refreshed Transport Strategy and Strategic Investment Plan. I was pleased to see your recognition of the value a regional perspective gives, and of the contribution TfSE has made in supporting a more integrated approach to transport across the South East.

As I take up the Chair, I am clear about the challenges and opportunities that lie ahead. The South East, outside London, is the gateway to Europe and one of the country's largest economies, and we will continue make the case for the investment required to support growth, opportunity and connectivity across the region. With no Department for Transport funding currently available to TfSE beyond March 2027, securing the resources needed to maintain effective pan-regional collaboration will be an important priority.

I want TfSE's approach to be grounded in the needs of the people and communities we serve. I have already heard directly from residents, including young people, about the role that transport plays in their daily lives. These perspectives will be invaluable, in shaping our priorities alongside those of our local authority partners, business community and wider transport sector.

As devolution and local government reform gather pace, it will be important to retain the relationships, expertise and shared understanding that have been developed across the region up over many years. That is where TfSE can help. We already bring local authorities together to tackle issues that extend beyond administrative boundaries, and we provide a trusted forum for working through difficult challenges collectively. At a time of significant change, TfSE offers continuity, a strong connection between government and local places, and a practical way of turning reform into real improvements for the people and businesses of the South East.

In your recent correspondence, you recognised both the importance of local members having greater influence over the future of TfSE, and the continuing value of pan-regional collaboration. I would welcome the opportunity to discuss these issues with you and to explore how TfSE can continue to work closely with you and your department to support the South East and contribute to the government's own ambitions for economic growth and improved connectivity.

I would therefore be very pleased to meet with you at your earliest convenience, both to introduce myself formally and to discuss the opportunities, challenges and priorities and facing the South East.

I look forward to working with you and continuing the positive and constructive relationship between TfSE and government.

Yours sincerely,

SM Curry

Cllr Simon Curry

Chair of Transport for the South East
Portfolio Holder for Climate Change and Strategic Regeneration Medway
Council