

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.

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