

## Finding 18 Smith Square – Local Government Association

The LGA is based in [Smith Square in Westminster.](#)

The official address is:

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18 Smith Square  
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SW1P 3HZ**

The building is located nearest to Westminster, Pimlico, Vauxhall and St James's Park Underground stations, as well as Victoria, Vauxhall and Charing Cross railway stations.

Emily Bailey will be the point of contact on the day, so if you have any questions please call 07840649245.

**Transport for the South East  
Partnership Board – Public Session**

## Agenda

13 June 2022

**London Smith Square – Westminster Room**

### Partnership Board Members Attending Virtually

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Tony Page Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Cllr David Monk Leader Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Cllr Rob Humby Leader Hampshire County Council	Cllr Elaine Hills (sub for Cllr Amy Heley), Brighton & Hove City Council
Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr David Monk, Leader, Folkestone & Hythe District Council
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Cllr Eamonn Keogh Cabinet Member for Transport and District Generation Southampton City Council	Ian Phillips Chair South Downs National Park Authority (Representative from Protected Landscapes)
Vince Lucas South East LEP (jointly representing LEPs)		

#### Apologies:

- John Halsall, Route Managing Director for South East, Network Rail
- Cllr Alan Jarrett, Leader, Medway Council
- Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
- Cllr Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council
- Cllr Amy Heley, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council

#### Guests:

John Hall, Director Regions, Cities and Devolution, DfT  
 Steven Bishop, Director, Steer  
 Ben Carlton Jones, KPMG  
 Kate Fairhall, Andrew Steele, Rob Goodall Arup  
 Judith Hewitt, Account Director, ECF

Item		Who
1	<b>Welcome and Apologies</b>	Cllr Keith Glazier
2	<b>Minutes from last meeting (p5-10)</b>	Cllr Keith Glazier
3	<b>Declarations of interest</b>	Cllr Keith Glazier
4	<b>Governance (p11-15)</b> (Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)	Rupert Clubb
5	<b>Statements from the public</b>	Chair
<b>For Decision</b>		
6	<b>Area Studies (p16-20)</b>	Sarah Valentine
7	<b>Working towards a Strategic Investment Plan (p21-27)</b>	Rachel Ford/Steven Bishop/Ben Carlton Jones
8	<b>SIP Consultation (p28-39)</b>	Lucy Dixon-Thompson/Judith Hewitt
9	<b>SIP Communications and Engagement(p40-53)</b>	Hollie Farley
10	<b>Local Capability (p54-56)</b>	Kate Fairhall/Emily Bailey
11	<b>Response to Consultations (p57-71)</b>	Rupert Clubb
<b>For Information</b>		
12	<b>Lead Officer's Report (p72-74)</b>	Rupert Clubb
13	<b>Financial Update (p75-78)</b>	Rachel Ford
14	<b>Additional Workstream development (p79-81)</b> - EV Charging Strategy - Decarbonisation - Bus Back Better	Mark Valleley
15	<b>MRN Update (p82-86)</b>	Sarah Valentine
16	<b>Technical Programme Update (p87-89)</b>	Mark Valleley
17	<b>Governance Group Update (p90-92)</b>	Cllr Tony Page
18	<b>Transport Forum (p93-96)</b>	Geoff French

19	<b>AOB</b>	All
20	<b>Date of Next Meeting</b> 26 <sup>th</sup> September 2022 (virtual) 13:00-16:00	

### Officers in Attendance

Rupert Clubb	Transport for the South East
Mark Valleley	Transport for the South East
Rachel Ford	Transport for the South East
Sarah Valentine	Transport for the South East
Benn White	Transport for the South East
Hollie Farley	Transport for the South East
Emily Bailey	Transport for the South East
Joseph Ratcliffe	Kent County Council
Simon Duke	Surrey County Council
Lyndon Mendes	Surrey County Council
Nikki Nelson-Smith	National Highways
Pete Boustred	Southampton City Council
Kate Martin	Southampton City Council
Ellie Williams	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Richard Kenny	Hampshire County Council
James Hammond	Folkestone & Hythe District Council
Andy Rhind	DfT
Peter Duggan	DfT
Colin Rowland	Isle of Wight Council
Anthony Middleton	C2C LEP
Mark Prior	Brighton and Hove City Council
Matt Davey	West Sussex County Council
Stuart Kistruck	Network Rail
Ernest Amoako	Woking Borough Council

**TfSE Partnership Board  
9 May 2022  
Minutes**

**Partnership Board Members Attending Virtually**

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Tony Page Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Stuart Kistruck (sub for John Halsall) Route Managing Director for the South East, Network Rail	Cllr Rob Humby Deputy Leader and Executive Lead Member for Economy, Transport and Environment Hampshire County Council	Cllr Elaine Hills (sub for Cllr Amy Heley), Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council
Cllr Joy Dennis, Cabinet Member for Highways and Infrastructure West Sussex County Council	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Lynne Stagg Cabinet Member for Traffic and Transportation Portsmouth City Council
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Cllr Jeremy Moulton Deputy Leader and Cabinet Member for Growth Southampton City Council	Ian Phillips Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr Phil Jordan Cabinet Member for Infrastructure and Transport Isle of Wight Council		

**Apologies:**

- John Halsall, Route Managing Director for South East, Network Rail
- Cllr David Monk, Leader, Folkestone & Hythe District Council
- Alex Williams, Director of City Planning, Transport for London
- Joint LEP representative
- Cllr Alan Jarrett, Leader, Medway Council

**Observers virtual:**

Rupert Clubb, Transport for the South East  
Rachel Ford, Transport for the South East  
Sarah Valentine, Transport for the South East  
Emily Bailey, Transport for the South East  
Tiffany Lynch, Transport for the South East

Benn White, Transport for the South East  
 Hollie Farley, Transport for the South East  
 Mark Valleley, Transport for the South East

Ernest Amoako, Woking Borough Council  
 Mark Prior, Brighton and Hove City Council  
 Matt Davey, West Sussex County Council  
 Nikki Nelson-Smith, Highways England  
 Joseph Ratcliffe, Kent County Council  
 James Hammond, Folkestone & Hythe District Council  
 Pete Boustred, Southampton City Council  
 Tony Middleton, Coast 2 Capital LEP  
 Pam Turton, Portsmouth City Council  
 Andy Rhind, DfT  
 Peter Duggan, DfT  
 Alex Pringle, SDNPA

Item	Action
<b>1. Welcome and Apologies</b>	
1.1 Cllr Keith Glazier (KG) welcomed Partnership Board members to the meeting and noted apologies.  1.2 Cllr Glazier welcomed Cllr Elaine Hills who is substitute for Cllr Amy Heley (BHCC).  1.3 Cllr Glazier thanked Martin Harris for his support of TfSE, and wished him a happy retirement.	
<b>2. Minutes from last meeting</b>	
2.1 The minutes of the previous meeting were agreed.	
<b>3. Declarations of interest</b>	
3.1 Cllr Glazier asked Board Members to declare any interests they may have in relation to the agenda. No interests were declared.	
<b>4. Statements from the public</b>	
4.1 Cllr Glazier confirmed that no statements from the public have been submitted ahead of today's meeting.	
<b>5. Budget for 2022/23</b>	
5.1 Rachel Ford (RF) introduced this item and guided the Partnership Board members through the key parts of the paper.  5.2 RF highlighted to the board that the end of year financial update was outlined in Appendix 1. It was noted that income in 2021/22 was higher than anticipated due to the additional £700,000 being received from the DfT to	

support local authorities with specific workstreams on Bus Back Better; decarbonisation; local capability and capacity; and electric vehicle charging infrastructure strategy. While procurement is underway for these workstreams, the funding has been carried over into this financial year (2022/23) for spending.

5.3 It was also noted that the salary costs were lower than anticipated for the previous financial year due to a long-term vacancy in the strategy team.

5.4 It was also noted that the SIP and area studies commenced in 2021/22 but have not yet been finalised. The costs associated with these work streams have been carried forward into the current financial year (2022/23).

5.5 RF reminded Board members that at the previous meeting, we had just received our grant funding letter of £1.725million from the DfT for 2022/2023, with an indicative grant for subsequent years to be used for business planning purposes. This is positive news as it allows us to continue our ambitious technical programme.

5.6 RF took the board through the proposed budget featured in Appendix 3. Following the previous Board meeting, an outline budget was circulated to the Board for comment and board members were thanked for their positive comments received on the finance paper that was circulated.

5.7 RF outlined the key takeaways from this paper, such as the increase of staffing costs to reflect the cost of living increases and the need for a staffing complement to put in place capacity and capability to deliver our work programme.

5.8 As outlined in the grant letter from DfT, TfSE will be expected to maintain an appropriate reserve. The budget sets out that TfSE intends to carry a reserve of £361,000 at the end of the financial year. This figure has been identified through discussions with the HR and finance teams at the accountable body.

5.9 RF noted that the intention of the indicative budget for the next two years is to set out to board members how we intend to develop the work programme over the three-year period, with a flexible approach to be able to adapt to emerging priorities set out by the DfT and constituent authorities.

5.10 RF stipulated that we will continue to provide the Board with an annual budget, alongside a business plan annually for approval.

5.11 The recommendation was **agreed** by all Partnership Board members.

**RECOMMENDATIONS:**

The members of the Partnership Board are recommended to:

(1) Agree the end of year budget report for 2021/22;

(2) Ratify the budget for Transport for the South East for 2022/23; and

(3) Agree an outline budget for Transport for the South East for 2023/24 and 2024/25.

<b>6. Business Plan for 2022/23</b>	
<p>6.1 Hollie Farley (HF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>6.2 HF presented the Business Plan to the Board and noted that it will be published on the TfSE website, communicated by our newsletter and social media channels.</p> <p>6.3 The business plan is a requirement of the grant agreement, so will also be submitted to the DfT for approval. It sets out our priorities that we aim to achieve in the next 12 months and goes into further detail about how we are developing our SIP and the launch of its consultation.</p> <p>6.4 It also details the key thematic areas that we will be working on such as decarbonisation; bus back better; electric vehicle charging infrastructure strategy; local capacity and capability; and the freight strategy and its subsequent formation of the freight forum.</p> <p>6.4 It further sets out our collaborative work with other STBs and how we will continue to work with other organisations to seek investment in active travel; rail; buses; and roads.</p> <p>6.5 HF reiterated that the business plan also contains the proposed budget for 2022/23.</p> <p>6.6 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> <li>(1) Agree the draft Business Plan 2022/23 for publication on the TfSE website; and</li> <li>(2) Agree that the Business Plan 2022/23 be submitted to the Department for Transport.</li> </ol>	
<b>7. SIP Communications and Engagement</b>	
<p>7.1 Hollie Farley (HF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>7.2 HF provided outline and schedule for the full communications campaign to promote the SIP consultation to all audiences on- and offline, describing 30-second video clip to be produced to also promote consultation, confirming social media assets (some adaptable for tailoring by local authorities for promotion to local residents, for some this being first</p>	



<p>time they will have heard of TfSE), newsletter and web copy, press releases. More reminders will be sent out in next few weeks.</p> <p>7.3 HF talked through several events taking place and their future promotion:</p> <ul style="list-style-type: none"> <li>• Parliamentary Reception, Portcullis House – 9-10am, 22nd June 2022</li> <li>• Connecting the South East: A bold and ambitious plan, G-Live, Guildford – 5th July</li> <li>• SIP virtual engagement sessions – 10-11.30am, 11th July and 6-7.30pm, 12th July</li> </ul> <p>7.4 HF gave a summary of confirmed and tentative MP and board attendance at Parliamentary Reception and asked that members contact MPs from their areas to encourage participation.</p> <p>7.5 HF noted a good response to G-Live event, which currently has 75 people registered, despite having not yet announced key note speakers. We hope to see an increase once we are able to confirm speakers and a final agenda. HF provided the Board with a detailed update on the proposed four sessions that will take place on the day.</p> <p>7.6 It was noted that positions within Cabinets and committees may have changed within councils as a result of elections, and Cllr Keith Glazier agreed that new leaders will be informed of actions undertaken by TfSE and recognise how vital it is to keep Board Members up-to-date.</p> <p>7.7 It was requested that invites for the parliamentary reception be forwarded on to Board members, so that they can forward it on to their local representatives.</p> <p>7.8 The recommendations were <b>noted</b> by all Partnership Board members.</p> <p><b>RECOMMENDATIONS:</b> The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> <li>(1) note the engagement and communication activity that has been undertaken since the last board meeting; and</li> <li>(2) note progress on the development of the SIP communications and engagement plan.</li> </ol>	
<p><b>8. AOB</b></p>	
<p>8.1 Cllr Glazier (KG) reminded the Board of the importance of the June Board meeting due to it being the AGM meeting. It was reiterated that the Meeting will be held in person at the LGA offices in Smith Square.</p> <p>8.2 No other business was raised.</p>	
<p><b>9. Date of Next Meeting</b></p>	

9.1 The next Partnership Board meeting will be held on Monday 13 June, in person at LGA Smith Square from 13:30 – 16:00.	
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Report to: **Partnership Board – Transport for the South East**

Date of meeting: **13 June 2022**

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

Title of report: **Transport for the South East – Governance Arrangements**

Purpose of report: **To agree the appointment of the Chair, Vice-Chair and co-opted Board members to the Transport for the South East Partnership Board**

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***RECOMMENDATIONS:***

The members of the Partnership Board are recommended to:

- (1) Nominate and elect a Chair and Vice-Chair for the period of one year;**
  - (2) Agree to co-opt for a period of one year to the Partnership Board:
    - a. The Chair of the Transport Forum;**
    - b. Two people nominated collectively by the Local Enterprise Partnerships;**
    - c. A person nominated by the National Parks and other protected landscape designations;**
    - d. Two people nominated by the District and Borough Authorities; and**
    - e. A representative from National Highways, Network Rail and Transport for London.****
  - (3) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives, the Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes;**
  - (4) Appoint for a period of one year the Chair for the Transport Forum;**
  - (5) Consider future meeting arrangements for Partnership Board; and**
  - (6) Note the request for members of the Partnership Board to complete the register of interests forms.**
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**1. Introduction**

1.1 The Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017 and a revised constitution in December 2019. The constitution set out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

## **2. Appointment of the Chair and Vice-Chair**

2.1 The Partnership Board is recommended to nominate and elect a Chair and Vice-Chair.

2.2 As agreed in the constitution for the Partnership Board, the Chair and Vice-Chair's term of office will be for a period of one year, when they are either reappointed or another member elected.

2.3 The Chair presides at Partnership Board meetings if they are present. In their absence, the Vice-Chair presides. If both are absent, the secretariat will start the meeting and the Partnership Board will appoint, from amongst its members, an Acting Chair for the meeting in question.

## **3. Co-opting additional Partnership Board members**

3.1 The constitution for the Partnership Board allows for persons who are not members of the Constituent Authorities to be co-opted onto the Partnership Board and affords the Partnership Board the power to allow them voting rights.

3.2 In June 2017, it was agreed that a number of organisations should be co-opted to the Partnership Board. These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision-making process.

3.3 The proposed arrangements for co-opted members reflect the structures for the Partnership Board as set out in the constitution. If agreed by members, they would reflect a continuation of the arrangements in place since June 2017. It is proposed that the Partnership Board give consideration to co-opting the following organisations and representatives:

- The Chair of the Transport Forum – the Transport Forum has been in operation since September 2017 and brings together representatives from user groups, operators (bus, airport, ports, train and ferry), Government agencies, Local Enterprise Partnerships (LEPs), business members, District and Borough Authorities and the potential supply chain to provide advice and guidance to the Partnership Board. The Forum is independently chaired by Geoff French.

It is recommended that the Partnership Board co-opt Geoff French as the Chair of the Transport Forum with allocated voting rights.

- Two people collectively nominated by the LEPs – TfSE covers five LEP areas, namely Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire LEPs. LEPs are partnerships between Local Authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth. The LEPs support TfSE in ensuring that economic growth is promoted and is central to the development of the Transport Strategy.

It is proposed that two LEP Board members are co-opted to the Partnership Board to collectively represent the five LEPs. It is recommended that voting rights of one vote be allocated to each of the two LEP representatives.

Currently this role is undertaken by Daniel Ruiz from Enterprise M3 LEP and Vince Lucas from South East LEP.

- District and Borough (non-unitary) Authorities – it is proposed that the collective views of the district and borough authorities should be represented on the Partnership Board through two co-opted Board members.

The positions on the Partnership Board are currently filled by Cllr David Monk, Leader, Folkestone and Hythe District Council, and Cllr Colin Kemp, Woking Borough Council.

As agreed at the Partnership Board in July 2018, it is proposed that the district and borough representatives should be allocated voting rights.

In addition to the two district and borough authorities represented on the Board, district and borough representatives from all five county areas are represented on the Transport Forum. Following the recent local elections, it is intended to work with all five county areas to confirm their representation and then fill the vacant position on the Partnership Board.

- National Parks and other protected landscape designations – the environmental impact of the Transport Strategy and proposed interventions will need to be considered by the Board. It is recommended that a representative from the South Downs National Park be co-opted to the Partnership Board to represent the collective interests of the National Parks and other environmental and protected landscape designations. The position is currently filled by Ian Philips, Chair of the South Downs National Park.

As agreed at the Partnership Board in July 2018, it is proposed that the representative for the National Parks and protected landscape designations should be allocated voting rights.

3.4 In June 2019 the Partnership Board agreed to co-opt the following organisations, on a non-voting basis:

- Network Rail – TfSE has a key role in influencing strategic investment decisions in the rail network. Engagement with Network Rail at the Partnership Board will support this objective and it is proposed that the John Halsall, Managing Director (Southern region), is co-opted to the Board. TfSE also engages closely with the recently established Great British Railways Transition Team (GBRTT). As the GBRTT continues to evolve the Board may wish to give consideration to co-opting a representative from GBRTT.
- National Highways – this arrangement would be similar to the one proposed for Network Rail and would support the aim of TfSE to influence investment on the strategic road network through the Road Investment Strategy (RIS) programme. It is proposed that Richard Leonard, Head of Network Development, is co-opted to the Board.

- Transport for London – the relationship between the TfSE area and London is an important aspect of our economy, particularly in relation to transporting people and goods. It is proposed that Alex Williams, Director of City Planning, Transport for London, is co-opted to the Board.

#### **4. Meeting arrangements for 2022/2023**

4.1 TfSE Partnership Board meetings have been held virtually since April 2020. It has previously been agreed that the Partnership Board will meet in person for the purposes of the Annual General Meeting (AGM) and to consider any other key business decisions.

4.2 Unlike local authorities, there are no statutory requirements for TfSE Board to hold physical meetings. Virtual meetings have offered a number of benefits, including cost savings and reduced travel time as well as the opportunity for members of the public to observe meetings. However, Board members are asked to consider the format (i.e. physical or virtual) of future Partnership Board meetings.

#### **5. Register of Interests**

5.1 TfSE maintains a Register of Member's interests in accordance with section 29 of the Localism Act 2011 and will ensure that it is available for inspection and published on TfSE's website as required by the Act.

5.2 Members of TfSE must within 28 days of their appointment to office notify TfSE's secretariat in writing of the details of their disclosable pecuniary interests arising in respect of the TfSE area (including, where required, interests of their partner) and their personal interests.

5.3 Where a Member of TfSE is present at a meeting and has a disclosable pecuniary interest or, an interest that would be a personal interest under the provisions of the Code in any matter to be considered at the meeting, they must disclose the interest to the meeting.

5.4 Where a member of TfSE has a disclosable pecuniary interest or an interest that under the provisions of the Code would be a prejudicial interest in any matter being considered at a meeting, they must not participate or vote on the matter and must withdraw from the room of the meeting while the matter is being considered.

5.5 A copy of the Register of Interest form will be circulated to all members following this meeting. The completed register of interests will be published on the TfSE website.

#### **6. Conclusion**

6.1 The Local Transport Authority members of the Partnership Board are recommended to agree the arrangements set out in this report for the election of the Chair and Vice-Chair of the Partnership Board, Chair of the Transport Forum, the appointment of the co-opted Board members and the allocation of voting rights.

**Rupert Clubb**  
**Lead Officer**  
**Transport for the South East**

Contact Officer: Rachel Ford

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Email: [rachel.ford@eastsussex.gov.uk](mailto:rachel.ford@eastsussex.gov.uk)

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

Date of meeting: **13 June 2022**

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

Title of report: **Area Studies Progress Update**

Purpose of report: **To provide a progress update on the area studies programme.**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the progress made with work on the area studies.**

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**1 Introduction**

1.1 The purpose of this report is to provide a progress update on the programme of area studies.

**2 Financial considerations**

2.1 In May 2019 the Department for Transport (DfT) made a grant award of £500,000 to TfSE to take forward the technical work programme including the area studies. On 13 March 2020, the DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that a robust evidence base was in place for the area studies. The remaining funding available from the 2019/20 grant was sufficient to enable TfSE to proceed with commissioning one area study.

2.2 In August 2020 the DfT made a grant award of £1,225,000 to TfSE to take forward further elements of the technical work programme including the area studies. This provided sufficient funding to take forward two further area studies.

2.3 In March 2021 the DfT made a grant award of £1,225,000 to TfSE to take forward further elements of the technical work programme including the area studies. This provided sufficient funding to take forward the remaining two area studies.

**3 Area studies background**

3.1 The programme of area studies will identify where geographically, when in time, and under what conditions, packages of scheme interventions and wider policy initiatives should be implemented across the South East to deliver the 2050 vision set out in our transport strategy. The outputs from these studies will feed into the development of TfSE's Strategic Investment Plan (SIP). Each of the packages presented in the SIP will identify a range of scheme options some of which will need to be subject to further feasibility work to identify preferred options for possible introduction at particular locations.



3.2 The specific geographic location and movement types within scope for each study along with their sequencing and programme for delivery was agreed at the Partnership Board meeting on 22 October 2020. Five area studies are to be carried out; two focusing on orbital movements and three focusing on radial movements across the TfSE geography.

3.3 The methodology for the reporting of the outcomes of Stage D of the area studies has been revised. This work now brings together the outputs from all five areas at an earlier stage into four revised geographies that enables the strong strategic narratives that have emerged from the technical work to be presented in a more streamlined way for inclusion in the SIP.

#### 4 Area studies progress update

4.1 A diagram showing the stages and steps of work to be undertaken through the area studies, along with each study's relative progress is shown at Appendix 1.

4.2 The programme of area studies is now complete and the suite of final outputs will be published as supporting technical documents to the consultation draft Strategic Investment Plan:

- Five **Evidence Base Reports**, one for each of the original area study geographies.
- Five **Options Assessment Reports**, one for each of the original area study geographies, supported by an **Integrated Sustainability Appraisal** for each area.
- Four **Strategic Programme Outline Cases (SPOC)** based around four revised geographies. These will make a compelling case for investment in the programme showing that it is strategically aligned, will stimulate substantial positive impacts and is deliverable.
- A **Strategic Narrative** which will be TfSE area-wide and place-based, bringing together SPOC narratives and underpinned by evidence including SEELUM outputs at a TfSE area level.
- A TfSE wide collated **Delivery Plan**, based on SPOC packages and a global package of interventions.
- Six **Thematic Chapters** which will set out how the interventions identified in the proposed packages will deliver key Government policies on the following:
  - decarbonisation,
  - levelling up,
  - strategic highways,
  - rail,
  - bus, shared mobility and mass transit and
  - strategic active travel and micromobility.

4.3 A diagram showing the suite of area study and SIP outputs is shown at Appendix 2.

## **5 Stakeholder engagement**

5.1 Key stakeholders have been engaged throughout the area studies development with area specific working groups providing the opportunity for detailed technical input and challenge from TfSE's constituent authorities and other key stakeholders. The final working group meeting for the area studies programme has been held, and we remain very grateful for the high level of engagement from our working groups who have provided valuable insight and challenge as the studies progressed.

5.2 An area study forum was also convened for each study to feed in wider stakeholder views at key points, including setting the objectives for the study and inputting into the long lists of potential interventions. A third and final combined forum encompassing all study areas has also been held. Again, we are grateful for the very good level of engagement and input from these wider stakeholders.

5.3 Engagement sessions with both MP's and District and Borough political leaders have been held. Meetings were led by Cllr Glazier and provided an opportunity for attendees to hear about the potential interventions that are emerging from the area studies.

## **6 Conclusions and recommendations**

6.1 The Partnership Board is recommended to note the work undertaken to date and the progress made with the area study work programme, which is now complete.

**RUPERT CLUBB**

**Lead Officer**

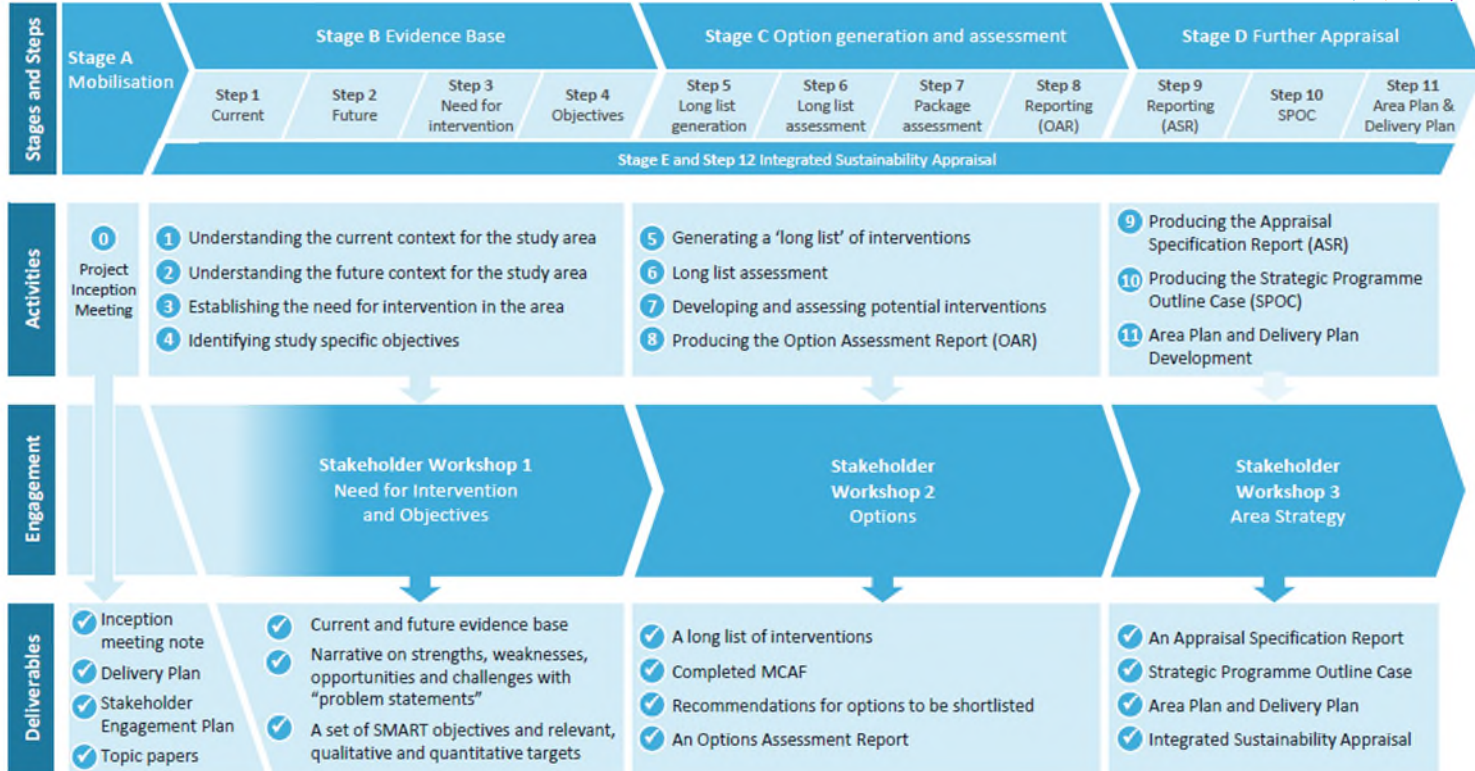
**Transport for the South East**

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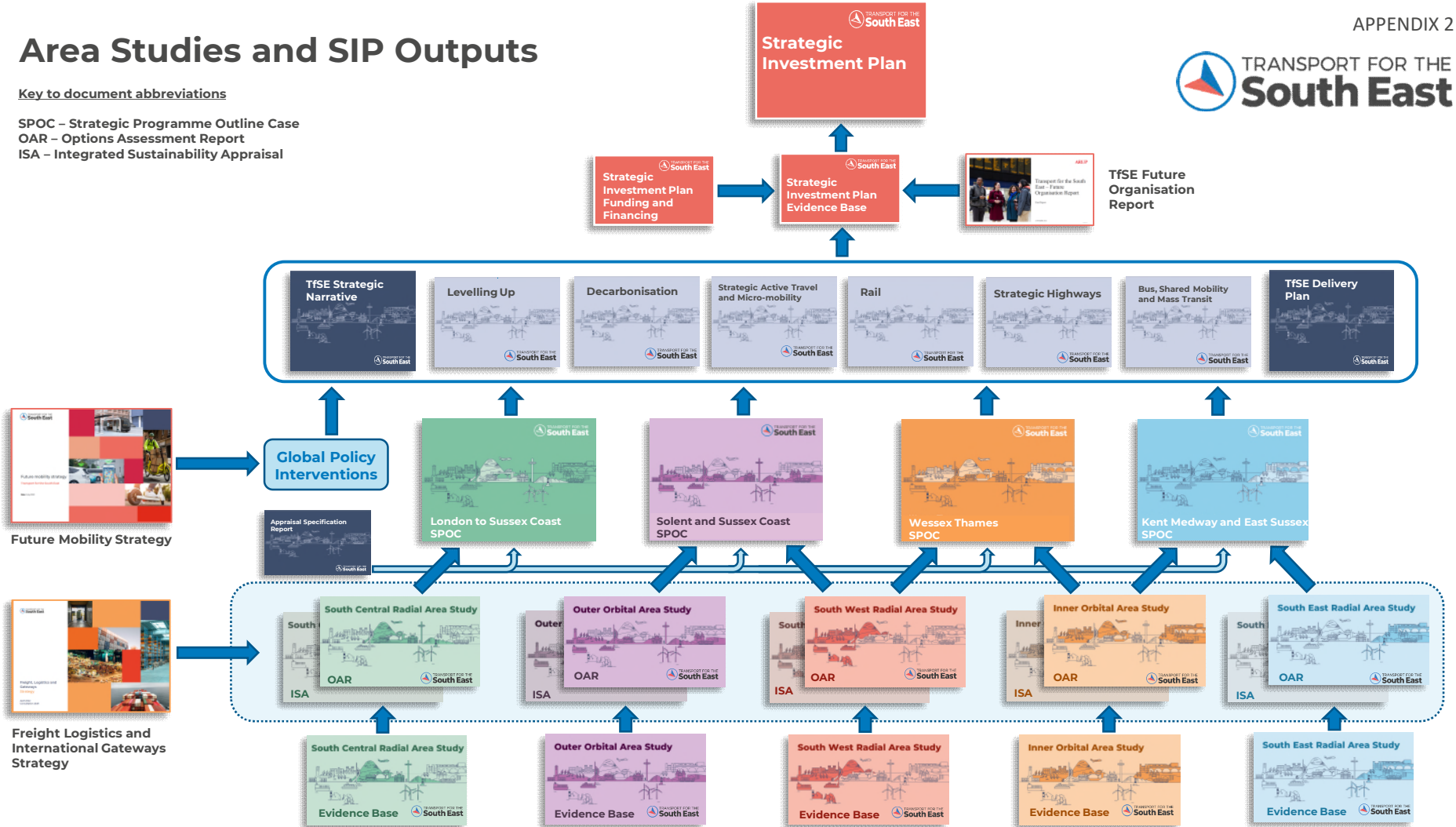
# Area Studies progress



# Area Studies and SIP Outputs

Key to document abbreviations

SPOC – Strategic Programme Outline Case  
 OAR – Options Assessment Report  
 ISA – Integrated Sustainability Appraisal



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

Date of meeting: **13 June 2022**

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

Title of report: **Working towards a Strategic Investment Plan**

Purpose of report: **To approve the draft Strategic Investment Plan for the purposes of consultation**

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**RECOMMENDATIONS:**

The members of the Partnership Board are recommended to:

- (1) Note the progress on the tasks associated with the development of the Strategic Investment Plan; and**
- (2) Agree that the draft Strategic Investment Plan and associated Integrated Sustainability Appraisal (ISA) are approved for a three month consultation period.**

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**1. Overview**

1.1 The purpose of this report is to provide a progress update on the development of the Strategic Investment Plan (SIP) and to seek Partnership Board approval for the TfSE secretariat to begin a three month public consultation on the draft SIP and its accompanying summary Integrated Sustainability Appraisal (ISA).

1.2 The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the south east for the next 30 years.

1.3 The aim of the SIP is to identify the packages of interventions that will be needed to deliver the 2050 vision set out in the transport strategy using a recognised UK Government approach. It is important the SIP:

- supports the aim of the transport strategy in delivering sustainable economic growth;
- sets out a clear sequence and timescales for the packages of interventions identified as part of the area studies;
- presents a compelling case (strategic, economic, social, environmental) to government and other funders for the delivery of the packages of interventions identified in the SIP; and
- identifies the potential cost of the proposed programme of investment.

## 2. Working towards a Strategic Investment Plan

2.1 The SIP forms the final part of the Transport Strategy which was published in June 2020. The Transport Strategy outlines a shared vision for the South East. It expands this vision into three strategic goals that represent the three core pillars of sustainable development – economy, environment and social – and it then describes the priorities and initiatives that will help achieve its vision.

2.2 This has been taken forward through the development of five Area Studies and two thematic strategies on Future Mobility and Freight, Logistics and International Gateways.

2.3 In July 2021, the Partnership Board agreed to commence activity on a Strategic Investment Plan (SIP). The SIP was procured in October 2021 and throughout the last nine months there has been considerable engagement with the Partnership Board, Senior Officer Group and other stakeholder groups to develop the draft document for consultation.

2.4 The SIP brings together the outputs from the area studies and the thematic strategies to make a compelling case for investment in the South East. It is supported by a significant body of evidence, including the area studies, future mobility strategy, freight strategy and thematic papers. Appendix 1 details the considerable evidence base underpinning the document.

2.5 The SIP is also aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, including the Local Transport Plans, Transport Decarbonisation Plan, Bus Back Better and the Williams-Shapps Review (Appendix 2).

2.6 The SIP sets out an ask for capital costs investment of £45 billion<sup>1</sup> over the next thirty years. The transport interventions included in the SIP have the potential to generate 25,000 new jobs and to contribute an additional £4.5 billion growth in GVA per year against the business as usual scenario. The plan also has the potential to reduce the amount of CO<sup>2</sup> emissions by 1.4 mega tonnes each year from the interventions alone and support a pathway to reach net zero. It will have an impact on daily journeys, supporting 500,000 more rail trips and 1.5 million more journeys by bus and ferry.

2.7 The expected **outcomes** from the SIP are:

- That the SIP will be given due regard in investment decisions made by Government and delivery partners; and
- That the transport strategy, SIP and associated evidence base will be adopted as regional strategic transport policy.

## 3. The draft Strategic Investment Plan

3.1 The development of the SIP was made up of a number of tasks, such as developing a compelling narrative for investment, bringing together the outputs from the area studies and reviewing the potential funding and finance mechanisms. A number of detailed reports will be published as technical appendices to the SIP and

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<sup>1</sup> Capital Cost of Construction, Mid Cost Estimate, 2020 prices

will be made available at the same time as the draft SIP is published for public consultation.

3.2 The draft SIP consists of six sections which guide the reader through the development of our ambitious programme. A summary of the content of each of the sections is set out below.

3.3 The opening section of the draft document sets out the context for the development of the draft SIP. It provides an overview of the role of Transport for the South East, the vision and strategic goals from the Transport Strategy, the approach to the development of the draft document and its position in relation to national and local policy.

3.4 The draft SIP then sets out the eight investment priorities aligned with the vision and strategic goals of the Transport Strategy and the wider regional, national, and international policy context with which both are aligned. This includes broader issues where action is needed across sectors, including transport, such as decarbonisation and the environment and adapting to a new normal, and key factors with a direct relevance to transport in the south east, such as east-west connectivity and world class urban transit systems.

3.5 The next sections of the draft document set out the benefits of investing in the South East and that there will be economic, social, and environmental returns for residents, businesses, and visitors, supporting the UK economy and enabling Government to achieve its priorities.

3.6 The third section of the draft SIP details 30 coherent packages of complementary, multi-modal Interventions that aim to deliver on the vision and objectives for the South East as set out in the Transport Strategy. These packages have been developed through the area studies, including workshops, discussions, and careful analysis of results of the assessment of the long list of interventions. In essence, this reflects both a 'top down' vision led approach and a 'bottom up' individual intervention assessment approach.

3.7 The packages are broadly split into two groups:

- 6 Global Interventions consisting of national regulatory and policy activity.
- 24 Place-Based Interventions: presented at a sub-regional level, with many being multi-modal or mode-agnostic.

3.8 It is intended that this combination of strategic investments will allow TfSE to achieve its objectives and, in doing so, support wider local, regional, and national policy and priorities.

3.9 The packages are presented in a map-based format and the document highlights the key benefits of each package.

3.10 The SIP is an ambitious and capital-intensive programme, seeking capital cost investment of £45bn over the next 30 years. The credibility of the plan therefore needs to be underpinned by a pragmatic consideration of how it will be paid for. The main financial challenge will relate to funding (i.e. how the projects are paid for over time). This will involve making best use of funds that can be directed from

government and identifying new and innovative approaches. The funding and financing section of the draft SIP sets out more detail on this, including a number of case studies for schemes included in the plan. There will be a more detailed technical appendix on funding and financing mechanisms published alongside the draft SIP.

3.11 The final chapter of the draft SIP focuses on delivery and governance. It is clear that the document will require shared ownership. The draft sets out the proposed role that TfSE will play in the implementation of the SIP, as well as the role and responsibility of key delivery partners. It sets out proposed key performance indicators that will be taken forward for further development by the TfSE team and a summary of the delivery plan from the Area Studies, including phasing and timing of the proposed packages and interventions.

3.12 The draft SIP is attached as Appendix 3 and the Partnership Board are recommended to approve the draft for the purposes of consultation.

#### **4. Integrated Sustainability Appraisal**

4.1 A full Integrated Sustainability Appraisal (ISA) was produced alongside the Transport Strategy. This incorporates a statutory strategic environmental assessment (SEA), Equalities Impact Assessment (EqIA) and habitats regulation assessment (HRA), in addition to Health Impact Assessment (HIA) and Community Safety Assessment (CSA).

4.2 As the Transport Strategy did not identify specific interventions, the ISA assessed both sensitivity of potential corridors and different types of transport interventions.

4.3 Interventions were subsequently developed for each of five Area Studies and the ISA sustainability objectives were used to assess short-listed options for each study. In addition, recommendations from the ISA, such as use of local level baseline information were incorporated where practicable, considering the early stage of development for proposed interventions. Each of the five area studies have also been subject to an ISA report.

4.4 For the SIP, the results of the assessments undertaken for the Regional Strategy and Area Studies have been reviewed and summarised. This brings together the results of the ISAs for the Area Studies and reviews these against the conclusions and recommendations in the ISA for the Regional Strategy.

4.5 The summary ISA report for the SIP reflects the composite processes: SEA, HRA, HIA, EqIA and CSA; and includes a summary of the baseline, assessments, mitigation and monitoring.

4.6 Each of the interventions included in the SIP would require a detailed ISA to be undertaken as the scheme or intervention is taken forward.

4.7 The summary ISA report for the SIP is attached as Appendix 4 and it is proposed that the summary ISA will be consulted on at the same time as the draft



SIP, with the final version of the ISA due to be considered by the Board in March 2023.

## **5. Consultation**

5.1 The STB legislation sets out the need to undertake a 12-week public consultation on the transport strategy, with a focus on statutory consultees. This exercise will help to gain wider support for the SIP and ensure that stakeholders, including constituent authorities and delivery partners, have been able to provide formal feedback.

5.2 Once the responses to the consultation have been analysed and any revisions made, the Board will be asked to agree the final draft SIP. Constituent authorities and other Board members will then be given the opportunity to take the final draft version of the SIP through their own governance processes. It is anticipated that this will happen in late 2022/early 2023 depending upon the meeting cycles of each organisation. Following constituent authority approval, the Board will have the opportunity to sign off the final SIP for submission to Government.

5.3 Paper 8 provides more information on the proposed approach to the public consultation.

## **6. Financial considerations**

6.1 A budget allocation of £160,000 was identified for the development of the SIP from the Department for Transport (DfT) grant in 2020/21. There are no proposed changes to this budget.

## **7. Conclusions and Recommendations**

7.1 Members of the Partnership Board are asked to note the progress of the tasks associated with the development of the draft SIP and to approve the draft SIP and summary Integrated Sustainability Appraisal (ISA) for the purposes of public consultation over a three month period commencing on 20 June 2022.

**RUPERT CLUBB**

**Lead Officer**

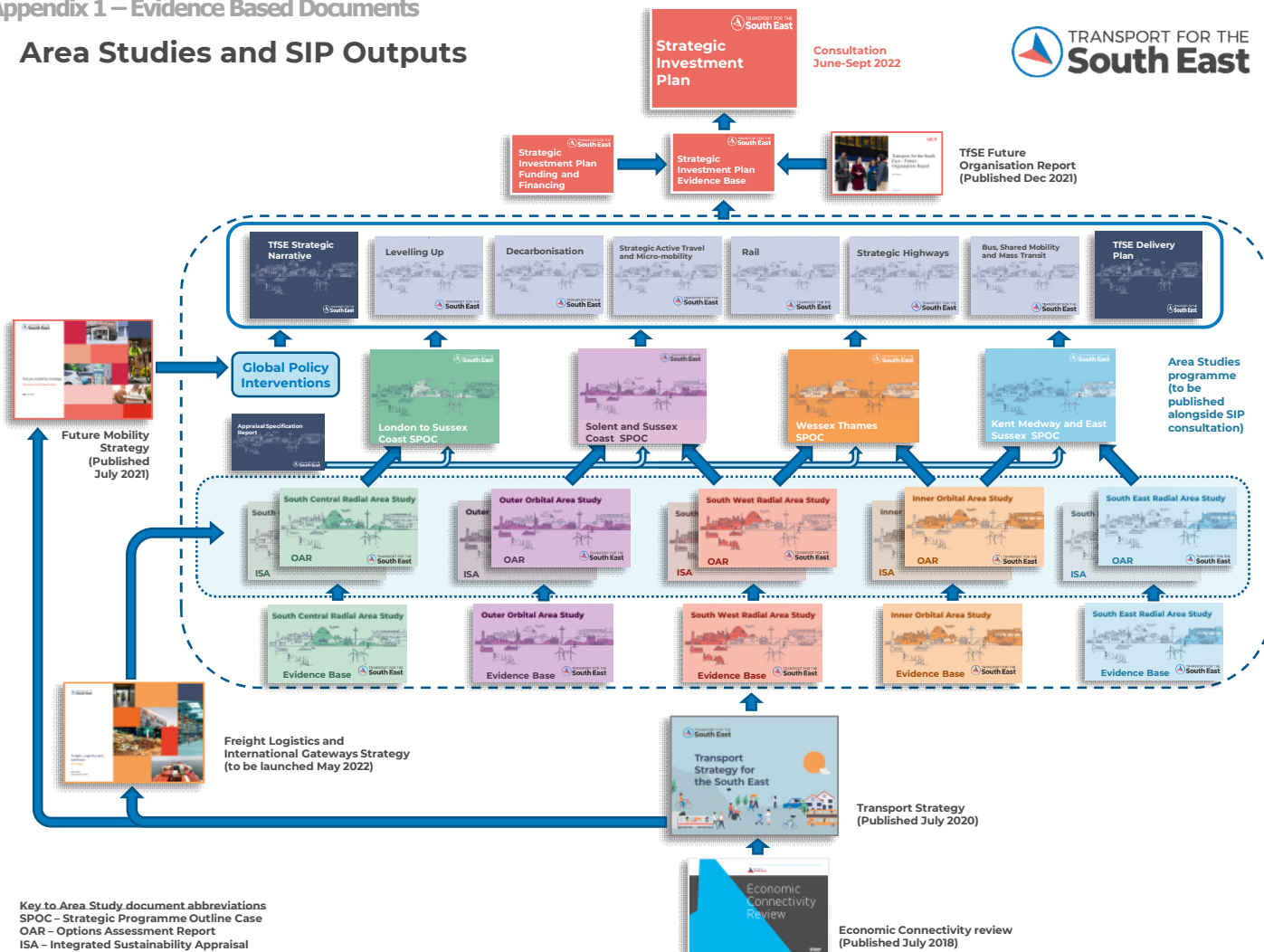
**Transport for the South East**

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Email: [rachel.ford@eastsussex.gov.uk](mailto:rachel.ford@eastsussex.gov.uk)

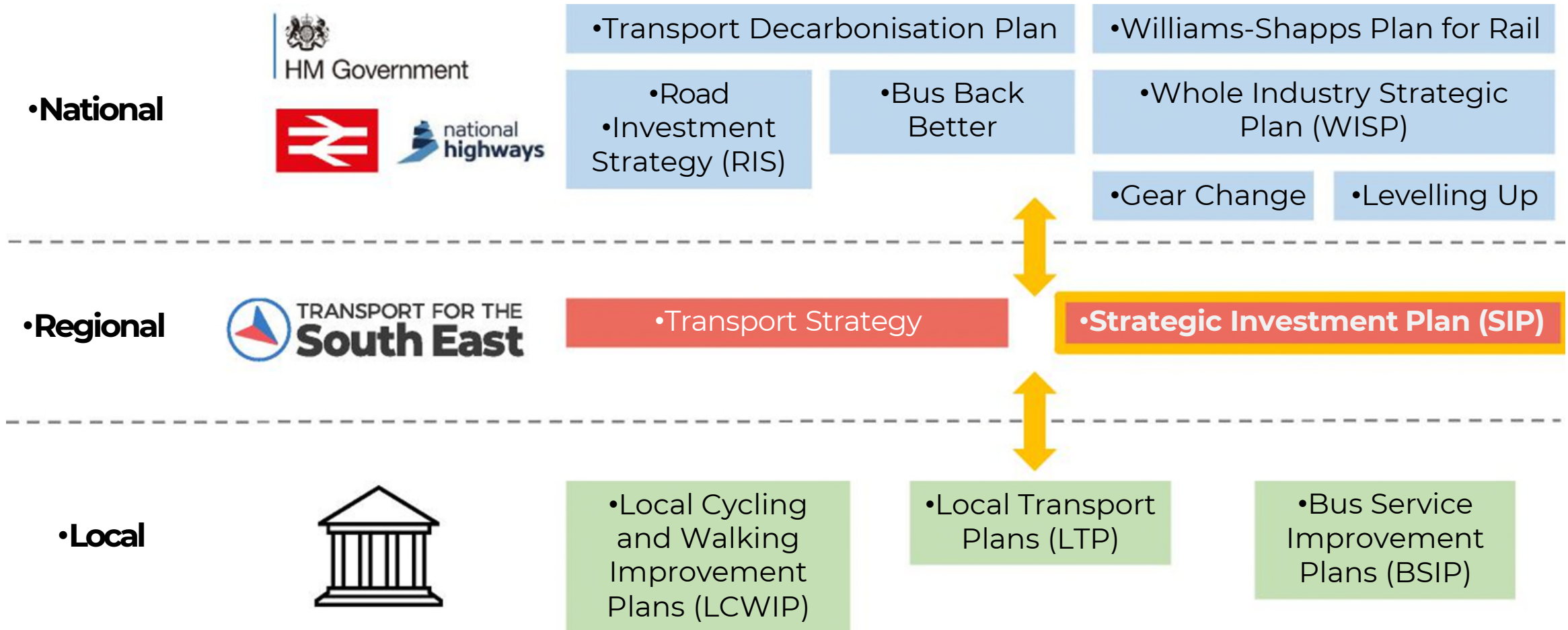
# Area Studies and SIP Outputs



**Key to Area Study document abbreviations**  
 SPOC – Strategic Programme Outline Case  
 OAR – Options Assessment Report  
 ISA – Integrated Sustainability Appraisal

Economic Connectivity review  
 (Published July 2018)

# Our SIP aligns with wider policy



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

Date of meeting: **13 June 2022**

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

Title of report: **Strategic Investment Plan – Consultation**

Purpose of report: **To update the board on communications and stakeholder engagement activity in relation to the SIP and seek approval for the planned approach to the associated public consultation.**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to:**

- (1) Approve the approach outlined within this paper to the public consultation on the SIP, and;**
  - (2) note the engagement and communication activity that is planned to support the SIP consultation.**
- 

**1. Introduction**

1.1 This paper sets out the approach to the digital-led programme of public consultation on the draft Strategic Investment Plan (SIP) and accompanying draft Integrated Sustainability Appraisal (ISA). The draft SIP and ISA are being published for consultation by Transport for the South East (TfSE) to provide evidence of the level of support for a compelling thirty-year transport investment blueprint for the South East of England.

1.2 The overall approach to the SIP public consultation will be hybrid in nature, thereby composed of both physical and digital elements, to gather feedback on the plan from a wide range of partners, stakeholders and members of the public. Digital methods are increasingly regarded as an effective way of enabling the widest group of people to contribute their views and benefits include high representativeness, accessibility for those with internet access, statistically significant results and greater objectivity.

1.3 ECF, an independent specialist community engagement consultancy, has been instructed by TfSE to deliver the digital consultation and gather feedback on the draft SIP and ISA from stakeholders in the South East. The two pillars of the digital campaign will comprise:

- Digital engagement platform and survey
- Social media campaign

1.4 A Consultation Report and Summary Report on the digital element of the SIP and ISA consultation will also be produced by ECF. This will be used as part of a package of materials to facilitate decision-making at national Government level about investment in the region's transport network.

## **2. Consultation objectives**

2.1 The overarching project objectives that have guided the development of the digital consultation programme and survey are as follows:

- Demonstrate that funding and strategy decisions about transport in the South East are informed by local knowledge and priorities.
- Support the decision-making process at Government level by demonstrating that the consultation programme has been designed to be fair, targeted, accessible, inclusive and relevant.
- Measure and evidence levels of support for the SIP while identifying and objectively reporting on any recurring issues.

2.2 Objectives of the digital consultation programme itself are to:

- Run a 'digital first' public consultation that is open to all; launch and promote the accessible digital engagement platform and online survey.
- Elicit responses from people who reflect the South East region's population, with demographic information being requested via the survey to provide evidence of engagement with those representing the nine protected characteristics.
- Identify issues or challenges throughout the digital campaign and advise on, or devise, solutions to inform the engagement approach, including the ongoing development of FAQs.
- Harness the social media channels of TfSE and its partners to generate awareness of, and encourage participation in, the digital consultation.
- Produce a Consultation Report on the findings of the digital consultation, including in-depth analysis of all feedback gathered via the online survey, alongside a summary version and a separate Report on the ISA.

## **3. Purpose of consultation**

3.1 An open, accessible and transparent consultation accompanied by a straightforward survey will encourage respondents to use the agreed questionnaire and provide reassurance publicly and at Government level that every effort was made to reach as wide an audience as possible.

3.2 This approach to the consultation ensures we can incorporate and reflect the views of those who live and work in the South East alongside the technical or specialist audience. Public consultation allows the evidence base to be built for investment decisions and provides assurance to the democratic process.

3.3 An engaging, straightforward survey that is easy to navigate and hosted online directly appeals to a wider audience and maximises participation. Additionally, the

approach has taken into account statutory consultees and technical experts, many of whom have been involved in shaping the transport strategy and SIP.

#### **4. Consultation approach**

4.1 Planned communications and engagement activities will be delivered digitally for a period of 12 weeks commencing on 20 June. Feedback will be captured in the form of an online survey that is accessed via a dedicated online engagement platform with TfSE branding which has been created solely for the SIP consultation using the world-leading 'Engagement HQ' software.

4.2 To meet the project objective of demonstrating fairness and transparency in both the methodology applied to gathering feedback and reporting mechanisms, two audiences have been identified and categorised as 'public' and 'technical'. The purpose of this delineation is to extrapolate responses from members of the general public who will have limited knowledge of the SIP compared with respondents whose level of understanding will be more technically advanced. In essence, there is one survey with respondents who do not identify as a member of the public being guided to answer additional questions around funding and financing.

4.3 Prior to the public consultation launch, a targeted email campaign to a limited number of key stakeholders comprising statutory consultees and technical experts will be undertaken to explain its purpose, promoting the digital engagement platform as the primary feedback channel.

4.4 It will be instrumental to highlight the distinction between public and technical respondents in the analysis of feedback to provide reassurance of a rigorous, targeted consultation programme as part of risk mitigation. This twin-track approach is designed to secure the highest level of engagement and representation of the widest range of viewpoints reflecting different levels of interest and influence whilst applying a consistent methodology in the sense that all respondents have the same access to the same information at the same time. This strategy is judged to be measured, proportionate and adheres to the government's own [consultation principles](#).

4.5 Risks and issues that emerge during the public consultation will be monitored and relayed to TfSE with agreed responses added to the live online FAQs.

4.6 Risk mitigation measures specifically to avoid alienation or apathy comprise:

- Providing physical engagement materials to support the digital-first approach and avoid digital exclusion. Making sure that materials and activities are in line with UK accessibility guidance. We have worked closely with communication and engagement leads at local councils to ensure that the consultation is promoted in libraries and other civic facilities.
- Creation of an inclusive, responsive rhetoric and key messages in promotional materials.
- Use of plain, everyday English in the survey with links to relevant SIP chapters to facilitate understanding and guide responses.
- Undertaking stakeholder gap assessments and targeting the promotion of the SIP consultation to ensure that information is shared with the 'seldom heard.'

4.7 The survey will elicit responses about demographics, type of stakeholder, geographical area, comments on the SIP chapters and ISA. It mirrors the structure of the SIP and will include a combination of single selection answers (or ‘tick all that apply’), response options as well as free-text responses. Demographic information has been included in the questionnaire to ensure that a representative range of views is captured in line with engagement and consultation best practice. Survey responses will be tracked for the duration of the consultation period to ensure that respondents are representative of the South East population. Respondents are encouraged to confirm that they have read the SIP and survey questions address the following:

- Type of respondent – member of the public or otherwise
- SIP mission; vision and objectives; global and transport priorities; place-based and global packages of interventions; benefits and costs; delivery
- Integrated Sustainability Appraisal

4.8 The presentation of the quantitative and qualitative analysis in the final Consultation Report will be subject to prior agreement with TfSE of the reporting framework and themes. This analysis will be conducted independently by ECF to ensure a fully transparent and objective end-to-end consultation process.

4.9 In addition to the thematic written Report on the SIP, a Plain English summary ‘overview’ document will be produced. There will be a separate Report on responses to the summary Integrated Sustainability Appraisal.

## **5. Consultation principles and style**

5.1 ECF uses the International Association of Public Participation’s (IAP2) *Spectrum of Public Participation* as a guide when creating an engagement programme. The *Spectrum of Public Participation* suggests that the expectation and goals of an engagement programme should be clearly outlined in advance of commencing the process.

5.2 Given the scope of the engagement and its objectives, the programme fits into the “*Consult*” category of the spectrum in which the following goal and promise define the process:

- Goal: “To obtain feedback on analysis, issues, alternatives and decisions.”
- Promise: “We will listen to and acknowledge your concerns.”

5.3 The Consultation Report will outline how the goal and the promise have been delivered.

5.4 An informal, engaging tone will be applied to communications and the survey itself, including the engagement platform that it is hosted on, has been designed to be accessible and intuitive.

5.5 The digitally led consultation will be supported by a comprehensive communications plan that uses on and offline channels, and enlists the support of our partners and stakeholders to reach a wide audience. It will also be supported by a series of events:

- **Parliamentary reception** on 22<sup>nd</sup> June at Portcullis House. We have had a really good response to this event, which will provide MPs with an opportunity to fully explore the SIP and learn more about what it means for their constituency.
- **Connecting the South East: A bold and ambitious plan** (5<sup>th</sup> July): Hosted at G Live in Guildford this event will celebrate the launch of the consultation on the draft strategic investment plan. The event is aimed at around 200 senior stakeholders and will feature an array of speakers. Baroness Vere is the keynote speaker.
- **Two virtual drop-in sessions**, on 11<sup>th</sup> and 12<sup>th</sup> July, open to all. These events are intended to provide an overview of the SIP and the consultation, and will feature a Q&A session. It is hoped that anyone who was unable to attend the 5<sup>th</sup> July event, but has an active interest in our work, will be able to attend one of these sessions.

## 6 Conclusion and recommendations

6.1 Increasingly, people want to have a say in decisions that affect their lives and recognise their right to do so. This public consultation and the accompanying promotional activity will help to raise awareness of the TfSE aims and generate support for the investment needed in the transport network to improve lives, support and drive sustainable economic growth and achieve net-zero carbon emissions in the South East. It will embed the following key messages about the guiding principles that underpin TfSE's work:

- A joined-up regional approach is the best way of achieving our shared ambitions for ongoing and future prosperity of the South East.
- We're putting people and places at the heart of what we do by gathering feedback on our proposals.

6.2 The consultation is also an opportunity to acknowledge the role of the technical respondents in helping to shape the SIP and address any issues or areas of concern prior to the SIP's finalisation and its eventual formal ratification.

6.3 The Partnership Board are recommended to agree the approach to the SIP engagement and consultation activity that is detailed in this report, agreeing that the consultation will go live on 20<sup>th</sup> June 2022.

6.4 The Partnership Board are recommended to note the events that are planned to support the SIP consultation.

### **RUPERT CLUBB**

Lead Officer

Transport for the South East

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[Home](#) » [Transport for the South East - Strategic Investment Plan Consultation](#)

# Transport for the South East - Strategic Investment Plan Consultation

**Welcome to the Transport for the South East (TfSE) Strategic Investment Plan (SIP) digital consultation hub!**

**We have launched the public consultation on our draft SIP to gather feedback, ideas and analysis from the community and key stakeholders. The SIP is an ambitious but achievable multi-modal investment plan that aims to boost the economy and make life better for people, for business and for the environment. If approved, the SIP will be the blueprint for future investment in strategic transport infrastructure in the south east for the next thirty years.**


Developed in partnership with Steer, WSP and KPMG, our draft SIP builds on our [transport strategy](#), which was consulted on in XX, and brings together previously published work including area and thematic studies.

Content:

- Overview - what is a SIP?
- Engagement activities
- Key documents embedded and in widgets.


**Who's Listening**

**Lucy Dixon-Thompson**  
Stakeholder & Engagement Manager  
TfSE




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**Judith Hewitt**  
Community Engagement Specialist  
ECF



**Key Dates**

Consultation Launch  
**20 June 2022**

**FAQs**

1

Content:

- Overview - what is a SIP?
- Engagement activities
- Key documents embedded and in widgets.

SURVEY

QUESTIONS

Survey

This survey is designed to measure the levels of support for the Transport for the South East's (TfSE) proposed Strategic Investment Plan (SIP). This survey has been drafted to follow the same structure as the SIP document and we would recommend that you follow this survey with the document to hand to aid you with your responses. Hyperlinks to the relevant sections of the SIP have been made throughout for your ease.

[Take Survey](#)

**Key Dates**

Consultation Launch  
**20 June 2022**

**FAQs**

**Documents**

**Important Links**

2

## Survey

This survey is designed to measure the levels of support for the Transport for the South East's (TfSE) proposed Strategic Investment Plan (SIP). This survey has been drafted to follow the same structure as the SIP document and we would recommend that you follow this survey with the document to hand to aid you with your responses. Hyperlinks to the relevant sections of the SIP have been made throughout for your ease.

### SECTION 1: Background information

In what capacity are you completing this survey?

(Choose any 1 options)

- Resident
- On behalf of a group, organisation or government body
- Business owner or operator
- Visitor to the region
- Member of Parliament
- Other (please specify)

3

## Transport for the South East - Strategic Investment Plan Consultation

Transport for the South East

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Answer this question only if you have chosen On behalf of a group, organisation or government body for In what capacity are you completing this survey?

Which category of organisation or group are you representing? (Please tick all of the boxes that apply)

(Choose all that apply)

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPS)
- Campaign group
- Central Government
- Charity/voluntary sector group
- Elected representative - town or parish council
- Elected representative - district or borough council
- Elected representative - county or unitary authority
- Environment, heritage amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government officer
- Professional body/representative group
- Statutory body (e.g., NH, NR, Historic England, Environment Agency)
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Think Tank
- Transport Operator
- Member of a TfSE stakeholder group
- Transport user group
- I prefer not to say / not listed
- Other (please specify)

4

## Transport for the South East - Strategic Investment Plan Consultation

### Transport for the South East

Answer this question only if you have chosen Member of a TfSE stakeholder group for Which category of organisation or group are you representing? (Please tick all of the boxes that apply)

Please specify which member organisation of a TfSE stakeholder group you represent:

Answer this question only if you have chosen On behalf of a group, organisation or government body for In what capacity are you completing this survey?

Please specify which organisation you represent:

5

How much do you know about TfSE:

Questions	Active Involvement	Good knowledge	Some knowledge	Limited knowledge	No knowledge
My knowledge of Transport for the South East is:					

Have you reviewed the relevant SIP documentation?

(Choose any 1 options)

- Yes - I've read the SIP  
 Yes - I've read the SIP summary  
 No  
 I'm not sure

Answer this question only if you have chosen No for Have you reviewed the relevant SIP documentation?

**Before proceeding, please ensure you have read the SIP documentation in full.**

[INSERT LINK TO THE SIP PDF]

6

**SECTION 2: Investment Priorities**

This section of the survey relates to the Investment Priorities of the SIP (p4-5).

Investment Priorities

The Packages detailed in this Plan address eight investment priorities aligned with the vision and strategic goals of the TISE Transport Strategy and the wider regional, national, and international policy context with which both are aligned.

**Decarbonisation & Environment** - Accelerate decarbonisation of the South East, enabling the UK to achieve net zero by 2050 or sooner, and delivering a transport network better able to protect and enhance our natural, built, and historic environments.

**Adapting to a New Normal** - Enable the South East's economy and transport systems to adapt sustainably to changing travel patterns and new ways of working and living in a post pandemic and Brexit world.

**Levelling up Left Behind Communities** - Deliver a more affordable and accessible transport network for the South East that promotes social inclusion, improves health and wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all communities.

**Regeneration and Growth** - Attract investment to grow our economy, better compete in the global marketplace, and unlock regeneration and growth opportunities where this has been held back by inadequate infrastructure or poor integration between land use and transport planning.

**World Class Urban Transport Systems** - Deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the South East's largest conurbations, to enable residents, businesses, and visitors to travel easily and sustainably within and between built up areas.

**East - West Connectivity** - Enhance our east - west corridors to same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.

**Resilient Radial Corridors** - Deliver an increasingly reliable transport network that is smarter at managing transport demand, and more resilient to incidents, extreme weather, and the impacts of a changing climate.

**Global Gateways and Freight** - Enhance the capacity and contribution of the freight and logistics sector to the South East's economy through improved connectivity to Global Gateways and adapt to changing patterns of freight demand and trade.

Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply)

(Choose all that apply)

- Decarbonisation & Environment
- Adapting to a New Normal
- Levelling Up Left Behind Communities
- Regeneration and Growth
- World Class Urban Transport Systems
- East - West Connectivity
- Resilient Radial Corridors
- Global Gateways and Freight

Do you have any further comments on the SIP's investment priorities?

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**SECTION 3: Packages of Interventions**

**Place Based Packages of Interventions**

This section of the survey relates to the Packages of Interventions section of the SIP

**Strategic Programme Outline Case (SPOC) Areas**

For the purposes of data gathering and analysis, the TISE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Use the map above to guide you and select all that apply.

(Choose all that apply)

- Solent and Sussex Coast (Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London - Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex, East Sussex (excluding the Hastings Area)
- Wessex Thames (Berkshire, Hampshire and Surrey)
- Kent, Medway and East Sussex (Kent, Medway, Hastings and Rother areas of East Sussex)

Answer this question only if you have chosen Solent and Sussex Coast (Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight) for the purposes of data gathering and analysis, the TISE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Use the map above to guide you and select all that apply.

To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

Questions	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree	I'm not sure
To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?						

8

Please select all of the packages for the **Solent & Sussex Coast** area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

(Choose all that apply)

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- Isle of Wight (two Packages)
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Sussex Coast Active Travel
- Solent and Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the **Solent and Sussex Coast** area? (Please limit your response to 250 words)

9

#### **Global Policy Packages of Interventions**

The Global Policy Interventions are designed to address the challenges and opportunities that affect the whole of the South East. These include challenges beyond the TISE boundaries such as climate change and opportunities such as new mobility technologies.

The key Global Policy Interventions would help deliver the investment priorities of the South East are:

**Decarbonisation** - We aspire to deliver a faster trajectory towards net-zero than current trends are expected to yield or from investment in sustainable transport alone.

**Public Transport Fares** - We wish to reverse the real terms increase in the cost of public transport compared to motoring.

**New Mobility** - We see great potential for new mobility (e.g. electric bikes and scooters) to boost active travel in the South East.

**Road User Charging** - We encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures.

**Virtual Access** - The past two decade, amplified by the global Covid pandemic has shown how virtual working can help reduce demand for transport services.

**Integration** - We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing, and accessibility.

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

(Choose all that apply)

- Decarbonisation
- Public Transport Fares
- New Mobility
- Road User Charging
- Virtual Access
- Integration

Do you have any further comments on the SIP's Global Policy Interventions?

10

**SECTION 4: Benefits and Costs**

This section of the survey relates to the Benefits and Costs and the Funding and Financing sections of the SIP (p26-28).

Do you think that the SIP captures the benefits and the costs of the proposed packages of interventions adequately?

(Choose any one option)

- Yes
- No
- I'm not sure

Please explain your answer to the above question here. (Please limit your response to 250 words)

Do you have any further comments on the funding and finance approach of the SIP? (Please limit your response to 250 words)

11

**SECTION 5: Delivery of the SIP**

This section of the survey relates to the Delivery section of the SIP (p29-39).

To what extent do you agree that the approach towards delivering the SIP will achieve collective benefit for the South East?

Questions	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree	I'm not sure
To what extent do you agree that the approach towards delivering the SIP will achieve collective benefit for the South East?						

12

**SECTION 6: Integrated Sustainability Appraisal and Conclusion**

This section of the survey relates to the Integrated Sustainability Appraisal [INSERT HYPERLINK] accompanying document to the SIP.

Do you have any comments on the Integrated Sustainability Appraisal?

Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

Questions	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree	I'm not sure
Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?						

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

Date of meeting: **13 June 2022**

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

Title of report: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the board on communications and stakeholder engagement activity**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.**

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**1. Introduction**

1.1 This paper provides an update on recent communications and engagement activity, including preparation for our forthcoming consultation on the draft strategic investment plan (SIP) and other activities.

**2. Recent communications and engagement activity**

Developing the strategic investment plan and consultation

2.1 A fully designed draft of the strategic investment plan has been developed. The design shows progression from the transport strategy, with some use of illustration throughout, and also from the area studies, showing progression from the underlying programme of technical work that has fed into the SIP. The SIP presents; the strategic vision for the SIP, the case for investment in the South East, followed by the packages of interventions recommended to achieve the vision set out – it is the prospectus for investment in the South East and the final published document demonstrates this.

2.2 Alongside the designed SIP it will also be presented on the TfSE website as a fully accessible content, making it as easy as possible for reader to navigate their way through the SIP itself and onto the supporting technical documentation and thematic studies for more detailed information.

2.3 A range of content has been developed to support the promotion of the SIP consultation. Including; social media assets, a short promotional animation/video, key messages, including suggested messaging for partners and stakeholders to use,



newsletter and web copy and a series of press releases to promote the consultation when it launches, during and near to the close of the consultation. Some of the visual content will be adaptable to allow constituent authorities to localise the messaging for promoting the consultation in the local area.

2.4 A briefing note (Appendix 1) and FAQ document including key messages has been prepared to support all board members in promoting the consultation and answering any questions or queries that may arise. The FAQs are work in progress and will be hosted on the TfSE website and updated throughout the course of the consultation. See appendix 2.

2.5 The following consultation events have been scheduled and plans are well underway:

2.5.1 Parliamentary reception at Portcullis House (9-11am, 22 June)

This event invites MPs from across the South East region to join the TfSE team, Steer and our board members to hear first-hand about the SIP with an overview of the packages of interventions, the funding and financing options and how to participate in the consultation. Invitations have been sent with full support from our host Sally Ann Hart, MP for Hastings and Rye. We have 12 MPs confirmed as attending along with 9 board members.

2.5.2 Connecting the South East: A bold and ambitious plan (All day, 5 July)

Taking place at G Live in Guildford, this event invites stakeholders from across the region to join us and hear first-hand about the SIP as well as listen to and participate in panel discussions taking place throughout the day. Baroness Vere is confirmed as attending and giving a key note. The full programme and panel of speakers is still in development, but the following speakers or panelists have confirmed; Sara Leeming, Interim Director at Sustrans, Alistair Welch, Director at Southampton Port. We currently have over 80 registered attendees for the event.

2.5.3 Webinar: Connecting the South East: A bold and ambitious plan (11 & 12 July)

Following the format of previous events these two virtual sessions are designed to make our SIP consultation events as accessible as possible for all that may like to attend. Inviting any stakeholders unable to make the 5<sup>th</sup> July and event and extending the invitation to members of the public, these two webinar sessions will see the same presentations on the SIP as previous events and offer time for a facilitated discussion.

## Freight, Logistics and Gateways Strategy

2.6 The formal launch of the Freight, Logistics and Gateways strategy, approved by the board in January, took place at ITT Hub on 11 & 12 May.

2.7 To celebrate launch of the strategy TfSE hosted a roundtable discussion, chaired by partnership board member Daniel Ruiz. The session was well attended and discussion covered, lorry parking and welfare facilities, decarbonisation of the freight sector and access to the international gateways in the South East.

2.8 Mark Valleley also gave two 15-minute presentations on the strategy, one on each day, these were also well attended and generated lots of contact and discussion.

2.9 One of the aims with the launch of the strategy was to drive engagement in the relaunch of the Freight Forum and to date we have had nine new members sign up.

### **3. Ongoing stakeholder engagement**

3.1 We continue to facilitate discussions amongst a wide group of stakeholders who would not otherwise engage with one another.

3.2 The next meeting of the regional universities group is on 1 July. It will be an opportunity for discussion around the SIP. As always, board members are welcomed and encouraged to attend this interesting forum if they would like to.

3.3 The private sector stakeholder group met on 13 May. They received an update on the SIP, focussing on the funding and finance elements. Our private sector partners continue to be actively engaged with and supportive of the work of TfSE.

3.4 The communications & stakeholder engagement group met recently where details were shared ahead of the forthcoming SIP consultation. All attendees are fully briefed and ready to support our communications and engagement activities around the SIP consultation. A briefing note was shared with those who were unable to attend. The group continue to be extremely supportive of sharing information about the work of TfSE and the meetings are providing a mutually beneficial opportunity for participants to update each other work of interest. We will meet again as a group before the SIP consultation closes to update on progress.

3.5 Recent local elections, as well as Council AGMs, have resulted in a change of board member for several authorities. Three of the five district and borough council representatives who sit on the transport forum have also changed. We are working with colleagues in the affected authorities to ensure that any new members are well briefed on the work of TfSE and are adequately informed about the Strategic Investment Plan and the associated consultation.

### **4. Upcoming and previous events and speaker slots**

4.1 **Joint STB conference & exhibition (26 May 2022):** A national joint STB event was held at The Vox in Birmingham on 26<sup>th</sup> May. Members of the TfSE team attended and Lead Officer, Rupert Clubb spoke as part of a panel discussing regional connectivity to seamless multimodal journeys and promoting active travel as well as how STBs are working to ensure transport underpins life chances and the transition to net zero.

4.2 **CECA Transport Group: The Future of transport in the South East (1 July):** Rupert Clubb and Mark Valleley will be joining representatives from Transport for London, National Highways and Manchester Airports Group for a discussion on the future of transport in the South East. This is a fantastic opportunity to promote the SIP consultation which will be live at this time and to communicate the contents of the SIP throughout the panel discussion.

## **5. Conclusion and recommendations**

5.1 In conclusion, we will continue to keep our communications and engagement activities under review using virtual or physical meetings as appropriate at the time.

5.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

### **RUPERT CLUBB**

Lead Officer

Transport for the South East

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Overview briefing note for

# TfSE draft Strategic Investment Plan consultation

Transport for the South East will go out to public consultation on their draft Strategic Investment Plan on 20 June 2022. The consultation will close on 12 September 2022.

## Key messages

### Transport for the South East (general)

- One of seven sub-national transport bodies in the UK
- Our purpose is to determine what investment is needed in the South East, to transform the transport system and drive economic growth.
- TfSE was established in 2017
- Made up of 16 local authorities, five local enterprise partnerships and representatives of district & borough authorities, protected landscapes and national delivery agencies.

### Recent work

- Over the last five years we have been working towards the development of our strategic investment plan
- Launched our Transport Strategy in June 2020 – setting out our vision for the south east
- Since then, have published strategies on Future Mobility and more recently our Freight, Logistics and Gateways Strategy
- Carried out a programme of geographic area studies to explore issues, challenges and opportunities identified in our transport strategy in more detail and, ultimately, identify a shortlist of interventions

### Strategic investment plan

- The **draft strategic investment plan** is the culmination of five years of technical work and stakeholder engagement.
- It sets out our thirty-year vision for the region – it is a **long term, multi-modal plan which aligns with and supports government priorities** to decarbonise the transport system, level-up left-behind communities and facilitate sustainable economic growth in the South East.
- It is not about growth at any cost.
- It is about;
  - **making the best use of what we have**; existing assets and corridors and about making sure new and emerging technology is used to its full potential, to boost physical and digital connectivity.
  - **more joined up planning**, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations.
  - putting the strategic transport infrastructure in place that **enables communities to thrive**

## Item 9 – Communications and Stakeholder Engagement - Appendix 1

- providing the infrastructure and interventions to accommodate the mode shift required to reach our vision of net zero by 2050.
- The South East needs **greater connectivity**, particularly from East to West, to boost connectivity between our major economic hubs, the international gateways and their markets.
- More **resilient and reliable transport network** that is better able to manage demand and more resilient to incidents and extreme weather.
- Investing in the South East will make a positive contribution to levelling up in the other parts of the country by providing businesses from across the UK with reliable connectivity to our international gateways. This investment will also provide opportunities for inward investment within the region allowing the levelling up of pockets of deprivation that exist within the south east.

### The consultation

- **The consultation will launch on 20 June 2022 and close on 12 September.**
- It is a digital first consultation and can be accessed online at [\[insert link\]](#).
- If the consultation is required in an alternative format, please contact [\[insert contact details\]](#).
- We are hosting an invitation only, Parliamentary Reception, 22 June 2022 at Portcullis House: this event is for MPs and TfSE Partnership Board members from across the South East region.
- We are also hosting three public consultation events where presentations will be given on the strategic investment plan followed by a facilitated discussion:
  - Connecting the South East, 5 July 2022 at G Live, Guildford: attendees can register online at [www.connectingthesoutheast.com](http://www.connectingthesoutheast.com)
  - 11<sup>th</sup> July, 10-11.30am and 12<sup>th</sup> July, 6-7.30pm we are hosting two webinars that will follow a similar format. Anyone can register to participate in these webinars by [\[insert detail\]](#).

### What's next?

- The consultation will close on 12 September
- We will then take some time to analyse the responses, taking onboard comments and suggestions and where appropriate feed these into the final draft of the strategic investment plan
- The amended draft strategic investment plan will then go to the TfSE partnership board for approval, before local transport authorities will have the opportunity to take it through their own governance processes
- Following Board approval in March 2023 the SIP will be submitted to Government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state.
- We aim to submit this plan to Government in spring 2023.
- If approved or adopted by Government, TfSE will continue to work with partners to accelerate the development of the interventions within the plan. In the meantime, work will continue as planned with the already established programme of work. You can read more about this in our [business plan for 2022-23](#).

## SIP FAQs and key messages

Messages for use throughout the SIP development and consultation process

### FAQs

#### What is the strategic investment plan?

Our strategic investment plan (SIP) is the blueprint for future investment in strategic transport infrastructure in the south east over the next thirty years.

It is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East. This summer we'll be giving people across the region the opportunity to have their say on the plan.

It will set out, for the first time, a comprehensive picture of the investment needed in our region to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The plan won't just set out what needs to happen and why – but also where, when and how the investment will be delivered, and the funding levels needed to make it happen.

It will be built around a series of investment packages focusing on distinct parts of our region. These investment packages will comprise a variety of complementary interventions which, when delivered as a whole, deliver benefits that are more than the sum of their parts.

We'll also set out the role TfSE and our partners will play in delivering this investment and the powers and responsibilities we will need to make it happen.

And we won't be relying solely on the taxpayer to deliver our plan. We will set out a range of funding and financing options, including new and innovative ways to harness third party investment

#### Why is it important?

Investment in transport infrastructure across the South East region is needed to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The South East contributes more to the national economy than any region outside London and is our country's main international gateway for people and goods. Investment in our region will not only support the growth of the economy and the jobs market in the South East, but the rest of the UK too.

Alongside growing the economy, we have an objective to decarbonise the transport sector in the region by 2050. New infrastructure is required to support transition to lower carbon modes of travel. By working with partners, we can identify the infrastructure required and look at the most efficient and cost effective ways of delivering what is needed.

## How was the SIP developed?

The strategic investment plan is the culmination of five years of technical work, stakeholder engagement and institutional development. It is underpinned by a credible, evidence based technical programme.

Through our future mobility strategy we have explored the impact of new and emerging transport technologies and how they could transform how we live, work and travel. Our Freight, Logistics and Gateways Strategy investigates what investment is needed to better connect our region's ports, airports and international rail links to support sustainable economic growth in the south east and across the UK. Through a series of geographic studies based around the most important economic corridors in our region we have looked at the issues, challenges and opportunities identified in our transport strategy in more detail to determine what our priority transport schemes, initiatives and policies should be.

All this work has been carried out in partnership, seeking insights of our partners from across the region and comes together to inform our strategic investment plan.

Find out more about this work and more:  
<https://transportforthesoutheast.org.uk/our-work/>

## Who have you engaged with?

Throughout our programme of technical work and whilst developing our strategic investment plan we have worked as a partnership. Seeking the expertise and insight from our constituent authorities, five local enterprise partnerships (LEPs), district and borough authorities, national parks and other protected landscapes and representatives from National Highways, Network Rail and Transport for London. We have also worked closely with central government.

Through this consultation we want to hear the views of anyone who lives, works or visits the south east region.

## Why TfSE?

We aren't working alone. Working across the South East region, TfSE brings together 16 local authorities, five local enterprise partnerships and representatives of district & borough authorities, protected landscapes and national delivery agencies.

By speaking with one voice on the South East's strategic transport needs, our partnership can directly influence how, where and when investment takes place in our roads, railways and other transport infrastructure.

The SIP is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East.

## Who will carry out the actions in the plan?

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. There are some key agencies we would expect to be involved including; Central Government, Local Transport Authorities, Great British Railways, Network Rail, Sustrans, National Highways and local planning authorities.

The SIP will set out the roles TfSE and our partners will play in delivering the investment it sets out as well as the powers and responsibilities we will need to make it happen.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

## What is the role of TfSE in delivering the plan?

Assuming no change to TfSE's current and likely future status as an established Sub-National Transport Body for South East England, TfSE's role will focus on further strategy and investment plan development, programme management, joint scheme promotion, pre-feasibility work, business case and scheme development, securing funding and procurement of supply chains for development.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan: [Developing our Strategic Investment Plan - Transport for the South East](#)



## Who will pay for it? Is this going to cost the tax payer more money?

The SIP is made up of a number of diverse interventions and there is not going to be a 'one size fits all' funding and financing solution that applies across the programme.

The SIP recognises the financial challenges faced by government, Local Transport Authorities and local planning authorities. It also recognises the changed world in which we live and work with the electrification of vehicles and the implications for road taxation and the way users pay to access the network.

The SIP will set out a range of funding and financing options, including new and innovative ways to harness third party investment to support the delivery of interventions within the plan. We won't be relying solely on central Government grants. However, it will look to funding allocations provided to delivery authorities such as Network Railways and National Highways to support strategic connectivity interventions and to local authorities who may be eligible for grant funding to support mass transit, cycling and active travel interventions.

We will work with partners to identify funding streams for the interventions outlined in the plan.

You can read more about the way these interventions will be funded in the funding and finance chapter of the draft strategic investment plan:  
<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

## What happens after you have submitted the plan to Government?

Following a 12-week public consultation on our draft SIP, and approval by our partnership board, the SIP will be submitted to Government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state. In doing so we ask the secretary of state to have regard to this plan as priorities are set, policies are developed, and investment decisions are made.

We aim to submit this plan to Government in spring 2023.

If approved or adopted by Government, TfSE will continue to work with partners to accelerate the development of the interventions within the plan as well as continuing with the already established programme of work. You can read more about this in our business plan for 2022-23.

## What is innovative about the strategic investment plan?

This draft strategic investment plan about making better use of existing infrastructure and putting communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It calls for more integrated planning between transport and land use. Embracing digital technology and new mobility.

This is the first-time multi-modal connectivity has been considered across the region as a whole and not just within county boundaries or by a single mode.

## The SIP presents highways schemes that lead to a higher rate of carbon emissions, isn't this counterintuitive to the overall aims of the SIP?

All of the packages within the SIP are multi-modal – presenting a transformational opportunity to enhance travel. Whilst most interventions focus on sustainable modes, targeted highways interventions have been identified. Where identified they remain multi-modal and support; safer highways, improved access to international gateways, public transport and active travel improvements and more.

These packages are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision and support not only strategic movement of vehicles but our places and communities. They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highway packages do result in small increases.

We accept that further mitigation will be needed as these packages and interventions are developed. They will also be complimented by a number of Global Policy Interventions, which will, promote demand management and digital technology to reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.

The SIP isn't and was never a net zero plan but the interventions within it do consider the best route to net zero and work to provide the infrastructure and interventions to accommodate the mode shift that is required.

## Shouldn't you be doing more to promote active travel?

The SIP looks at making better use of all modes of transport and improving active travel across the region is a key objective it looks to promote.

The SIP recognises that active modes have immediate benefits for supporting our pathway to net zero carbon as active modes are zero or “ultra low” emission will help ensure the recovery from the COVID pandemic, or future shocks, need not be car based. It also recognises that well-designed, high-quality infrastructure supports access to key services – with neighbourhoods where all key services can be access on foot or by wheeling within 15-20 minutes.

In particular the SIP looks at modal shift from private car to public transport and active travel and how to make this more convenient and sustainable for a greater number of users.

Active travel incorporates multiple modes – not only walking and cycling – wheeling, micro-transit (e.g. e-bikes, e-scooters), as well as horse riding and carriage-driving. However long a journey, all journeys start and finish on foot or by wheeling. We know that investment in the right local, first-mile / last-mile connectivity is critical for allowing journeys to be integrated and seamless.

As a result of the SIP, TfSE wishes to see world class, mass transit systems in the regions largest urban areas which will encompass all modes of urban transport (bus, tram, waterborne transport, rail) and active travel.

In addition, TfSE will continue to work closely with local transport authorities will also be taking this forward through Local Cycling and Walking Infrastructure Plans (LCWIPs).

## Why will this take 30 years, can't it happen sooner?

The delivery plan that accompanies the strategic investment plan (SIP) contains a balanced programme of activity. Implementation of the schemes within the plan are at different stages of development - some are already within delivery plans and others require further development before they can be taken forward.

With each of the interventions there are many interdependences that need to be considered and carefully planned to ensure the greatest benefit and avoid unintended negative consequences and ensure the greatest value for the tax payer and private investment.

You can read more about this in the 'timing and phasing' section within the Delivery chapter of the strategic investment plan:

<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

## Won't new transport technology alone help us get to net zero?

New and emerging transport technologies will support the journey to net zero and our future mobility strategy discusses in great detail the opportunities that new and emerging transport technology might bring. That's everything from e-scooters, bike hire, shared-ownership car clubs and smart ticketing to 'mobility as a service' solutions offering fully integrated, door-to-door journeys, paid and planned for in one go.

It looks at where, when and how to invest in new transport technology, systems and services. Future mobility is a fast moving area and these technologies are crucial to achieving the vision in our transport strategy but they must be adopted or implemented in tandem with other interventions to ensure the greatest outcomes – it is essential that we get more efficient use out of the assets we already have while harnessing new technology.

Our future mobility strategy and action plan are supporting documents to our strategic investment plan and set out the steps to delivering journeys that are faster, safer, greener, easier, more comfortable and affordable. That leave our towns and cities quieter and less polluted.

Transport for the South East can't control all the levers driving the development of transport technology, but we can and must help steer the direction and uptake of these innovations in our region and the regulatory frameworks that govern them.

You can read more about this in our Future Mobility Strategy:  
<https://transportforthesoutheast.org.uk/our-work/future-mobility/>

## What do you want from me?

The strategic investment plan has been developed by a range of stakeholders from across the South East, it is a plan developed by the south east, for the south east. The next phase of this is public engagement. We want to hear your thoughts and opinions on the draft plan. Please engage in the consultation and encourage others to do so too.

Find out more at <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

## How have you taken account of the impact of covid on travel behaviour?

The strategic investment plan is long term, presenting a 30-year plan to get us to our vision for 2050 and the future we want for our region. While it is important

that we understand the impact of Covid-19 on our economy and our day-to-day lives, it doesn't change the long term ambitions of the plan.

In 2021 we published our Covid-19 recovery scenarios report which modelled potential future scenarios so that we could test that the schemes and initiatives put forward in our area studies deliver the best outcomes for our region. You can read more about our Covid-19 recover work here:

<https://transportforthesoutheast.org.uk/our-work/covid-19/>

DRAFT

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

Date of meeting: **13 June 2022**

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

Title of report: **Local Capability**

Purpose of report: **To update the Board on the outcome of Stage 1 of the Local Capability Tender and agree the list of requests for support from local transport authorities.**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to:**

- (1) Note the outcome of the procurement exercise;**
  - (2) Note the outputs of findings from the survey engagement with Local Authorities within the TfSE geography; and**
  - (3) Agree the proposed work programme.**
- 

**1. Introduction**

1.1 TfSE was awarded funding from the Department for Transport (DfT) in January 2022 with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans and related existing programmes. Initial work will highlight local authority capability needs and start to identify how these can be addressed.

1.2 The purpose of this paper is to update Board members on the outcome of the procurement exercise for Stage 1 of the work and recent progress.

**2 Background to Project**

2.1 In October 2021, we were invited by the DfT to bid for additional grant funding covering four workstreams:

- Decarbonisation
- Local Capability
- Bus Back Better
- Electric Vehicle Infrastructure

2.2 TfSE were successful in the submissions across the four workstreams and as part of the local capability work stream have been granted funding to put in place arrangements to support local authorities to deliver their Local Transport Plans. TfSE bid for £200,000 for this work stream but was awarded £300,000 as part of the grant settlement in January 2022.

2.3 Discussions have been held with the Transport Strategy Working Group and the DfT to agree the best way to proceed with this work. It was agreed that the work should be broken into stages. The first stage is intended to identify the capacity gaps faced by local authorities around the delivery of local transport plans and identify possible solutions for addressing these gaps. The proposed solutions will then be assessed and it is important that this is done in a transparent and open manner. The results of stage one will be discussed with the DfT and local transport authorities before agreeing the best approach for the next stage of the work, which will be administering the support needed by local authorities.

2.4 Following a request for quotation exercise in March 2022 the first stage of the work has been awarded to Arup. This has value of £20,000 and involves working with local authorities in the area to identify current capability gaps in the delivery of Local Transport Plans.

2.5 An initial workshop has been undertaken with officers from the constituent authorities to identify projects that will improve capability across the region. 15 local authority representatives attended the workshop and had the opportunity to discuss the challenges they face and potential solutions.

2.6 The findings of the workshop were used to inform a survey that has been issued to all local transport authorities. The survey offered authorities the opportunity to provide more detail on capability gaps, including modelling and appraisal, consultation assistance, strategy development and equality impact assessment assistance. It also asked authorities to set out proposals for specific support that TfSE could facilitate through the DfT funding. The survey was issued to local authorities on 5 May 2022. We received 8 completed surveys back from the local transport authorities. The deadline for responses was 18 May 2022.

2.7 It is important that there is a clear and transparent method in place to assess project proposals. As such, Arup have developed an assessment matrix that has been applied to projects. A full analysis of the assessment process, including a proposed work programme to the end of March 2023, will be shared with the Board at the meeting on 13 June.

### **3. Next Steps**

3.1 Following the survey analysis, we will be holding a second workshop on 8 June with local transport authorities, this invite was also extended to senior officers. The intention for this meeting is to inform attendees on the outcomes of the assessments and provide details on the proposed prioritisation. The feedback from this meeting, alongside the requests for support will be given to the Board on 13 June.

3.2 A meeting has been scheduled with DfT to discuss the findings of the survey, requests for support and the second workshop. This will take place 14 June and will be used to consider funding mechanisms and best approach to the next stage of the work.

3.3 The DfT have identified improving capability within local authorities as a priority work stream. In addition, the Levelling Up White Paper identifies that government are keen to see the establishment of Centres of Excellence across England. The local capability work stream has the potential to form the basis of a Centre of Excellence for the South East and there is potential for further funding to be directed through this channel to continue to support local authorities. This was explored with attendees at the workshops and through the survey and has been reflected in the 2022/23 Business Plan that the Board agreed in May 2022. The TfSE secretariat will continue to work with officers and the DfT to progress thinking on this concept and report back to the Board in due course.

#### **4. Conclusion**

4.1 The Partnership Board is recommended to note the of the procurement exercise and the outputs of findings from TfSE and Arup's survey engagement with Local Authorities.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

Contact Officer: Emily Bailey

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

Date of meeting: **13 June 2022**

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

Title of report: **Responses to consultations**

Purpose of report: **To agree the draft responses submitted in response to various consultations**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to agree the draft responses to the following consultations:**

- (1) Port of London Authority - The Thames Vision: Consultation Spring 2022;**
  - (2) Department for Transport and Office for Zero Emission Vehicles – Consultation on ending the sale of new, non-zero emission buses, coaches and minibuses; and**
  - (3) Hampshire County Council – Local Transport Plan (LTP4)**
- 

**1. Introduction**

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations. This paper provides an overview of the responses to the following consultations:

- Port of London Authority - The Thames Vision: Consultation Spring 2022
- Department for Transport and Office for Zero Emission Vehicles – Consultation on ending the sale of new, non-zero emission buses, coaches and minibuses
- Hampshire County Council – Local Transport Plan (LTP4)

**2. Port of London Authority - The Thames Vision 2050: Consultation Spring 2022**

2.1 In March 2022, the Port of London Authority (PLA) launched an online consultation as part of their development of a new Thames Vision that will cover to 2050. One of the major aims of the new Thames Vision 2050 is to decarbonise the Port of London with an objective of achieving Net Zero by 2050 at the latest.

2.2 This consultation closed on 30 April 2022 and the officer level response that was submitted as part of the online questionnaire to the consultation is contained in

Appendix 1. The response sets out the role that Transport for the South East could play in working with the Port of London Authority going forward and highlights the recently published TfSE Freight, Logistics and Gateways Strategy as a useful document for the PLA to consider when exploring the opportunities for decarbonisation within the freight sector. Members of the Partnership Board are recommended to agree the response to this call for evidence.

### **3. Department for Transport and Office for Zero Emission Vehicles – Consultation on ending the sale of new, non-zero emission buses, coaches and minibuses**

3.1 In March 2022, the Department for Transport (DfT) sought feedback on proposals to progress ending the sale of new non-zero emission buses. In addition to this, the DfT also launched a call for evidence on phasing out the sale of new, non-zero emission coaches and minibuses and invited views on:

- the challenges of transitioning to zero emission coaches and minibuses
- what would need to be true or in place to withdraw the sale of these vehicles
- what government could do to accelerate the transition to zero emission coaches and minibuses
- setting a realistic date to end the sale of these vehicles

3.2 This consultation closed on 4 March 2022 and the officer level response that was submitted is contained in Appendix 2. The response suggests 2030 as a suggested target date for all new bus sales to be zero-emission. Members of the Partnership Board are recommended to agree the response to this consultation.

### **4. Hampshire County Council – Local Transport Plan (LTP4)**

4.1 In April 2022, Hampshire County Council (HCC) launched a public consultation on the County Council's new draft Local Transport Plan (LTP4). The draft LTP4 supersedes the current LTP3 which is no longer relevant to today's challenges and opportunities. Therefore, the draft LTP4 will provide a framework to guide the future of transport planning and investment in Hampshire to 2050 and focuses on transformational changes which include:

- shift away from planning for vehicles, towards planning for people and places;
- meet national priorities to decarbonise the transport system;
- reduce reliance on private car travel;
- support sustainable economic development and regeneration; and promote active lifestyles.

4.2 This consultation closes on 26 June 2022 and the draft response is contained in Appendix 3. Members of the Partnership Board are recommended to agree the response to this consultation.

## **5. Conclusion and recommendations**

5.1 The members of the Partnership Board are recommended to agree the responses to the consultations that are detailed in this report.

**RUPERT CLUBB**  
**Lead Officer**  
**Transport for the South East**

Contact Officer: Benn White  
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## Appendix 1

### TfSE's response to PLA's Thames 2050 Strategy – Spring 2022 Consultation

Online questionnaire response prepared: Thu 28/04/2022

Deadline: Sat 30/04/2022

#### Background:

- This consultation follows on from PLA's initial Thames 2050 strategy consultation in summer 2021.
- TfSE provided a written response on 13/07/2021. That response included reference to TfSE's adopted transport strategy.

#### The Thames 2050 Questionnaire:

##### 1. Trading Thames

- What actions do you think are needed for the success of the **Trading Thames**?
  - TfSE supports action T1 (Leverage Thames Freeport): The Freeport needs to build out and operate as a resilient sustainability and net zero carbon exemplar. Features should include renewables powering berthed vessels, for example. More consideration is needed about how to maximise use of more sustainable logistics modes shore-side, including how the north side Freeport can ensure it provides those more sustainable links to/from places south of the Thames.
  - TfSE supports action T2 (Secure rail and water freight infrastructure): rail/water and water/water supply chain links should be promoted and improved as much as possible – not least to help with decarbonisation, and to add more cross-modal choice and versatility.
  - TfSE supports action T3 (Reactivation of safeguarded wharves).
  - TfSE supports action T4 (Development of light freight on the river), especially if linked to micro-logistics solutions (eg e-bikes) and new express freight solutions by rail.
- What would you see as your role, or the role of your organisation in those actions?
  - TfSE's geographical role around the Thames is limited to the south side, east of the Greater London boundary – though we have an interest in developing better logistics solutions outside our immediate area too if it benefits our region.
  - As we set out in our July 2021 consultation response, we are a partnership organisation representing local transport authorities, LEAs and local planning authorities. We provide a unique channel of communication with those bodies and with DfT, National Highways, Network Rail and many other relevant stakeholders.
  - TfSE launches its new freight strategy and action plan at the ITT Hub event on 11 May 2022. The strategy covers a great deal of ground, including all freight modes. Decarbonisation (net zero CO<sub>2</sub> for transport in our area by 2050) is a fundamental TfSE aim.
  - TfSE is keen to work with PLA and other potential partners on or around the Thames to see our freight strategy delivered. The freight strategy will be available through <https://transportforthesoutheast.org.uk/our-work/freight-and-logistics/>.

## Appendix 1

### 2. Destination Thames

- What actions do you think are needed for the success of the **Destination Thames**?
  - Under action D1 (Expand passenger travel pier/route network), we would encourage PLA to seek opportunities for passenger piers at other locations east of the existing network and outside the London boundary.
- What would you see as your role, or the role of your organisation in those actions?
  - We can work with riparian local authorities to identify priority places for such investment, in a coordinated way. We would aim to build on and add value to the lines of communication the PLA already has with those authorities.

### 3. Natural Thames

- What actions do you think are needed for the success of the **Natural Thames**?
  - TfSE supports the principles of the Natural Thames identified actions.
  - TfSE has no comments to make on specific issues raised in this section of the strategy.
- What would you see as your role, or the role of your organisation in those actions?
  - General support for ways to improve the Thames natural environment.
  - Acceptance that the natural environment should be as much a consideration of Thames-based investments and activities as economic development or social impacts/benefits.

### Priorities for Action:

4. Do you agree that **safety** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Strongly agree. No specific comments on innovations or actions.
5. Do you agree that **Net Zero** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Strongly agree. Net Zero needs to be an increasing priority across both the private and public sectors – TfSE has its own 2050 net zero objectives. No specific comments on innovations or actions; there are other innovation and research bodies better placed, who could provide practical inputs.
6. Do you agree that **resilience** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Resilience planning and provision is going to be increasingly important during the lifetime of the strategy. TfSE's own series of area studies have highlighted the need to build resilience and future proofing into major transport investments in the future. Careful consideration has to be given to the objectives and success criteria of building in resilience considerations to planning, infrastructure and operations along the river corridor.
7. Do you agree that **technological change** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - It is becoming increasingly complex to keep pace with the direction and extent of future technological development and potential 'disruptors'. Not all action areas or objectives should be expected to be dealt with by current, emerging and/or potential future technologies. Some goals (eg net zero carbon) may still require changes to operational or behavioural practices, such as restricting demand or curtailing some actions/activities.

## Appendix 1

8. Do you agree that **access and inclusion** should be a cross cutting priority and what innovations or actions would you like to see in this area?
  - Matters such as access (whether physical access or access to services etc), inclusion, equality and diversity must be addressed with sensitivity and careful thought. Good practice must include positive, proactive involvement of relevant advisory groups in scheme design and operational review.
  - Plans for the future must include proper consideration around access, inclusion, equality and diversity – with a view to satisfying more than just the regulatory minimum.

### General:

9. What other actions will be key to delivering Thames Vision 2050?
  - Consider how promoting and investment in logistics consolidation centres beside the Thames could provide benefits by promoting more sustainable choices for freight carrying and storage. They could help to promote the roles of rail-, water- and micro-logistics-based solutions (the last for first mile/last mile solutions especially) as part of the supply chain mix.

Zero Emission Bus and Coach Policy  
3<sup>rd</sup> floor  
Great Minster House  
33 Horseferry Road  
Westminster  
London SW1P 4DR

Emailed to: [buses@dft.gov.uk](mailto:buses@dft.gov.uk)

20 May 2022

Dear Sir/Madam

### **Ending the sale of new non-zero emission buses, coaches and minibuses**

I am writing to you as Lead Officer for Transport for the South East (TfSE) to respond to DfT's consultation on setting a deadline for the sale of non-zero emission buses, coaches and minibuses.

As a sub-national transport body, TfSE represents sixteen local transport authorities: Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. They are represented on the TfSE Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, National Highways, Network Rail and Transport for London.

TfSE published its transport strategy in July 2020. Its strategic vision includes achieving net zero carbon from transport in the region by 2050. With decarbonisation front and centre, this consultation is of particular interest to TfSE. This is a potential policy tool that can make a clear signal to the bus market and fits completely with what TfSE is aiming to achieve.

TfSE's answers to the specific questions in the consultation are set out in the attached paper.

This is an officer-level letter at this stage, subject to endorsement by TfSE's Shadow Partnership Board at its next meeting on 13 June; a further iteration of this response may therefore follow.

Yours faithfully



Rupert Clubb  
Lead Officer, Transport for the South East  
Enc

## TfSE response to DfT's consultation: Ending the sale of new non-zero emission buses, coaches and minibuses, May 2022

### 1/2. Views on setting a specific date between 2025 and 2032 for ending the sale of new non-zero emission buses

Yes, a specific date should be set that gives a clear steer to bus manufacturers, bus operators and others in the industry – such as those providing funding and financing on the direction that UK plc wants to follow. This should be a consistent approach with that for light vehicles (cars and vans), for example.

The impact of the increased 'cost of entry' to zero-emission bus operations, both in terms of the cost of purchasing the vehicles and the refuelling and recharging kit, on bus operating costs will need to be kept under careful review. This will be vital given the ongoing challenges with the financial viability of bus operations with higher costs meaning fewer buses operating on fewer routes.

Another key signal could be to have a clear target date for a minimum standard for internal combustion engine (ICE) buses: such as phasing out all service buses that do not meet Euro IV standards by 2025 and Euro V standards by 2030. Those dates should fall close to the times that most Euro IV/V buses should be life-expired anyway, but they could still offer a stretching target to some operators. The government could even reserve its position to bring a 2030 deadline for Euro V even earlier, if appropriate.

In the meantime, TfSE supports a market mechanism based on having higher BSOG payments for the lowest emission vehicles.

At present, the bus manufacturing industry does not seem geared up to producing 100% zero-emission vehicles from as early as 2025. There are very good zero-emission bus types available and the range is growing. There is a challenge too for the power supply industry as to whether it is geared up to upgrade many bus operators' depots to battery electric, hydrogen or some other solution by installing the necessary supply, storage and charging/refuelling infrastructure by that date.

One of the factors made apparent at the recent ITT Hub event (11/12 May 2022) was that there are industry players who can work together to provide turn-key solutions to supply of infrastructure, fuelling and new zero-emissions buses that can create potentially affordable deals for bus operators, taken over a 15-year operating life. The key thing to achieve this is to make sure that all the relevant suppliers work together on the complete product (a zero-emissions bus dept/sub-fleet), to manage total costs downwards. Decisions made early in the process of planning and potential investment can make a huge difference in whether such solutions become affordable or not.



Many bus fleets are leased, rather than bought outright. This may help to spread the initial capital investment over a longer period. At a time of increasing interest rates though, outright purchase may become more attractive over time.

Government and sub-national transport bodies may have a role in encouraging and facilitating those joined-up deals that can make zero-emission bus purchase, or conversions from ICE, more attractive.

3. [While the range 2025-2032 is outlined above we also welcome views on your preferred specific end date with reasons why you feel it is appropriate](#)

Bus manufacturers do not appear to be in a position to provide a wholly zero-emission solution for all new buses in the next 2-3 years. For example, the Scania Group<sup>1</sup> expect only 10% of their vehicle sales (trucks and buses) will be zero-emission by 2025 and 50% by 2030.

With that in mind, 1<sup>st</sup> January 2030 would seem to be the earliest that a deliverable target can be set for all new bus sales to be zero-emission. Even then, there may be aspects of the new bus supply chain that may find that deadline hard to deliver. But still, a clear statement of intent from the UK government will provide considerable momentum to make that target achievable – especially if supported by other nations too.

National and regional government have an important role in the meantime to encourage roll out of as many examples of zero-emission bus operation as possible. This should go beyond supporting demonstration projects; it must involve government working with the bus sector to accelerate take up of zero-emission bus solutions with the aim of normalising them.

4. [We also welcome views on the proposal to use an approach based on type approval categories](#)

The proposal in the consultation is that the end date under consideration should apply to all buses with a capacity of over 22 passengers plus driver, based on vehicle type approval classifications. This appears appropriate *provided that* this results in a joined-up solution along with the ban already in place on sales of new petrol- or diesel-only cars and vans from 2030, leaving no loopholes somewhere between the two.

5. [We welcome further views on the challenges arising from charging and refuelling infrastructure in ending the sale of new non-zero-emission buses and what more might be needed to address these challenges?](#)

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<sup>1</sup> See <https://www.scania.com/group/en/home/sustainability/sustainable-transport/electrified-solutions.html>

There are many different ways of providing complete zero-emission bus solutions. Before long, there will need to be greater focus on open-access standards for charging and refuelling infrastructure. There is considerable concern that too much will end up being spent on different ways of achieving the same thing – not least because of the pace at which technological development provides new and improved solutions to problems.

Some of the zero-emission recharging/refuelling equipment required at depots (eg a new electricity sub-station or hydrogen storage/processing) may require planning consent prior to installation. This could represent an obstacle to an operator being able to adopt the technology, especially if consultees consider the proposal a ‘bad neighbour’ development). There needs to be a greater understanding among local planning authorities that, increasingly, bus operators will want to be able to upgrade their depots to have zero-emission fuelling capability – and to reflect that in their spatial policies. It may be that some of the required infrastructure may need to become Permitted Development (especially in the case of battery-electric).

6/7 Against this background we want to use this opportunity to obtain evidence and views to understand:

- the challenges to transitioning to a zero-emission coach/minibus fleet;
- what might be a realistic date to end the sale of new non-zero-emission coaches/ minibuses;
- what would need to be true/in place to make the phase out of non-zero-emission coaches/minibuses happen; and
- what might Government do to accelerate the transition.

Coaches/minicoaches used on private hire or express service work can have different operating cycles from buses in service. Coaches, for example, may not return to their home depot as often as service buses do. They need to be able to find refuelling locations wherever they operate.

This issue is linked to the STBs’ work on alternative fuels for HGVs. The project will identify locations on the SRN and other A-road network that might be best suited to provide electric and hydrogen (H<sub>2</sub>) charging/refuelling. These will be locations along routes that see the greatest numbers of HGVs. If those facilities were then installed, they could be an important refuelling backbone for coach and minibus/minicoach operation too.

8 Do you consider the estimated impacts presented in the IA to be reasonable? If not, please specify the changes you would make, noting which assumptions and uncertainties you believe to be incorrect.

TfSE does not intend to offer a response on this issue. The bus industry itself is better placed to respond in an informed way.

- 9 How do you expect the upfront cost of:
- Battery electric buses
  - Hydrogen fuel-cell buses
  - Battery replacements
  - Fuel-cell replacements
  - Electric powertrains
- to change over the period 2025 to 2032. Please provide, or cite, any evidence you may have, or which informed your understanding
- TfSE has no specific evidence on this at present.
- 10 In the absence of any policy/regulation, what would you expect the uptake of zero emission buses to be over the period 2025 to 2032
- TfSE would expect uptake to be slower than putting a target date in place. We have no specific information on the extent to which this would be the case, but there is a lot more work to be done in the areas of electric bus design, battery technology, H<sub>2</sub> production/ transport and refuelling/charging infrastructure to decrease costs and develop emerging standardised technology approaches.
- 11 Do you believe that changes proposed through Ofgem’s Access and Forward-looking Charges Significant Code Review: Consultation will contribute to reducing the cost of obtaining sufficiently large electrical connections at bus depots?
- TfSE has no specific views or evidence on this point.
- 12 Do you have any evidence to indicate that additional zero emission buses might be needed on routes, given current and expected technological developments, and if so to what extent?
- Busier bus routes may require more vehicles if, say, battery-electric buses are unable to provide the same passenger capacity as the buses they replace(d). This could also be the case if converting operation to zero-emission attracted increases in passenger demand.
- There is then the wider issue that, to meet longer term (2050) decarbonisation targets, a higher proportion of trips will need to be made by modes including bus. That also points to a need to grow the fleet beyond a like-for-like replacement.
- 13 Do you have views/evidence on any potential impact that investment in zero emission buses over the period 2025-2032 might have on patronage and fares?
- This depends on whether fare levels are to be set purely on the basis of a commercial return sufficient to meet profit expectations, along with operating and capital costs; or are set to achieve other transport policy goals. Those goals could include modal shift away from private cars to more efficient forms of shared transport or to address the historic imbalance in the real terms rise in the cost of

using public transport compared to the cost of motoring over the last 30 years, for example.

In the medium term, in the absence of market intervention in fares setting, commercial fares could well rise faster for zero-emission bus fleets if all relevant capital costs are factored in. In the longer term, that trend should decrease as much of the fixed infrastructure could already be in place.

14-24 (various)

TfSE has no specific views or evidence on questions 14-24. Many of these are best addressed by operators and other providers in the bus sector.

- 14 Providing any evidence, how would you expect zero emission and conventional powertrain purchases to vary in the years prior to the implementation of the end of sales date?
- 15 How might you expect the end of sales to effect bus sector and related exports?
- 16 Providing evidence, if possible, what do you understand the operating lifespan of the following types of vehicles to be?
  - a. Diesel buses
  - b. Battery electric buses
  - c. Hydrogen fuel cell buses
- 17 Please explain your understanding, providing evidence where appropriate, of the costs and barriers relating to the provision of infrastructure for zero emission buses (both hydrogen and battery electric).
- 18 What impact might the proposed policy have on different population demographics and social groups, particularly those with defined protected characteristics under the Equality Act 2010?
- 19 Please outline your understanding, providing evidence, if possible, of the future apportioning of the bus fleet between hydrogen fuel cell and battery electric buses.
- 20 Do you believe that ending the sale of new, non-zero emission buses might cause operators to stretch the operational life of existing non-zero emission buses? If yes, please outline the extent to which you believe this might occur.
- 21 In relation to powertrains, how do you expect purchasing decisions to vary in the period preceding any end of sales?
- 22 Please outline your understanding of the need, and costs relating to mid-life component replacements for battery electric and hydrogen fuel cell buses.
- 23 Based on the Impact Assessment, what payback time, in years, would be economical for battery electric technology to be utilised in a given bus fleet?
- 24 Based on the Impact Assessment, what payback time, in years, would be economical for hydrogen fuel cell electric technology to be utilised in a given bus fleet?
- 25 Any other comments?

None specifically.

**Transport for the South East  
May 2022**

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[www.transportforthesoutheast.org.uk](http://www.transportforthesoutheast.org.uk)

**Emailed to:**

strategic.transport@hants.gov.uk

23 May 2022

Dear Sirs,

**Transport for the South East (TfSE) response to Hampshire County Council's Local Transport Plan 4 (LTP4) consultation**

I am writing to you in my role as Chair of [Transport for the South East](#) (TfSE) in response to the consultation on Hampshire County Council's draft Local Transport Plan (LTP4).

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Partnership Board, which is its decision-making body, along with representatives from the region's five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

TfSE provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE welcomes the opportunity to comment on Hampshire County Council's draft Local Transport Plan 4. As you will be aware TfSE published a thirty-year transport strategy for the South East in July 2020, which sets out an ambitious vision for our area in 2050. As one of our constituent authorities, Hampshire County Council has been fully involved in the development of our strategy and we very much value the contribution that has been made to the development of the strategy as well as the ongoing support for the wider work of TfSE.

We are very pleased to see that the proposed vision and outcomes of the LTP4 align well with the vision, strategic goals and priorities of our transport strategy. Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised



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We welcome the acknowledgement and emphasis within the draft local transport plan to propose a major shift away from the traditional approach to transport planning by focusing on planning for vehicles and instead reiterating the need to focus on planning for people and places going forward. This ambition and shift in approach supports the method set out in our transport strategy which also highlights the need to move away from a predict and provide approach to one based on planning for people and places. It involves a shift towards a decide and provide approach to transport provision based on choosing a preferred future with preferred transport outcomes encapsulated in our 2050 Vision.

TfSE welcomes the commitment from Hampshire County Council on aiming to achieve a complete reduction of transport-related carbon emissions to net zero by 2050. It is clear that you recognise the scale of this challenge and the step change to future planning for transport that will be required to achieve this. Transport is the single biggest contributor to greenhouse gas emissions in the southeast and across the UK. This needs to change, so our transport strategy also includes a commitment to meet the Government's target of achieving net zero carbon emissions by 2050. To achieve this and our wider 2050 vision, we need to make better use of the infrastructure we already have – reducing the need to travel through increased investment in digital and other technology and providing alternative ways for people to go about their business through increased investment in public transport and active travel. However, there will still be a need for targeted investment on our congested road and rail networks to relieve pinch points.

We are currently in the process of developing our Strategic Investment Plan (SIP) for the region (due for consultation in summer 2022 and publication in March 2023). This will be a blueprint for strategic transport investment in the South East for the next 30 years and it is likely that this document will support some of the interventions set out in the Strategic Opportunity Areas.

We look forward to working together with you as you continue to develop your plan, and we would be happy to discuss any opportunities for further collaboration and sharing of data to our mutual benefit. This will help ensure that our strategic investment plan and your transport plan align in their thinking and outputs. We wish you well with the next stages in the development of your local transport plan.

Yours sincerely,

**Cllr Keith Glazier**

Chair

Transport for the South East



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

Date of meeting: **13 June 2022**

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

Title of report: **Lead Officer’s Report**

Purpose of report: **To update the Board on the recent activities of Transport for the South East**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the activities of Transport for the South East between March-June 2022**

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**1. Introduction**

1.1 The focus of work for TfSE in recent months has been concentrated on the development of the strategic investment plan alongside its programme of engagement as we prepare for consultation in summer 2022.

**2. Work of Transport for the South East**

Strategic investment plan

2.1 Over the last two years we have been working to develop our Strategic Investment Plan. This is our blueprint for investment in the South East over the next 30 years and will be used by Government to inform decisions about strategic infrastructure projects.

2.2 The plan is underpinned by a considerable and robust evidence base. The five Area Studies and our thematic strategies have had huge amounts of stakeholder input and present a strong case for the south east.

2.3 The draft SIP is the culmination of a significant and rigorous programme of work and is to be considered by the board for consultation under agenda item 8.

2.4 We will be encouraging all stakeholders to respond to the consultation by the deadline. This is supported by a considerable amount of engagement events over the coming weeks and look forward to working with our partners and stakeholders to undertake the consultation exercise.

Joint STB work

2.5 The focus for joint STB working and discussions in recent weeks has been centred on the four workstreams which the DfT has asked all STBs to consider.



2.6 The Chief Officers of the STBs have established regular meetings to identify areas where collaboration is appropriate and to ensure we are joined up in relation to emerging policy developments. As outlined in agenda item 13, we are working jointly with several STBs across a series of workstreams. These include: TfSE, Transport East and England's Economic Heartlands joint work on Bus Back Better, TfSE, Transport East and England's Economic Heartlands joint work on producing a decarbonisation toolkit and finally all 7 STBs working jointly on decarbonisation.

2.7 Our funding for additional workstreams on Bus Back Better, Electric Vehicle Charging Infrastructure Strategy and Local Capacity and Capability was awarded by DfT in January and reported to the Board at our January meeting. Work has progressed on the procurement for all three workstreams, details of which are found at agenda item 13.

### Events

2.8 TfSE have already held several engagement events this year and as the SIP consultation develops at pace, we will continue to provide stakeholder engagement opportunities throughout 2022 to ensure all feedback is captured during the consultation period. TfSE will be holding a reception with Board members and MPs on 22 June at Portcullis House and we will also be hosting our SIP's launch event on 5<sup>th</sup> July at G Live in Guildford. More information on our upcoming events can be found in agenda item 10.

2.9 We had the opportunity to be present at the ITT Hub in May, where we formally launched our freight, logistics and gateway strategy. There were opportunities for key stakeholders to join a roundtable session to relaunch our freight forum. We are particularly grateful to Daniel Ruiz for chairing the roundtable discussion.

2.10 As part of the ITT Hub event, we were interviewed by Leon Daniels OBE for the podcast: 'Lunch with Leon'. We discussed the launch of TfSE's freight strategy, as well as the challenges and opportunities faced in the South East as a result of freight and the podcast has received a number of views online.

2.11 TfSE were also present at the national STB conference in Birmingham in late May. We were able to engage in discussions around our programme of technical work and raise awareness of our upcoming SIP consultation.

### TfSE Team

2.12 TfSE received their grant funding from DfT in March 2022, and following approval of the budget at the Board meeting in May we have commenced work on establishing a staffing complement to put in place the capacity and capability to deliver the work programme. Recruitment for a number of key posts is now underway.

## **3. Conclusions and recommendations**

3.1 The Partnership Board is recommended to note the activities undertaken by TfSE.

**RUPERT CLUBB**  
**Lead Officer**  
**Transport for the South East**

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

Date of meeting: **13 June 2022**

By: **Lead 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**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to**

- 1) Note the current financial position for 2021/22 to the end of May 2022; and**
  - 2) Note the progress on the recruitment of additional staffing resource.**
- 

**1. Overview**

1.1 The purpose of this report is to update the Partnership Board on the revenue budget for Transport for the South East (TfSE).

1.2 The paper provides an update on the financial position for 2022/23 to the end of May 2022.

**2. Budget Update**

2.1 Following receipt of the DfT grant funding totalling £1.725m for 2022/23, members of the Partnership Board agreed the budget for 2022/23 at the May 2022 meeting. The budget sets out plans to deliver an ambitious technical programme, including completion of the strategic investment plan and commencing work on additional thematic studies and the analytical framework. The budget also included staffing costs and support costs, including communications and engagement activities and operational costs.

2.2 Appendix 1 sets out the spend position to the end of May 2022 against the agreed budget.

2.3 The main elements of expenditure to date relate to delivering the technical programme, supporting delivery of the Strategic Investment Plan and staffing costs. The Board will receive a full budget update, including end of year forecasts, at the next meeting.

### **3. Staffing Update**

3.1 As outlined to the Partnership Board in May 2022, as a result of the expanded technical programme it will be necessary to ensure that the appropriate level of resource is available. Following agreement of the budget and noting the indicative funding allocations for 2023/24 and 2024/25, the Lead Officer has commenced work on establishing a staffing complement to put in place the capacity and capability to deliver the work programme.

3.2 Recruitment for this additional work is now underway, with the additional posts expected to join the team in autumn 2022. This includes dedicated resource on data and analytics to take forward the important work stream associated with the analytical framework, which will support the implementation of the SIP.

### **4. Conclusions and recommendations**

4.1 The Partnership Board are recommended note the financial position to the end of May 2022.

4.2 Members are asked to note the position on recruitment for additional resource to support the expanded technical programme.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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Appendix 1: End of May 2022 budget update

<b>EXPENDITURE</b>	<b>Budget</b>	<b>YTD</b>	<b>Notes</b>
<b>STAFFING</b>	<b>850,000</b>	<b>108,556</b>	
Transport Strategy	80,000	0	
Area Studies	563,407	395,531	
Strategic Investment Plan	147,293	83,497	
SIP consultation	40,000	5,800	
SIP publication	30,000	0	
Thematic studies	200,000	0	
Decarbonisation Pathways	41,400	23,500	
Bus Back Better - analytics	12,590	0	
Project View	20,000	0	
Future Mobility	24,000	0	
Freight and Logistics	55,350	16,350	
Analytical Framework	300,000	0	
EV Charging Strategy	100,000	0	
Bus Back Better	300,000	0	
Local Capacity and Capability	300,000	0	
Supporting DfT priorities	530,000	0	
Other costs	30,000	0	
Centre of Excellence Development	250,000	0	
<b>TECHNICAL PROGRAMME</b>	<b>3,024,040</b>	<b>524,678</b>	
Events	30,000	981	
Communications	40,000	0	
Website	10,000	14	
Stakeholder Database	6,000	0	
Media Subscriptions	2,500	136	
<b>COMMUNICATIONS/ENGAGEMENT</b>	<b>88,500</b>	<b>1,131</b>	
TfSE Governance	45,000	0	
Operational Expenses	25,000	1,039	
<b>OTHER</b>	<b>70,000</b>	<b>1,039</b>	
<b>TOTAL EXPENDITURE</b>	<b>4,032,540</b>	<b>635,404</b>	
<b>FUNDING</b>			
Local Contributions	498,000	380,000	
DfT Grant	1,725,000	0	
c/f Tech Programme	1,673,621	1,673,621	
c/f Non Tech	155,992	155,992	
c/f TfSE Reserve	341,179	341,179	
<b>TOTAL INCOME</b>	<b>4,393,792</b>	<b>2,550,792</b>	
<b>CARRY FORWARD</b>			
TfSE Reserve	361,252	361,252	

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

Date of meeting: **13 June 2022**

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

Title of report: **DfT/STB priority workstreams**

Purpose of report: **To update on progress with the work on the additional Department for Transport/STB workstreams**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the progress that has been made with the four additional Department for Transport / STB work streams on decarbonisation, local capacity and capability, bus back better and electric vehicle infrastructure strategy development.**

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**1. Overview**

1.1 The purpose of this report is to update the Partnership Board on the additional Department for Transport (DfT) and STB work streams.

1.2 In October 2021 the Partnership Board agreed to submit a bid for additional in-year funding for 2021/22, focused on decarbonisation, local capacity and capability, bus back better and electric vehicle (EV) infrastructure strategy development. This followed an invitation from the DfT offering STBs the opportunity to bid for additional funding to support these four work streams. TfSE submitted its bids in October and received confirmation of the grant funding award on 12 January 2022.

1.3 TfSE submitted bids totaling £500,000 across the four work streams. The grant award sets out that TfSE has successfully secured £600,000 across the four work streams, although due to the lead STB role that TfSE will take for the bus work stream, £700,000 in grant funding will be received.

**2. Work stream update**

2.1 The Partnership Board agreed in January 2022 to delegate authority for the procurement of the additional work streams to the Lead Officer, in consultation with the Chair.

2.2 Work is underway to take forward the three areas that TfSE is leading and discussions continue with Transport East and England's Economic Heartland on the development of the joint projects.

## EV Infrastructure Strategy

2.3 TfSE submitted a bid for £100,000 to develop an EV Infrastructure Strategy, including the associated evidence base and action plan. The funding for this project was approved.

2.4 Given the value of this project, work has progressed to develop a Request for Quotation (RFQ) that will be issued through the East Sussex County Council processes. The strategy will need to align with the national strategy that is currently being developed and will need to support existing local transport authority work. The DfT have asked STBs to consider the EV infrastructure requirement that will result from the electrification of vehicle fleets.

2.5 The RFQ was issued on 19 May 2022 and the deadline for submissions is 16 June 2022. RFQs will then be assessed, and the contract is expected to start early in July 2022. A representative from the Transport Strategy Working Group has been invited to participate in the scoring and assessment process for this work. An update will be provided at the next Partnership Board meeting.

## Local Capacity and Capability

2.6 TfSE submitted a proposal for a regional centre of excellence, with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans and related existing programmes. Initial work will identify local authority needs aligned to the South East Centre of Excellence aim and focus areas; and in parallel TfSE will establish the technical expert resource and supporting operational infrastructure, procedures and governance.

2.7 TfSE bid for £200,000 for this work stream but was awarded £300,000 as part of the grant settlement. Discussions have been held with the Transport Strategy Working Group and the DfT to agree the best way to proceed with this work. The work will be broken into stages. Following an RFQ exercise in March 2022 the first stage of the work has been awarded to Arup. This has value of £20k and will involve work with local authorities in the area. An initial workshop has been undertaken with officers from the constituent authorities to identify projects that will improve capability across the region. The consultants will be responsible for developing a proforma for local transport authorities to complete and an assessment matrix to ensure there is a clear and transparent method in place to assess project proposals.

2.8 At the end of this initial stage, there will be an opportunity for the Transport Strategy Working Group and DfT to consider the results before providing funding for the successful proposals. An update will be provided at the next Partnership Board meeting.

## Bus Back Better

2.9 Working jointly with Transport East and England's Economic Heartland, TfSE submitted a bid for a project that would identify and deliver the support needed to assist local transport authorities with the delivery of their Bus Service Improvement Plans and Enhanced Partnerships.

2.10 The value of the bid was £100,000 per STB area, with a total project value of £300,000. The full project value was awarded and TfSE will act as the lead STB and will receive the full project value. TfSE, through East Sussex County Council as its accountable body, will be responsible for procuring the activity and contracting with the successful supplier on behalf of the three STBs.

2.11 Due to the value of this project, an Invitation to Tender (ITT) was issued through an existing framework. The ITT was issued on was issued through Lot 5 of the ESPO Framework on 22 April 2022 with the deadline for submissions being 31 May 2022. . Following a tender assessment process, a consultant will be appointed to undertake the work by the end of June 2022. An update will be provided at the next Partnership Board meeting.

### Decarbonisation

2.13 Working jointly with Transport East and England's Economic Heartland, TfSE supported a collaborative bid for a project that will deliver a 'toolkit' that will enable local authorities to understand the carbon reduction impacts of different local transport interventions in different places in their areas. The 'toolkit' will enable authorities to plan for activities and interventions of the type and scale that will be required in their geographies to assist in delivering the DfT's' Transport Decarbonisation plan and help meet the UK's legally binding net zero targets.

2.14 The bid was led by England's Economic Heartland, who will act as the lead STB and adopt responsibility for procuring and contracting the activity through their accountable body. The value awarded was £100,000 per STB, with a total project value of £300,000. An ITT for the work was issued in May 2022 through the Crown Commercial Service framework with the deadline for submission being 13 June 2022 Following a tender evaluation exercise EEH will be looking to appoint a supplier in early July 2022. TfSE will be involved in the tender evaluation process. An update will be provided at the next Partnership Board meeting.

2.15 In addition, TfSE supported a second joint bid on decarbonisation to commission research to investigate and quantify the decarbonisation impacts of different policy options and scheme interventions in a variety of representative topologies/places across the seven STB geographies. The bid was submitted on behalf of all seven STBs by Midlands Connect. The value awarded was £10,000 per STB, with a total value of £70,000. The outputs from this work will provide one of the inputs into the decarbonisation toolkit described above. Midlands Connect procured this work through their supplier framework in April 2022 with Atkins and Systra having been appointed to undertake the work. An update will be provided at the next Partnership Board meeting.

## **3. Conclusions and recommendations**

3.1 The Partnership Board are recommended note the progress against the four Additional DfT/STB work streams.

**RUPERT CLUBB**  
**Lead Officer**  
**Transport for the South East**



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

Date of meeting: **13 June 2022**

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

Title of report: **Update on the Major Road Network and Large Local Major priority schemes 2020-2025**

Purpose of report: **To provide an update on the Major Road Network and Large Local Major scheme programmes.**

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**RECOMMENDATIONS:**

The members of the Partnership Board are recommended to:

- 1) **note that the revised list of priority schemes agreed at the March 2022 Board meeting was submitted to the Department for Transport**
  - 2) **note that the DfT’s MRN Programme review is ongoing and no announcement on the outcome has yet been made**
- 

**1. Introduction**

1.1 This report provides an update on the development of the Major Road Network (MRN) and Large Local Major (LLM) scheme programmes, and the outcome of the recent review of the priority schemes requested by DfT.

**2. Background**

2.1 At a meeting on 14 June 2019, the Partnership Board agreed the list of priority MRN schemes and a group of “emerging priority” LLM schemes that should be submitted to the DfT. Following further work in relation to the LLM schemes, the Partnership Board then agreed the list of priority LLM schemes that should be submitted to the DfT at their meeting on 19 September 2019.

2.2 Since the submission of the MRN and LLM priority schemes in 2019, the DfT have been assessing the business case information for the schemes that have been submitted across the country. Two of the TfSE pre-Strategic Outline Business Case (pre-SOBC) stage LLM schemes and one MRN scheme have subsequently been approved to proceed to Strategic Outline Business Case (SOBC) development.

2.3 Two of the TfSE priority MRN schemes, Redbridge Causeway and A284 Lyminster Bypass, have both gained “programme entry” approval at Outline Business Case (OBC) stage, with Ministers confirming their commitment to providing up to £25.192m of investment towards transport schemes within the south east.

2.4 A further three schemes, A259 Bognor Regis to Littlehampton, A28 Birchington, Acol and Westgate-on-Sea Relief Road and A326 Waterside Improvements , have been approved to progress to Outline Business Case (OBC) development. It was also announced that to help the schemes progress to the next stage, the Department would make contributions of £849,000, £750,000 and £1.254m respectively towards the costs of developing their OBC’s.

### **3. Major Road Network and Large Local Major Schemes Update**

3.1 Although there have not been any further announcements since the last Partnership Board meeting, good progress continues to be made with the development of schemes in the TfSE area. Significant work has been ongoing between the DfT, TfSE and the scheme promoters in the constituent authorities to progress the MRN and LLM scheme business cases, and to respond to the queries and clarifications received from DfT. The timescales for this work are led by the individual scheme programmes and the development work being undertaken by the promoting authorities.

### **4. DfT review of the MRN and LLM programme**

4.1 On 18 January 2022, all STB's received a letter from DfT explaining that it is unlikely that DfT will have sufficient funding to continue to fund all the schemes currently in the programme to the current scale or timing. Therefore the DfT is carrying out a review the programme, and sought the help of STB's in undertaking this.

4.2 TfSE requested updated scheme information from all scheme promoters and undertook a review of our MRN schemes in line with the criteria outlined by DfT.

4.3 At the Partnership Board meeting on 21 March 2022, Board members considered the outcome of the TfSE review, and agreed a revised list of priority schemes to be submitted to DfT. The response to DfT is included at Appendix 1, and was submitted to DfT on 22 March 2022.

4.4 Since the response was submitted, TfSE Officers have had a further meeting with DfT to discuss the MRN programme and our response in more detail. 2 priorities emerged from the discussions. Firstly that managing the "tail" of the programme is a key concern for DfT and so opportunities to shorten timescales and bring forward delivery of schemes should be explored. Secondly, that is imperative that scheme promoters actively engage with DfT officials and keep them up to date with progress on their schemes.

4.5 There has not yet been a formal announcement from DfT on the outcome of their review.

4.6 For schemes that remain in the programme following the review, it is extremely important that scheme promoters continue to work closely with DfT officials in developing their business cases and schemes, and ensure that the DfT are kept up to date with scheme programmes and expected timescales for delivery. This will assist DfT officials in managing the wider MRN and LLM programmes and provide them with the evidence that will be needed to bid for the required funding in advance of future spending reviews.

### **5. Conclusions**

5.1 Board Members are recommended to note that the revised list of priority schemes agreed at the March 2022 Board meeting was submitted to the Department for Transport, however the DfT's MRN Programme review is ongoing and no announcement on the outcome has yet been made.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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## Appendix 1 – Letter from the Department for Transport



Department  
for Transport

Department for Transport  
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33 Horseferry Road  
London  
SW1P 4DR  
Tel: 0300 330 3000

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

18<sup>th</sup> January 2022

Dear Sarah,

I am writing to set out the position on the Major Road Network (MRN) / Large Local Major (LLM) programme following the Spending Review. As with many areas, the SR has challenged Ministers to make choices and to focus on key departmental priorities. As a result, it is likely that we will not have sufficient funding to continue to fund all the schemes currently in the programme to the current scale or timing. In addition, since the programme was set up in 2019 there have been changes to Government policy around transport investment, analytical requirements especially on carbon impacts, the impact of new forecasts and of course the effects of Covid on delivery and future demand. It is therefore right that we now take the opportunity to review the programme. I am writing to all Sub-National Transport Bodies (STBs) to seek your help in undertaking this review.

As a first step we would like to give all scheme promoters and the relevant STBs the option to reconsider the schemes in the current programme. Certain schemes may no longer be a priority because they have increased in cost, cannot be progressed in a timely fashion or no longer fit with the local authority's latest transport objectives.

Second, we ask that all local authorities (LAs) and STBs consider whether schemes in the programme will meet either the original objectives of the MRN programme which are:

- Reducing congestion
- Supporting economic growth and rebalancing
- Supporting housing delivery
- Supporting all road users
- Supporting the Strategic Road Network

or more recent, wider objectives of Government transport investment. These include:

- Strategic case – does the scheme still meet the objectives of the MRN programme and/or the latest objectives/policies of the LA or STB?
- Value for money (VfM) – as a result of recent changes to Transport Analysis Guidance and other issues, is the scheme likely to be low or poor VfM?

- Timely progress – what progress has been made on the scheme since it was added to the programme in 2019 and will the scheme be ready to start construction by the end of the forthcoming Spending Review period i.e. March 2025
- Local support – is the scheme actively supported by the local MP(s) and others in the wider community?


In addition, the importance of decarbonisation has increased since May 2019 so consideration of whether the scheme is likely to make carbon worse and lead to a lower VfM, especially now the cost of carbon has been increased substantially, should also be a factor in your reconsideration. Active travel and bus improvements are also issues that have grown in importance and any opportunities to promote these in major schemes should be reflected, where possible.

Given your role in the original development of the programme, I would be grateful if you could coordinate within your area a response to this request based on the issues and questions above and return to the Department by Tuesday 1<sup>st</sup> March.

Any LA choosing to withdraw a scheme will not be penalised in any future funding rounds . We are also conducting our review and Ministers reserve the right to consider the status of all schemes in the programme against overall programme affordability. The starting point for the review is that any scheme that already has approval at Outline Business Case stage will not be considered for removal unless the LA/STB decides otherwise or unless the case for the scheme changes significantly.

We are writing in similar terms to all local authorities with schemes currently in the programme.

We would be happy to discuss.



Philip Andrews

Head of Road Investment, Policy and Pipeline Development

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

Date of meeting: **13 June 2022**

By: **Lead 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 identify the future ambition for bus services in the TfSE area, the implementation of TfSE’s Future Mobility Strategy and TfSE’s current work on decarbonisation.**

---

**RECOMMENDATIONS:**

The members of the Partnership Board are recommended to:

- (1) Note the progress with ongoing work on defining the future ambition for bus services in the TfSE area;**
  - (2) Note progress with TfSE’s ongoing decarbonisation work;**
  - (3) Note the progress with the launch of TfSE’s Freight Logistics and Gateways Strategy; and**
  - (4) Note progress with the work that has been initiated on the implementation of TfSE’s Future Mobility Strategy.**
- 

**1. Introduction**

1.1 The purpose of this report is to provide a progress update on delivering the TfSE technical work programme.

**2. Bus Back Better**

2.1 As reported to the Partnership Board meeting on 21 March 2022, the key outputs had been received from Steer’s technical work on additional evidence base material on bus passenger supply, demand and future market potential. This included assessment of impacts using the SEELUM land use and transport interaction model and identification of estimated capital and revenue support costs. The draft final report, with full technical appendices, was received from Steer in mid-April.

2.2 DfT notified local transport authorities (LTAs) on 4 April about the outcome of the Bus Strategy Implementation (BSIP) bids submitted at the end of October 2021. Seven of the 16 LTAs in TfSE’s area were successful in receiving funding (totalling £199m). With the draft final report from Steer’s work arriving soon after the BSIP bid outcome, it was considered best to defer circulation of the work for comment – knowing that LTAs would be concentrating more on understanding the outcomes of the BSIP process. As a consequence, a report on the outcomes of bus back better-related evidence base work will now be presented to the meeting of the Board on 26 September 2022.

### **3. Decarbonisation Pathways**

3.1 The technical work on carbon budgeting and pathways to decarbonisation that was set out in the report to Partnership Board on 21 March 2022 has now been completed. The study identified a number of pathways that might be taken to achieve a net zero carbon surface transport network in the South East. It then assessed the carbon reduction impacts of the interventions that will be necessary to follow those pathways. The draft technical report will be circulated to members of the Transport Strategy Working Group for comment and the results of the work will be reported to the Partnership Board at the meeting on 26 September 2022.

### **4. Freight, Logistics and Gateways Strategy**

4.1 Partnership Board approved TfSE's draft freight, logistics and gateways strategy at its meeting on 13 January 2022. The strategy received its formal launch at the 2022 ITT Hub event at Farnborough Airport on 11/12 May 2022. ITT Hub is an annual exhibition and conference event for the commercial and passenger road transport sector, bringing together the latest innovation and technology for bus, coach, truck, van, last mile, and autonomous vehicle fleets. Partnership Board member Daniel Ruiz chaired a roundtable discussion on live issues in the freight and logistics sector that are covered in the strategy and supporting action plan – lorry parking and driver facilities; freight decarbonisation; and access to international gateways. TfSE had a stand at the event to promote the launch of the freight strategy and the wider work of TfSE. Officers were also involved in other parts of the wider ITT Hub event participating in panel discussions and presentations to promote the strategy.

4.2 The Freight Forum, set up in 2021, is to be relaunched after ITT Hub. Delivering the action plan cannot be achieved without positive involvement by a range of organisations involved in the sector. The work of the Freight Forum is likely to grow over time.

4.3 The action plan that forms part of the freight strategy is extensive, covering 14 different strategic action areas and with over 40 specific action points. Resourcing for the 2022/23 (and indicative thereafter) allows for many of the actions in the freight strategy to be taken forward that were identified as for the short term and of highest priority. A work programme will need to be developed detailing how these actions will be taken forward. An update on the progress with the implementation of the strategy will be presented to the next Board meeting on 26 September 2022.

4.4 Along with several of the other STBs, TfSE is securing a consultancy commission through STB Midlands Connect for a road freight-based alternative fuels study. This will mainly be focussed on how to identify future refuelling needs away from operating depots, whether for hydrogen, electricity, or other power solutions. This will be linked to forecast levels of freight traffic across the strategic road network and A roads on the local road network in 2040. The outputs from the work will include identifying potential locations for recharging/refuelling stations, ranked by volume of HGV traffic, along with the likely infrastructure capacity required at each



location. Each participating STB will then have its own modelling tool that it can use for further planning and forecasting work in the future.

## **5. Future Mobility Strategy**

5.1 In July 2021, the Partnership Board agreed the TfSE future mobility strategy and action plan. The scope of a self-contained package of further work to begin the implementation of the strategy has now been agreed with consultants WSP and contractual terms agreed to enable the work to commence.

5.2 The work to be undertaken WSP will include:

- undertaking workshops with local authorities to present the future mobility strategy and identify their potential roles, responsibilities and actions;
- holding further meetings of the future mobility forum to guide the implementation of the action plan;
- identifying potential locations and partners for further piloting of future mobility interventions;
- scoping possible development of a future mobility tool that would enable local authorities to identify which future mobility interventions will be most appropriate for the different travel needs of people and places in their areas.

5.3 An update on the progress with this work will be given at the next Partnership Board meeting on 26 September 2022.

## **6. Financial considerations**

6.1 The project work set out in this report will be funded either from 21/22 DfT grant funding that has been carried forward, or from 22/23 grant funding.

## **7. Conclusions and recommendations**

7.1 The Partnership Board is recommended to note the progress being made with the work on defining the future ambition for the bus network in the TfSE area, TfSE's work on decarbonisation, and the implementation of both the freight logistics and gateways strategy and the future mobility strategy.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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

Date of meeting: **13 June 2022**

By: **Cllr Tony Page**

Title of report: **Governance Sub-Group Update**

Purpose of report: **To provide an update on the Governance sub-group**

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***RECOMMENDATIONS:***

The members of the Partnership Board are recommended to:

- (1) Note the discussions at the recent meeting of the Governance sub-group;**
  - (2) Agree the proposed amendments to the constitution, a final version of which will be presented to the Board for agreement in autumn 2022; and**
  - (3) Note the support from the accountable body’s legal team.**
- 

**1. Overview**

1.1 At the January 2022 Partnership Board meeting it was agreed that the governance sub-group should be reconvened, with the first meeting scheduled for March 2022.

1.2 The Partnership Board subsequently agreed the Terms of Reference for the sub-group in March 2022. It was agreed that the group should have a focus on ensuring that the governance arrangements for Transport for the South East (TfSE) remain robust and appropriate to support the implementation of the Strategic Investment Plan (SIP).

1.3 Membership of the sub-group is as follows:

- Cllr Tony Page – Berkshire Local Transport Body
- Cllr Rob Humby - Hampshire County Council
- Cllr Daniel Watkins – Kent County Council
- Cllr Amy Heley – Brighton and Hove City Council
- Daniel Ruiz – Enterprise M3 LEP
- Geoff French – Chair, Transport Forum

1.4 The governance sub-group met on 9 May 2022. This paper provides a progress report on the key issues discussed and sets out the proposed next steps.

## 2. TfSE Constitution

2.1 The Partnership Board agreed the TfSE constitution in December 2019. The constitution had been revised from an earlier iteration to reflect the imminent proposal to Government for statutory status and to demonstrate that the constitution was fit for purpose for a statutory body. It is timely to review the constitution to ensure it reflects the current position of TfSE and the emerging strategic investment plan.

2.2 The sub group considered a number of key issues in the constitution at their 9 May meeting and make the following proposals to the Board:

- Co-opted Board members – the constitution makes provision for co-opted members to be appointed to the Partnership Board and for voting rights to be allocated. The group proposed that this approach continues. It was discussed that it may be appropriate to co-opt Great British Railways and other operators at an appropriate time and this should be kept under consideration.
- Voting mechanism – the constitution sets out that decisions on the following matters:
  - a) the approval or revision of the Transport Strategy
  - b) the approval of the Annual Budget, and
  - c) the adoption of and any changes to the Constitution.may be decided only if agreed by both:
  - a) the members who together hold at least 75% of the vote in a weighted vote, and
  - b) a simple majority of the members present and voting.

This was further expanded in the proposal to Government (June 2020) which sets out an allocation of votes to Local Transport Authorities by 140,000 population (equivalent to IoW population as the smallest TfSE authority).

The sub-group propose that this approach should continue.

- Financial arrangements – the group discussed the current model for local contributions. This has been in place since 2018 and uses a relatively simple apportionment of costs between county and unitary authorities. The proposes that this approach continues.
- Powers and responsibilities – the constitution was agreed in 2019 to ensure that TfSE was able to meet the requirements of a statutory body. This included setting out the powers and responsibilities that the organisation would hold.

The constitution currently contains reference to the 'general functions' of an STB as identified in the Cities and Local Government Act. These include the focus on developing a transport strategy for the area and providing advice and guidance to the Secretary of State. It also highlights that STBs are able to have further discussions with the department about powers that they might

need to deliver their strategy. The sub-group proposes that the general functions, as outlined in the Act, remain in the TfSE constitution.

It is proposed that the constitution retains reference to the fact that we may need to have discussions with the Secretary of State about delivery of our SIP and does not preclude a future bid for statutory status.

- Sub-Committees of the Board – as part of our bid for statutory status TfSE was required to include proposals to create a scrutiny function. It was also proposed that an Audit and Governance committee should be established and although this was not a statutory requirement it would ensure that TfSE followed best practice.

The sub-group proposes that the requirement for a dedicated scrutiny committee should not be pursued at the current time, but should remain in the constitution so that it could be put in place in the event of a future bid for statutory status.

Due to the increasing financial responsibilities on TfSE it is proposed that an Audit and Governance committee is established. This will be responsible for approving accounts, recommending the approval of the annual statement of accounts for TfSE, risk and control and reviewing corporate governance arrangements.

It is proposed that the member sub-group on governance would evolve to become the Audit and Governance Committee and terms of reference will be presented to the Board once the sub-group concludes its current task.

2.3 The group has also requested additional work to be undertaken on the scheme of delegations and will report on this to the next meeting of the Partnership Board. A similar review will be undertaken of the current intra-authority agreement.

2.4 The work of the sub-group will be supported by the accountable body's legal team, who will support the review of the constitution and the intra-authority agreement.

### **3. Conclusions and Recommendations**

3.1 The Partnership Board are recommended to note the progress of the sub-group and agree that the group continues with the review of the constitution.

**CLLR TONY PAGE**  
**Deputy Chair**  
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Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 June 2022**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 10 May 2022 and inform the Board of the Transport Forum’s recommendations.**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to:**

- (1) Note the recent meeting of the Transport Forum; and**
  - (2) Note and consider the comments from the Forum.**
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**1. Introduction**

1.1 The purpose of this report is to update the Partnership Board on the most recent meeting of the Transport Forum.

1.2 The meeting took place virtually on Tuesday 10 May 2022 and was attended by more than 35 members of the Forum. The Forum welcomed three new members which demonstrates the continued interest in engaging with the work of TfSE.

**2. Feedback from the Transport Forum Meeting on 10 May 2022**

Area studies emerging outputs and SIP Development

2.1 The forum was provided with an update on the area studies that are nearing conclusion. This included presenting the suite of documents that feed into the SIP to demonstrate the large amount of technical works that have been undertaken to ensure a robust evidence based programme.

2.2 The forum was presented a short recap on those areas of the SIP that they have already been shown, followed by the benefits and costs, funding and finance and delivery (governance) of the SIP. As part of the recap, the forum’s attention was drawn to the SIP’s key priorities, which highlights the key transport interventions, as well as the desired outcomes.

2.3 RF reminded the Board that the consultation will launch on 20 June 2022 and the draft SIP will be published onto the TfSE website and encouraged members to respond.

SIP Communications and Engagement

2.4 Earlier this year, TfSE commissioned ECF to work alongside Steer and TfSE to deliver a digital first consultation and gather feedback on the draft SIP and ISA from stakeholders in the region.

2.5 TfSE and ECF jointly outlined the programme of engagement that accompanies the SIP, including the proposed consultation approach that commences on 20 June 2022.

2.6 This included outlining the project objectives to the forum, which are to run a 'digital first' public consultation that is open to all, launch and promote the accessible digital engagement and online survey, as well producing a consultation report include an in-depth analysis of all feedback gathered.

2.7 The consultation has been put together to raise awareness of the TfSE aims and generate support for the investment needed in the transport network to improve lives, and as this will effect TfSE's population, we want people to have a say in decisions that affect their lives. It was concluded that this consultation will also be an opportunity to acknowledge the role of technical respondents in helping to shape the SIP.

### Active Travel

2.8 Roddy Crockett, partnership manager at Sustran's, provided the forum with a presentation on Active Travel, focussing on the benefits that Active Travel can provide.

2.9 An important part of promoting active travel, should be to focus on the areas in which we live. The approach to designing urban spaces should have social connection at its heart; delivering 20-minute neighbourhoods; focusing on health, clean air, and green space; celebrating a place's history and character; and where everyone can move around healthily in a low carbon way.

2.10 The Forum noted that the creation of Active Travel by the government, will have three functions: to be a funding body, to be an inspectorate and to be a statutory consultee for larger developments. It will monitor and evaluate councils and hold those to account who are not actively providing it. It was noted that TfSE could play a role in the Area Network Plans that are currently being developed.

2.11 The presentation concluded by making the case for active travel, in that it has been accepted and verified that it makes economic, social, environmental, and cultural sense. It needs to be a people first approach and not a modal one, and that there is a need to keep developing a regional walking and cycling network.

### Finance Update

2.12 The Forum received a short updated on recent funding announcements including the DfT grant allocation. It was noted that this was positive news, as it allows us to take forward an ambitious technical programme over the next 12 months.

2.13 It was noted to the forum that as of the 9 May 2022 Board meeting, the business plan was agreed and will be published on the TfSE website.

### Additional DfT workstreams

2.14 The Forum was provided with an update on the additional priority workstreams as set out by the DfT.

2.15 Last October 2021, the DfT asked us to submit proposals alongside all other STB's, to assist them with their four priority work streams. These consist of decarbonisation; bus back better; electric vehicle charging infrastructure strategy; and local capacity and capability.

2.16 The Forum noted that we were successful on all four submissions and provided the board with information on what the status was of each workstream.

2.17 On bus back better, we were jointly awarded £300,000 with Transport East and England's Economic Heartlands, for which we are currently out for tender.

2.18 We are also working in collaboration on decarbonisation with the same aforementioned two STB's, for which we were awarded £100,000 (£300,000 in total). This work is looking to develop a toolkit that will enable local authorities to understand the carbon reduction impacts on local interventions.

2.19 We submitted a bid for £200,000 on the local capability and capacity strand which we are working on solely, and welcomed an additional £100,000 to contribute towards completion of the works. This means that we have a total of £300,000 to contribute to local authorities capability needs. Stage 1 of the work has been completed in collaboration with Arup, and we will provide our proposed funding mechanism to the DfT on 10 June.

2.20 In addition, we issued a request for quotation to appoint a consultant to aid us in our electric vehicle charging infrastructure strategy. This was published on the 19 May 2022 and a verbal update will be provided to the board on 13 June.

#### Updates

2.21 The Forum was provided with an update for the forum on several of the technical works that are being undertaken at TfSE.

#### Freight, Logistics and International Gateways

2.22 It was noted that the freight, logistics and international gateways strategy has been published on the TfSE website. It was further noted that the 11 and 12 May 2022 would be the formal launch of this strategy at the annual ITT Hub event. Subsequently, we will be contacting all relevant stakeholders to invite them to join our freight forum, where there will be over 40 specific actions points.

#### Decarbonisation

2.23 There is a lot of technical work on carbon budgeting and pathways to decarbonisation. The study identified a number of pathways that might be taken to achieve net zero carbon transport network in the South East. The results of this work will be presented in full at the September Board meeting.

#### Future mobility action plan

2.24 There will be a self-contained package of further work to begin the implementation of the future mobility strategy, and that the actions within this strategy have been agreed with WSP. WSP will soon set up workshops with local authorities to present the mobility strategy, and to identify its responsibilities and actions. As this work progresses, further workshops will be held with the Transport Forum, to help guide the implementation of the proposed action plan.

### **3. Future Transport Forum Engagement**

3.1 The next meeting of the Transport Forum will be held on Tuesday 6 September 2022. Part of this meeting will be used to discuss the progress of the DfT's additional priority workstreams and an update on the future mobility technical work.

#### **4. Conclusions and recommendations**

4.1 It is recommended that the Board note another successful virtual meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders.

4.2 The Forum members welcomed the opportunity to see in some detail, the development of the SIP and its proposed consultation approach, as well as having the opportunity to see active travel presented by Roddy Crockett from Sustran's.

4.3 It is recommended that the Board note and consider the comments raised by Forum members.

**GEOFF FRENCH**

**Chair of the Transport Forum  
Transport for the South East**

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