

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.**

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**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.**
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**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.

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