

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

Date of meeting: **26 September 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.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the outcome of the progress of the Local Capability workstream; and**
 - (2) Agree the funding allocation as set out in Option 1.**
 - (3) Agree to delegate authority to Lead Officer to undertake discussions with Solent Transport about their proposal and, in the event that the proposal cannot proceed as planned, delegate authority to the Lead Officer to implement Option 2.**
 - (4) Note the pipeline of proposals to be explored in more detail as part of the Centre of Excellence or in a future funding round.**
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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, with the intention of utilising the funding to support delivery of projects to address capability gaps.

1.2 The purpose of this paper is to update Board members on the development of the proposals that emerged from Stage 1 of the work programme.

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 The first stage identified the capability gaps faced by local authorities around the delivery of local transport plans and possible solutions to address them. The proposed solutions were submitted via a survey, shaped by the first workshop with Transport Strategy Working Group members, and were then assessed by Arup using their assessment matrix.

2.4 The results of stage one were discussed with the DfT and local transport authorities to agree the best approach for administering the solutions discovered by the eight completed proposals. These results were also presented to the Board on 13 June, and the approach of further development to enable the release of the grant funding to LTAs was agreed.

2.5 TfSE commissioned Arup to conduct a deeper dive onto the proposals received and offer opportunity for LTAs to submit additional funding proposals. Individual meetings were held with 11 authorities, with the purpose of supporting authorities to develop their bids and also understand their expectation of a TfSE Centre of Excellence. Local authorities were given a deadline of 9 September to submit proposals, so that allocations could be determined prior to the September Partnership Board meeting.

3. Proposed funding allocations

3.1 To date, we received five further proposals as part of Stage 1b. The proposals have generally been of a high standard and it is hoped that all can be progressed either within this funding allocation or as part of the Centre of Excellence. The proposed allocation is presented in Appendix 1.

Rules of assessment

3.2 In order to assess and fund the proposals fairly, a series of rules were agreed. They are as follows:

1. No funded solution should have scored lower than an unfunded solution, i.e. a proposal that does not include information on the funding requirements would not be able to score higher than a fully costed proposal.
2. No solution should receive BOTH a higher % of their funding ask and a higher funding figure than a Solution that scored higher than itself.
3. No LTA should receive more than 60% of the Total Funding. This will ensure that the funding can be allocated across the region.

3.3 In addition to this, the assessment criteria considered issues such as deliverability by the end of March 2023, application across the region and links to TfSE priorities.

3.4 There are two proposed funding options, which will be determined subject to further conversations with relevant bidders.

Option 1:

- 3.4.1 In option 1, five proposals would receive funding as part of this bidding round. The projects include communications training for Wokingham Borough Council (£30,000) and strategic optioneering and communications training for Brighton and Hove City Council (£40,000) which would be funded at 100% of the requested level.

- 3.4.2 A joint project was submitted by the Solent authorities, including Isle of Wight, Portsmouth City Council, Southampton City Council and Hampshire County Council, to support the delivery of their existing Solent Regional Transport Model (SRTM) through a scoping study to understand the requirements for future modelling and to undertake an update of model reference cases to help with business case development. The project scored well and under this option it is proposed that the project is awarded the full £102,000 that requested.
- 3.4.3 However, there is potential for this project to align with TfSE proposed work on the common analytical framework and further discussions are required prior to full confirmation of this funding allocation.
- 3.4.4. A proposal from Kent County Council for training in quantifiable carbon assessments has also been funded. It is proposed that the training places would be made available to authorities from across the region and funding of £18,000 will be made available. This equates to 40% of the original proposal.
- 3.4.5 Hampshire County Council submitted a proposal for up to £1million to develop guidance and advice documents to support local authorities in the delivery of their local transport plans. The funding requested was higher than the funding available and discussions with Hampshire indicated that the proposal was scalable. Under option 1, it is proposed that Hampshire is allocated £60,000 as a pilot to progress some initial work on guidance documents. TfSE would be involved with scoping the work and setting parameters for the guidance, but delivery of the work will need to be resourced appropriately by Hampshire County Council and made available through the Centre of Excellence to all authorities in the region. The remainder of the Hampshire proposal would be progressed through the Centre of Excellence and in collaboration with TfSE in future years.

Option 2:

- 3.4.6 This option sets out a funding proposal should the Solent Transport modelling work be unable to progress within the required timescales. Under this option, Wokingham and Brighton would still receive 100% of their allocation and the £102,000 allocated to Solent in option 1 would be reallocated to Kent and Hampshire to scale their proposals as appropriate.
- 3.4.7 Under this option, discussions would continue with Solent to see how the modelling tool could be supported through the TfSE work on the Common Analytical Framework or through other channels.

3.5 We are conscious of time constraints for these proposals, so we will endeavour to resolve this swiftly and to inform authorities promptly. As a result, an appointment between TfSE and Solent Transport has been organised. Further conversations will also take place with Brighton, Kent, Hampshire and Wokingham, to ensure that the conditions can be met prior to endorsement of allocation.

Conditions

3.6 Conditions will apply to the funding allocated, to ensure it is being administered appropriately. These are detailed in Appendix 1 per proposal. They

ensure that it adheres to its region-wide promise and sets out the terms and conditions of each proposal.

4 Pipeline proposals

4.1 A number of other proposals were received but for various reasons have not been progressed to fully costed proposals at this stage. These projects include schemes that would support training across the region, apprenticeship delivery and a tool to help authorities determine the best options for future mobility delivery in their areas.

4.2 The premise of all these proposals meets the basic requirements for the local capability funding and we will continue to work with the authorities to develop a pipeline of bids in readiness for future funding rounds or to progress through the centre of excellence. A full list of the pipeline projects is attached as Appendix 2.

5. Conclusion

5.1 The Partnership Board is recommended to agree the funding allocations to Local Authorities, and note that this will be subject to further discussions with Solent Transport.

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Appendix 1

Option 1: allocation of funding including Solent Transport

Authority	Proposal	Description	Funding Bid	Allocation (£+%)	Conditions
Wokingham	Communications training	Appointing a marketing company to help with the communications team to create content in a collaborative manner with lessons learnt from the project being shared with other authorities.	£30,000	100%	There are some resourcing costs for Wokingham in order to achieve this proposal in full. It is assumed that Wokingham can cover these costs.
Solent	Developing Solent Regional Transport Model (SRTM)	Developing SRTM through A) having a scoping study to understand the requirements for future modelling (element of understanding what the needs of people for the modelling will be); and B) undertake an update of model reference cases to reduce the need for certain studies to be done in the future to help with business case development etc.	£102,000	100%	Confirmation needed on the £3k discrepancy shown in the proposal for the cost of Part B. For funding it has been accounted for this being £62K. Subject to further discussions with TfSE about alignment with common analytical framework (CAF).

Brighton	Strategic Optioneering	Training exercises centred on strategic optioneering case studies from across the region.	£25,000	100%	This project does require input from other organisations, namely Solent Transport and Systra, who will be required as part of this proposal's feasibility. This would need to be confirmed prior to funding award.
	Communications training	Commissioning communications and consultation review with workshops for officers to understand more about best practice.	£15,000		
Kent	Carbon Training	Paying for places on some existing training courses. BSI 2 hour on-demand course - Road to Net Zero: Terminology & Principles. ICE virtual 1 day course – Carbon Management in Infrastructure.	£17,995	40%	Places must be shared throughout the region In this option, 61 officers will be offered the BSI training course.
Hampshire	Standard guidance documents	Create a set of shared standard guidance documents for all LTAs. Initially this would involve HCC leading the development of already identified as required guidance. Following this a process for understanding what else is required and then developing this guidance would need to be implemented.	£60,000	6%	This pilot project must be resourced appropriately by HCC. TfSE would require involvement in developing the scope for this piece of work and to ensure that it aligns with the objectives of the TfSE Centre of Excellence. There is an expectation that there would be discussions with DfT and TfSE on how this would work with the upcoming LTP guidance.

Option 2 – funding without Solent Transport bid

Authority	Proposal	Description	Funding Bid	Allocation (£+%)	Conditions
Wokingham	Communications training	Appointing a marketing company to help with the communications team to create content in a collaborative manner with lessons learnt from the project being shared with other authorities.	£30,000	100%	There are some resourcing costs for Wokingham in order to achieve this proposal in full. It is assumed that Wokingham can cover these costs.
Brighton	Strategic Optioneering	Training exercises centred on strategic optioneering case studies from across the region.	£25,000	100%	This project does requires input from other organisations, namely Solent Transport and Systra, who will be required as part of this proposal’s feasibility. This would need to be confirmed prior to funding award.
	Communications training	Commissioning communications and consultation review with workshops for officers to understand more about best practice.	£15,000		
Kent	Carbon Training	Paying for places on some already existing training courses. BSI 2 hour on-demand course - Road to Net Zero: Terminology & Principles.	£29,795	66%	Places must be shared throughout the region. In this option, Kent will be offered £29,795 to allocate between the two courses detailed. The decision on

		ICE virtual 1 day course – Carbon Management in Infrastructure.			split will be delegated to Kent, as there is uncertainty on take up for the full day course on 2 nd February.
Hampshire	Standard guidance documents	Create a set of shared standard guidance documents for all LTAs. Initially this would involve HCC leading the development of already identified as required guidance. Following this a process for understanding what else is required and then developing this guidance would need to be implemented.	£150,000	15%	<p>This pilot project must be resourced appropriately by HCC. TfSE would require involvement in developing the scope for this piece of work and to ensure that it aligns with the objectives of the TfSE Centre of Excellence.</p> <p>There is an expectation that there would be discussions with DfT and TfSE on how this would work with the upcoming LTP guidance.</p>

Appendix 2 – pipeline proposals

LTA	Proposal
West Sussex	A commitment among each LTA to recruit a cohort of transport planning apprentices.
Kent	Paying for places on the ICE virtual 1 day course – Carbon Management in Infrastructure.
Hampshire	Developing Guidance documents which are yet to be identified as required
West Berkshire	"Which?" style magazine evaluation of emerging technologies.
West Sussex	Package of stakeholder engagement training consisting of formal training, guidelines and case studies and support sessions for particular LTA's.
Wokingham	Develop a regional cycle design centre of excellence.
West Sussex	Series of training interventions focused on raising CPD, focus on seminars/workshops, expert support, case studies & toolkits
West Sussex	Case studies and specific best practice support for providing technical training to help with specific initiatives.
Bracknell Forest	A combination of on-the-job training and training provision focused on economic and decarbonisation assessments for business cases.

