Transport for the South East
Partnership Board Meeting

Agenda

14 November 2022 13:00-16:00
Virtual
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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 Edward Heron, Executive Lead Member for Economy, Transport and Environment Strategy Hampshire County Council	Cllr Ellaine Hills Member of the Environment, Transport, and Sustainability Committee Brighton and Hove City Council
Heather Preen, Head of Local Communities and Partnerships Transport for London	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Eamonn Keogh, Cabinet Member for Transport and District Regeneration, Southampton 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
Vince Lucas Director VA Rail LTD (jointly representing LEPs)	Cllr Joy Dennis, Cabinet Member for Highways and Transport, West Sussex County Council	Ian Phillips Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County 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

Guests:
Steven Bishop, Director, Steer

Apologies:
- Cllr Alan Jarrett, Leader for Medway Council
- John Halsall, Route Managing Director for South East, Network Rail

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting** ***(p4-19)***	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
5	**Lead Officer's Report** ***(p20-22)***	Rupert Clubb
6	**Strategic Investment Plan** ***(p23-268)*** Final draft SIP for approval	Rachel Ford
7	**SIP delivery plan development** ***(p269-272)***	Sarah Valentine
8	**Technical Programme Update** ***(p273-280)*** - Future Mobility - Freight, Logistics and Gateways Strategy - Decarbonisation - Bus Back Better - Electric Vehicle Strategy - Local Capability - Analytical Framework	Mark Valleley
9	**Communications and Stakeholder engagement update** ***(p281-283)***	Hollie Farley
10	**Finance Update** ***(p284-287)***	Rachel Ford
11	**Governance Group - Verbal Update**	Cllr Tony Page
12	**Transport Forum** ***(p288-290)***	Geoff French
13	**AOB**	All
14	**Date of Next Meeting** 23rd January 2023 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
Lucy Dixon-Thompson	Transport for the South East
Joseph Ratcliffe	Kent County Council
Dee O'Rourke	Medway Council
Lyndon Mendes	Surrey County Council
David Stempfer	Surrey County Council
Nikki Nelson-Smith	National Highways
Pete Boustred	Southampton City Council
Ellie Williams	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Frank Baxter	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
26 September 2022
Minutes

Partnership Board Members		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Tony Page Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Ian Phillips Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr David Monk Leader Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Heather Preen, Head of Local Communities and Partnerships Transport for London	Cllr Elaine Hills 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	Geoff French CBE Chair Transport Forum
Richard Leonard Head of Network Development, Strategy & Planning National Highways		

Apologies:
- John Halsall, Route Managing Director for South East, Network Rail
- Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County Council
- Cllr Amy Heley, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council
- Cllr Eamonn Keogh, Cabinet Member for Transport and District Regeneration, Southampton City Council
- Vince Lucas, South East LEP (jointly representing LEPs)

Guests:
Steven Bishop, Director, Steer
Kate Fairhall, Project Manager, Arup
Andrew Steele, Graduate Associate, Arup

Officers attending Virtually:
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
Hollie Farley, Transport for the South East
Mark Valleley, Transport for the South East
Lucy Dixon-Thompson, Transport for the South East

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
Simon Duke, Surrey County Council
Lyndon Mendes, Surrey County Council
Felicity Tidbury, Portsmouth City Council
Richard Kenny, Hampshire County Council
James Hammond, Folkestone & Hythe District Council
Andy Rhind, DfT
Colin Rowland, Isle of Wight Council
Anthony Middleton, C2C LEP
Mark Prior, Brighton and Hove City Council
Stuart Kistruck, Network Rail
Ernest Amoako, Woking Borough Council

Item	Action
1. Welcome and Apologies	
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 replaces Cllr Amy Heley as our Brighton and Hove Council representative. 1.3 Cllr Glazier also welcomed Andy Rhind, who is attending today on behalf of the DfT. 1.4 Cllr Glazier further introduced Stephen Bishop (SB), who will be presenting later on Decarbonisation and Kate Fairhall, who will be presenting on Local Capability outcomes. 1.5 Cllr Glazier also offered apologies from the following Board members: ○ John Halsall, Route Managing Director for South East, Network Rail ○ Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County Council ○ Cllr Eamonn Keogh, Cabinet Member for Transport and District Regeneration, Southampton City Council ○ Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport ○ Daniel Ruiz, Enterprise M3 LEP, jointly representing LEPs	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
3. Declarations of interest	
3.1 Cllr Glazier asked Board Members to declare any interests they may have in relation to the agenda. No interests were declared.	

4. Statements from the public	
4.1 Cllr Glazier confirmed that no statements from the public have been submitted ahead of today's meeting.	
5. Lead Officer's Report	
5.1 Rupert Clubb (RC) took introduced the item and guided the Partnership Board through the paper. 5.2 RC informed the Board of the collaborative work that has been ongoing with the seven STBs across England. RC noted that the Lead Officers from each STB have been meeting regularly to ensure consistency across the board and used the example of the recent Great British Rail Transition Team (GBRTT) consultation response, which allowed for a consensus on a strategic approach and delivery. 5.3 RC updated the Board on the progress of the technical programme to date, namely the joint collaborative work with England's Economic Heartland (EEH) and Transport East (TE) on both Bus Back Better and Decarbonisation. RC also noted the joint work with all seven STBs on a decarbonisation study. 5.4 RC reminded the Board of the recent events that has been undertaken, highlighting the success of the 5 July event in Guildford which formally launched the Strategic Investment Plan (SIP), for which Baroness Vere was the keynote speaker. 5.5 RC welcomed Sarah Valentine in her new appointment of Head of Analysis and Appraisal, and thanked Tiffany Lynch for her support in TfSE's technical programme, noting her departure. 5.6 The members of the Partnership Board noted the activities of transport for the South East between July-September 2022.	
6. SIP Consultation Progress Update	
6.1 Lucy Dixon Thompson (LDT) presented this item and guided the Board through the paper. LDT noted at the time of the paper dispatch, the consultation was still live, and has subsequently closed. However, while the analysis is ongoing, will only be able to provide a high-level update on the emerging themes, and that a full report will be issued in advance of the November Board. 6.2 LDT reminded the Board that the consultation was public, for residents, stakeholders and organisations alike, that ran for a 12-week period on a standalone platform, Engagement HQ. 6.3 LDT informed the Board that the site received 429 engaged visitors who completed the survey or asked a question via the platform, just under 3000 active participants, who visited more than one page, and nearly	

6000 unique visitors to the site. There were 131 responses that came in via a petition response, launched by Transport Action Network (TAN). In addition, 99 further consultation responses were received via email, which predominantly came from MPs, local authorities and organisations. 6.4 LDT thanked colleagues for their assistance in promoting the consultation, which proved to be fruitful as most traffic for the consultation came via the TfSE website, social media and local press coverage. 6.5 In addition to the digital consultation, TfSE held a number of events in parallel to the consultation, to encourage people to respond. This included the 5 July SIP launch event in Guildford, which had 166 attendees. There were also 2 virtual webinars, which largely welcomed town, parish, district and borough colleagues. There have also been several meetings with individual local authorities and other stakeholders who requested further information, and finally the event at Portcullis House, to present the SIP to MPs. 6.6 LDT noted that analysis thus far has ascertained that 80% of responses were from members of the public and 20% have come in via organisations, businesses, or political authorities. The demographic data also shows a split of 65% male and 25% female. When compared with similar consultations, these results are considered to be better than industry standards, and have been driven by a targeted media campaign to capture female responses. LDT noted that while the 16-24 demographic is not as high as we would have hoped, it was with the result of the consultation being run over the summer period. 6.7 LDT informed the Board that from the results of responses, most people rated decarbonisation and the environment as the highest priority for the SIP to deliver, but that overall, the global priorities were well balanced. 6.8 Overall, the consultation demonstrated that the majority of respondents felt that the SIP makes the best possible case for investment for transport infrastructure in the south east, with 46% agreeing, 32% disagreeing and 22% neither agreeing or disagreeing. 6.9 LDT informed the Board of key themes emerging from the free text questions as part of the qualitative analysis, noting that they will require further analysis. At present, the top comment is on requests for further investment and improvements to public transport, and prioritising active travel. These will be presented in more detail at the November Board. 6.10 LDT noted that while there were a number of free text responses regarding environmental impacts, the majority of responses do not provide comment on the integrated sustainability appraisal (ISA). 6.11 LDT reminded the Board that the offer of support for local authorities to take the SIP through their democratic processes still remains.	

6.12 LDT further reminded that the final SIP will be taken to the Board in March, following the opportunity for all local authorities to take the SIP through their own democratic processes. 6.13 In response to Cllr Elaine Hill's (EH) query regarding approach to young people's involvement in future consultations, LDT informed the Board that TfSE would be looking at a refreshed communication approach and welcomes any feedback via email. LDT noted that for the SIP consultation, we targeted youth responses (16-24) via our connection with youth cabinets and universities. There were also targeted communications via Facebook. 6.14 The recommendations were noted by all Partnership Board members. RECOMMENDATION: The members of the Partnership Board are recommended to: (1) Note the approach taken to the public consultation on the SIP and; (2) Note the high level emerging outcomes from the consultation process.	
7. Local Capability	
7.1 Emily Bailey (EB) reminded the Board of the successful receipt of grant funding from the DfT in March 2022, after TfSE were invited to bid on 4 additional workstreams in October 2021. This funding was awarded to identify capability gaps across the region, and allocate funding to those local authorities that were able to put forward solutions that are able to be feasibly delivered by March 2023. 7.2 EB noted that the intention of this item will be to inform the Board of recent 1:1s with local authorities, which have subsequently led to proposed allocations of funding. 7.3 EB introduced Kate Fairhall (KF) and Andrew Steele (AS) from Arup, who guided the Board through the two options of funding. It was noted that in both proposals, BHCC and Wokingham would be receiving 100% of their funding request. Conversations with Solent Transport will determine the funding allocation for both Kent and Hampshire but pleased to note that both local authorities will be receiving funding irrespective of outcome. 7.4 Should Solent Transport not be funded within this workstream, it was agreed that delegation would be offered to Lead Officer, in consultation with the Chair to adopt Option 2. Alternative ways to support Solent Transport's proposal would be considered in this instance. 7.5 It was agreed that those proposals that have not been funded in this round will be offered feedback. 7.6 The recommendations were all **agreed** by the Partnership Board members.	

RECOMMENDATIONS: (1) The members of the Partnership Board are recommended to: 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.	
8. Centre of Excellence	
8.1 RC highlighted to the Board, that due to recent communications with the DfT on Centre of Excellence, the proposed recommendations have been updated. 8.2 RC reminded the Board that a Centre of Excellence was included as part of our business plan, for which the Department offered provisional funding to, subject to the completion of a more detailed business case. 8.3 Our business case was submitted to DfT on 9 September, and we have since been asked by the DfT to pause our proposal, while they consider how this could be rolled out more widely across all 7 STBs. 8.4 While these discussions are ongoing, RC asked the Board to agree the recommendation that TfSE will be making the case to the DfT to draw down on some of the allocated funding, to support some background research in advance of the next financial year. We would like to release funding for the continuation of understanding what demand is, by working with local authorities and effectively co-designing a Centre of Excellence. This is notwithstanding the DfT's position in relation to the other six sub national transport bodies (STBs). 8.5 RC introduced Andy Rhind (AR) from DfT, informed the Board that they are keen to present TfSE's proposal to new ministers on the role that STBs could play in delivering capability uplift via Centres of Excellence. This consideration will look at how the STBs work individually with their local authorities, as well as on a joint STB basis, to provide specialist support. 8.6 Ian Phillips (IP) from South Downs National Park Association (SDNPA) supported the creation of this platform, and asked for it to include expert advice on protected landscapes as part of skills development. 8.7 The recommendations were **agreed** by all Partnership Board members.	

RECOMMENDATIONS: The members of the Partnership Board are recommended to: (1) Note the proposed approach to the Centre of Excellence, subject to ongoing discussions with the DfT; and (2) Agree that a case should be put to DfT to draw down funding to deliver phase 1a of the centre of excellence work in this financial year, with the remainder of the work programme to be delivered in 2023/24; and (3) Agree to delegate responsibility for the procurement of phase 1a to the Lead Officer.	
9. Decarbonisation	
9.1 Mark Valleley (MV) introduced this item and guided the Board through the paper. 9.2 MV noted that this item seeks approval from the Board on the decarbonisation pathways report contained in Appendix 1 to the paper. The work was commissioned following the publication of the Government's Transport Decarbonisation Plan and in response to the governments mandatory target of achieving net zero by 2050, to identify the trajectory to net zero specifically for the TfSE area, and what the potential pathways to net zero would look like. 9.3 MV introduced Steven Bishop (SB) from Steer, who presented on the detail contained within the report. SB noted that this presentation looks specifically at the emissions related to domestic and surface transport activity and does not consider embedded capital carbon, or international travel at this stage. 9.4 SB presented the target-based trajectories , which have been developed by central government or other national organisations. 9.5 A query was raised by Cllr Elaine Hills (EH), regarding livable cities and how they are being considered. SB confirmed that as part of TfSE's consideration to urban demand management, different interventions from car free city centres, area-based charges and low traffic neighbourhoods have been looked into and it is clear that it will require a combination of all these interventions to achieve maximum impact. 9.6 Ian Phillips (IP) raised a query on the rationale behind the exclusion of a 2030 trajectory. SB noted that it was TfSE's professional view that looking at a regional level, a 2030 trajectory was not attainable given the scale of the challenge, but could be considered at a local authority level. 9.7 A further query was raised with regard to rural improvements and their impact on decarbonisation. SB noted that the analysis did consider sustainable travel improvements within rural areas, as well as improved digital connectivity, but an isolated impact assessment has not been carried	

out to date. It is important to note that interventions were not only applied at an urban level, but on a regional approach. 9.8 A final query was raised by IP regarding carbon capture potential, such as renaturing initiatives, when it comes to decarbonisation. SB noted that it is our view that for surface transport, the ambition is to aim for zero carbon as opposed to net zero, but to do so via renaturing would require huge areas of land to be able to offset these emissions, so can only be part of the solution. 9.9 Andy Rhind (AR) answered a query from Cllr Tony Page (TP) regarding government guidance on decarbonisation. It was noted that embedded carbon will be a consideration and authorities will be encouraged to try and quantify the embedded carbon impacts of infrastructure on their local transport plans 9.10 TP raised a query on the use of national demand management scheme as a mechanism for replacing the revenue from fuel duty that will be lost as we shift to electric vehicles. SB highlighted that there is certainly an opportunity to be provided by the national system to help fund investment in transport infrastructure including that identified in the SIP. 9.11 MV further noted the progress on the collaborative decarbonisation work being done with England's Economic Heartland (EEH) and Transport East (TE) to identify the potential carbon reductions that can be achieved from local transport measures set out in local transport plans (LTPs). MV highlighted that the forthcoming guidance on Local Transport Plans will include specific guidance on quantifying the carbon emission reductions that will result from the measure included in Local Transport Plans. A further update on the progress of the joint decarbonisation work will be provided at the November Board. 9.12 The recommendations were **approved** by all Partnership Board members. RECOMMENDATION: The members of the Partnership Board are recommended to: 1) Approve the Transport Decarbonisation Pathways Report included in Appendix 1. 2) Note the progress with the development of a decarbonisation assessment tool that is being produced jointly with a number of other STBs.	
10. Technical Programme Update	
10.1 Mark Valleley introduced this item and guided the Board through the paper. 10.2 MV informed the Board of the four additional workstreams that are supporting DfT's priorities: <u>Bus Back Better</u>	

MV outlined the procurement process and the award of contract to Mott MacDonald who are being supported by Arup, to identify and deliver the additional help that local authorities need to implement their Bus Service improvement Plans and Enhanced Partnerships. . <u>EV charging infrastructure strategy</u> MV informed the Board the recent EV tender has been awarded to Arcadis, and TfSE will have been working alongside local authorities, to understand what charging infrastructure is required throughout the TfSE geography at the local level. <u>Future Mobility</u> MV informed the Board that WSP are supporting TfSE on the implementation of the future mobility strategy, with recruitment being undertaken by TfSE internally to manage this work in the longer term. MV also updated the Board on the recent Future Mobility forum. <u>Freight and Logistics</u> MV informed the Board that it is TfSE's aim to reinvigorate the Freight forum, which will commence in early 2023. MV further noted that TfSE have also been participating in a study with a number of other STBs to understand the need across the highway network for alternative fuelling stations for freight vehicles. 10.3 The recommendations were noted by all Partnership Board members. RECOMMENDATIONS: The members of the Partnership Board are recommended to note the progress with: (1) Ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP) and enhanced Partnerships (EP); (2) Developing an electric vehicle charging infrastructure strategy for the TfSE Area; (3) Delivering TfSE's future mobility strategy; and (4) Delivering TfSE's freight logistics and gateways strategy.	
11. MRN Update	
11.1 Sarah Valentine (SV) introduced this item and guided the Board through the paper. 11.2 SV updated the Board on the progress since the June meeting, and noted that two of the schemes have been given their final funding approval from DfT. The monies have been welcomed and received by our local authorities and can begin construction. 11.3 SV reminded the Board that earlier this year, the DfT asked all STBs to review the schemes within the major road network (MRN) and large local major (LLM) programmes. To date, there has been no formal announcement from the DfT on the status of these schemes. SV noted that schemes that	

have been recommended for removal, are advised to consider this unless advised otherwise. 11.4 SV noted that at senior officer group last week, some concerns were raised with regard to timescales. SV encouraged authorities to engage with DfT with any concerns, to obtain information that is required.SV offered that TfSE can assist with DfT discussions if that is helpful. 11.5 Cllr Elaine Hills queried a Brighton and Hove specific MRN scheme and SV noted that she will raise this with DfT as an outstanding scheme. 11.6 The recommendations were **noted** by all Partnership Board members. RECOMMENDATIONS: The members of the Partnership Board are recommended to: 1) Note that two schemes have been given final funding approval by DfT; 2) Note that the DfT's MRN Programme review is ongoing and no announcement on the outcome has yet been made	
12. Communications and Stakeholder Engagement Update	
12.1 Hollie Farley (HF) introduced this item and guided the Board through the paper. 12.2 HF noted that a lot of recent engagement has been surrounding the SIP consultation. On the 20 June, which was the consultation launch date, we launched a communications campaign both on and off line. 12.3 HF noted as part of the initial launch, TfSE issued a press release to local print and TV news outlets operating across the region. The story was picked up and promoted in a range of coverage and has been largely positive with more than 30 articles directing people to the consultation. 12.4 The consultation itself generated seven media enquiries which ranged from local radio stations, newspapers, regional television and radio broadcasts. All interviews for said enquiries were held with either Rupert Clubb and/or Cllr Glazier and were well received. 12.5 A bespoke newsletter was issued at the time of launch and was issued to over 2000 subscribers. The newsletter had a click-through rate of 13.4% and click to open rate of 38.6%, which measures the effectiveness of your email content, which demonstrates the reach it had. 12.6 HF provided the Board with a detailed presentation on results from each social media platform, with Twitter being the most successful. It achieved more than 40,000 impressions over the duration of the consultation period, which is a success by industry standards.	

12.7 The campaign was also ran on Facebook, with a combination of organic and paid posts. The organic posts on consultation was delivered to the feeds of over 10,000 people and achieved an engagement rate of 2.3%. 12.8 LinkedIn served the consultation to 6897 unique people with an engagement rate of 2.9%. 12.9 Throughout the consultation, responses were monitored to ensure all audiences were being reached. Noting that the younger demographic needed specific targeting, we ran a Facebook Messenger paid advert, which also went out on Instagram. 12.10 Midway through the consultation, it was noted that we had received a consistently lower response rate from women, and so to boost engagement to this group, we ran an advert targeting women linked to an article on gender bias in transport. The advert performed well, resulting in over 1200 link clicks. 12.11 HF reiterated the appreciation to local authorities for their support in sharing the consultation across their own channels and within their own networks, as the results clearly demonstrate the boost in engagement. 12.12 HF noted the events that have taken place in support of the SIP consultation, namely the MP event at Portcullis house that was unfortunately affected by the rail strikes. We were able to meet with five MPs, plus some aides, and supported by two Board members. 12.13 HF echoed the success of the 5 July launch event, which benefitted from a range of speakers and panelists including industry experts and government officials working within the transport sector. The feedback from that event was extremely positive. 12.14 HF informed the Board that the two virtual sessions hosted 77 attendees on 11 July, and 48 on 12 July. The presentations were well received and generated meaningful discussions. These have been published on our YouTube channel. 12.15 HF noted additional stakeholder engagement that is ongoing with our additional workstreams, via forums and workshops for our work on Bus Back Better, electric vehicle charging infrastructure and freight, logistics and gateway strategy. 12.16 HF noted that we will be hosting a meeting with the university working group on 4 October, and Board members are encouraged to attend. 12.17 HF informed the Board of the private sector meeting that took place on Friday 23 September, and noted that our private sector partners continue to be supportive of the work of TfSE. 12.18 HF noted that RC recently spoke at CECA Transport group event, and additionally noted that Sarah Valentine joined a panel on exploring the work and transport strategies of STBs at the NCE future of roads conference. SV	

also joined a panel on levelling up at the Chartered Institute of Highways and Transport's monthly webinar. 12.19 At the start of November, we will attending the National Highways event, where we will be having a number of panel discussions, which are to be confirmed at present. The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to note the activities of Transport for the South East between March-June 2022	
13. Financial Update	
13.1 Rachel Ford (RF) introduced this item and provided the Board with an update on budgets as of 1 September. 13.2 RF informed the Board of the budget update to the end of August against the current forecast as set out in Appendix 1. RF noted that the main spend to date is on the technical program and on salaries, with a total spend to date of just under £1 million. 13.3 RF explained that we are forecasting a slight underspend by the end of the financial year, which is reflected in the increase of reserves and would be carried forward for use next year. 13.4 RF informed the Board of the recent discussions with the DfT. The letter from the DfT earlier this year confirmed the release of £1.175 million of our grant funding, and it highlighted that a further £250,000 for Centre of Excellence and £300,000 for the Analytical Framework would be released later on, pending approval. 13.5 Following discussions with the DfT, we have developed plans for those workstreams and shared with DfT to ensure that there was no duplication. The work on both of these workstreams are advanced, and we are going to continue to work with the DfT to ensure they align with their work programme. As a result, we have asked the DfT to be able to draw down a small amount of funding from this budget allocation, for background research pieces against both the Centre of Excellence and the analytical framework. Subsequently, we would look to scale up both pieces of these works in the next financial year, with updated budget papers for the November Board meeting. 13.6 RF informed the Board of the recent recruitment activity that TfSE have undertaken earlier this year, with the successful appointment of Sarah Valentine to Head of Analysis and Appraisal. RF noted that other positions have not been successful, and as a result we are currently undertaking an additional round of recruitment, with an agency supporting us. It is the intention that we will be able to inform the Board of appointments at the next meeting.	

13.7 We are also bringing in some temporary resource to help support the delivery of the technical programme, and RF welcomed Alan Jones (AJ) who joins the team today. AJ will focus predominantly on TfSE's future mobility, and freight strategies. 13.8 The recommendations were **noted** by all Partnership Board members. RECOMMENDATIONS: The members of the Partnership Board are recommended to (1) Note the current financial position for 2022/23 to the end of August 2022; (2) Note the update on grant funding from the Department for Transport; and (3) Note the progress on the recruitment of additional staffing resource.	
14. Governance Update	
14.1 Cllr Tony Page (TP) introduced this item and guided the Board through the paper. 14.2 TP noted that the group met on 9 September to discuss the key elements of the revised constitution. 14.3 TP highlighted that the constitution retains the recognition of the ambition for statutory status. It also recognises that if the government do grant TfSE statutory status, it would still require the formal consent of our constituent authorities. 14.4 TP additionally noted that the internal audit and governance committee will be established post publication of the SIP and this has been included formally within the constitution. 14.5 It was noted that guidance from the Cities and Local Government Devolution Act defines local authorities as the ultimate decision makers, but in order to enhance the decision-making process, TfSE wished to coopt the local enterprise partnerships and protected landscapes due to the importance they offer to our work. As a result, it was determined appropriate they were given a vote. RF noted that within paragraph 9.2 of the constitution, the coopted voting members rights process is outlined. RC further noted that the intent is defined within the Act, and the constitution follows this. 14.6 It was noted that an addendum be provided as part of the constitution, to provide more information on coopted members RC noted the legislation for STBs means that they must give regard to the social and environmental impacts in connection with the implementation of a transport strategy. 14.7 Cllr Elaine Hills was welcomed to the governance group by the Board.	

14.8 The recommendations were **noted and agreed** by all Partnership Board members. RECOMMENDATION: 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; and (3) Note the support from the accountable body's legal team.	
15. Transport Forum	
15.1 Geoff French (GF) informed the Board of the recent discussions with Forum, which was held on 6 September. The main item for this agenda was on the Disabled Passenger, as per forum member requests. 15.2 GF noted the success of Brighton and Hove Buses in its approach to disabled passengers by giving due consideration to all impairments, to make transport as inclusive as possible. 15.3 GF noted that the Forum suggested the need for disabled representation as part of its membership, to ensure TfSE are inclusive. RC noted that as scheme developments come forward, promoters will certainly be considering this representation to ensure accessibility is included as part of the equality impact assessments. 15.4 RC noted the success of the Transport Forum, which allows those with genuine interests in TfSE a mechanism into the work that is being undertaken. The value in receiving feedback from those that attend the Forum gives TfSE a sense of pressures and challenges that our wide range of stakeholders are dealing with. 15.5 RC further noted that TfSE works closely with Catherine Folca of Transport Focus to ensure that disabled representation and consideration is included as part of the Forum. 15.6 The recommendations were **noted** by all Partnership Board members. 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.	
16. Responses to Consultations	
16.1 Rupert Clubb (RC) introduced this item and guided the Board through the paper. RC noted that there are five consultation responses within this period.	

16.2 RC explained that the TfL consultation on the proposal for an ultra low emission zone (ULEZ) is broadly supported, with the caveat on impacts on the surrounding area, ie a new regime in the greater London area may have implications for our constituent authorities. 16.3 RC noted that the consultation on the primary legislative changes to reform railways is supported, provided that legislation follows the requirements of the Transport Act. 16.4 RC noted that the Gatwick Airport consultation has a few issues that remain and need bottoming out, and that further information is required before TfSE and its constituent authorities can form a view. 16.5 RC detailed that the consultation on updates to the Strategic Road Network (SRN) is about strengthening the environmental policies, dealing with issues such as lorry parking and freight. In summary, it is how National Highways will fulfill its role as a delivery partner. 16.6 RC informed the Board that the consultation response to the Great British Rail Transition Team (GBRTT) was a call for evidence to help them understand what realistic amount of freight can be transferred to rail. 16.7 Ian Phillips (IP) raised a query regarding the ULEZ consultation response as to whether or not there is feasibility for a pay as you go mobility. RC noted that there is work being undertaken in government, considering road user charging. RC further noted that future schemes need to continue to be complementary to local measures. 16.8 Andy Rhind (AR), DfT, reiterated that ministers are giving due consideration to replacing the current taxation arrangements, noting that it is for Treasury to lead on. AR assured that any successful national scheme will need to work in alignment with local tools that exist at that time. 16.9 The recommendations were **agreed** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to agree the draft responses to the following consultations: (1) Transport for London – Consultation on proposals to extend the Ultra-Low Emission Zone (ULEZ); (2) Department for Transport – Consultation on primary legislative changes to reform our railways; (3) Gatwick Airport - Gatwick Airport Northern Runway Project: Summer 2022 Consultation; (4) Department for Transport - Consultation to update the Strategic Road Network (SRN) and the delivery of sustainable development (circular 02/2013); and (5) Great British Railways Transition Team - Rail Freight Growth Target Call for Evidence	

17. AOB	
17.1 No other business was raised.	
18. Date of Next Meeting	
18.1 It was noted that the date for the next Partnership Board meeting will be the 14th November 2022, 13:00-16:00.	

Agenda item 5

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**14 November 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**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the activities of Transport for the South East between September-November 2022.

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1. Introduction

1.1 The focus of work for TfSE in recent months has been to support the DfT in their additional workstreams, as well as the ongoing development of the strategic investment plan (SIP).

1.2 Since the Board met in September 2022, we have analysed the consultation responses, and used this to inform our next iteration of the final draft SIP.

2. Work of Transport for the South East

Draft 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. The SIP forms the final part of our Transport Strategy.

2.3 The draft SIP is the culmination of a significant and rigorous programme of work and went out for a 12 week public consultation, closing on 12 September 2022.

2.4 A total of 630 consultation responses were received at the time of the consultation deadline from a wide range of stakeholders. A comprehensive review of the consultation can be found in agenda item 6.

2.5 I am proud to present the final draft SIP for consideration by the Board. Since the consultation period ended, we have listened, considered the feedback received and amended the SIP to reflect the views of our stakeholders and residents. The final draft SIP makes a compelling case for investment in the south east over the next 30 years. We invite Board members to take this version of the document through their own governance processes, as appropriate, and will bring the final version of the SIP to the Partnership Board in March 2023 for final sign off prior to submission to Government.

Joint STB work

2.6 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.

2.7 The STBs met with senior officials from the DfT to discuss the impact of inflation on transport schemes, the development of capacity and capability across the sector and the developing role of Centre of Excellence. The STBs were also update on ministerial changes within the department.

2.8 There was a further meeting held on 25 October. The STB Chief Executives met with Great British Rail (GBR) and Department for Transport (DfT) for an update on progress. Discussions were also had on Centre of Excellence, and how this can be used regionally and nationally.

2.9 STBs met on 14 October to discuss development for Centres of Excellence and next steps. Keir Wilkins (DfT) informed officers of the intention for the progression of this workstream, noting that we should continue to hold joint meetings to collectively share knowledge and align ideas and ways of thinking. It was agreed an in person meeting would be held in early December to continue this discussion.

We are working jointly with several STBs across a series of workstreams. These include:

- TfSE, Transport East and England's Economic Heartland joint work on Bus Back Better
- TfSE, Transport East and England's Economic Heartland joint work on producing a decarbonisation toolkit
- 7 STBs working jointly on decarbonisation.

2.10 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. Works are underway now that suppliers have now been commissioned for all three workstreams.

Events

2.11 Rupert Clubb was invited by the Businesses Services Association to attend a virtual round table on 13 October to provide an update on the strategic investment plan. Rupert offered an overview on the 24 coherent packages of complementary, multi-modal interventions that aim to deliver on TfSE's aims and objectives. Rupert also addressed TfSE's interest in partnership working to deliver the SIP, discussing how stakeholders can best align with the wider priorities in terms of procurement, skills and social value.

2.12 Rupert Clubb was also invited to join a speaker panel for the Highways UK Conference NEC Birmingham which took place on 2 and 3 November. The event brings

together the people responsible for planning, developing, managing, maintaining and future-proofing the nation's road networks. Rupert spoke on a panel that focused on fostering collaboration to improve local roads.

TfSE Team

2.13 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.

2.14 As a result of recent recruitment activity, we have been successful in securing four positions.

2.14.1 Tia Shelley has been appointed as our Public Relations and Communications Assistant, a Level 4 apprentice post who will support communications activity across TfSE.

2.14.2 Chloe Field-Carter has been recruited as a Business Administration Apprentice, supporting stakeholder engagement activity.

2.14.3 Katherine Lamb is our new Lead Transport Planner, supporting the delivery of the technical work programme.

2.14.4 Craig Derrick is joining as our new Data and Analytics Officer.

2.14.5 Alan Jones has joined us on a temporary basis, supporting the technical work programme.

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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Agenda Item 6

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

Date of meeting: **14 November 2022**

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

Title of report: **Strategic Investment Plan**

Purpose of report: **To agree the final draft Strategic Investment Plan and Integrated Sustainability Appraisal**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

1) **Note the results of the public consultation set out in the Consultation Report;**
2) **Agree the proposed responses to the main issues raised by those responding to the consultation; and**
3) **Agree the proposed drafting changes to the draft Strategic Investment Plan and Integrated Sustainability Appraisal.**

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1. Overview

1.1 The purpose of this report is to update the Partnership Board on the progress in developing the Strategic Investment Plan (SIP). 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.

1.2 At the Partnership Board meeting on 13 June 2022, a draft version of the Strategic Investment Plan (SIP) and Integrated Sustainability Appraisal (ISA) for public consultation was approved.

1.3 The twelve-week public consultation period started on 20 June 2022 and concluded on 12 September 2022. A total of 639 consultation responses were received from a wide range of stakeholders, including constituent authorities, local enterprise partnerships (LEPs), district and borough councils, MPs, national agencies, neighbouring authorities, user groups, operators and members of the public.

1.4 This report provides a summary of the responses received and identifies a number of proposed amendments in response to the comments and feedback received during the consultation process.

2. SIP Background

2.1 The SIP will form the final part of the Transport Strategy and will set out a blueprint for investment in strategic transport infrastructure for the next 30 years. It will need to make a strong case for investment to the Treasury and the Department for Transport, but will need to be easily accessible to residents and communities across the region.

2.2 As agreed at Partnership Board meeting in July 2021, the Board delegated authority for the procurement process to the lead officer, in consultation with the Chair. The procurement process commenced in September 2021, following the East Sussex County Council procurement rules and the brief was issued in the form of a request for quotation (RFQ). Following the completion of the RFQ process, a consortium of Steer and KPMG were appointed to lead the work.

2.3 The final SIP will be brought to the Partnership Board for approval in March 2023, with submission to Government to follow soon after.

3. Consultation on the Draft Strategic Investment Plan

3.1 The public consultation on the draft SIP and ISA commenced on 20 June 2022 and concluded on 12 September 2022. The main mechanism for obtaining feedback was via an online survey, accessed via a dedicated online engagement platform. Some email and postal responses were also received as well as a number of templated email responses via a campaign response platform developed by Transport Action Network (TAN).

3.2 The survey recorded responses about demographics, type of stakeholder, geographical area, comments on the SIP chapters and the ISA. It mirrored the structure of the SIP and included a combination of single selection answers (or 'tick all that apply'), response options as well as free-text responses. A technical report setting out the approach to the public consultation and an analysis of the key themes identified in the responses received is contained in Appendix 1.

3.3 Given the importance of the consultation exercise an engagement specialist, ECF (Engage, Consult, Facilitate), was appointed in January 2022 to oversee the development of a digital consultation platform and to lead the analysis of the results. This helped to ensure that the consultation reached the relevant audiences and met best practice standards.

3.4 During the twelve-week consultation period, TfSE engaged with multiple stakeholders through a variety of channels. The draft SIP was officially launched at TfSE's 'Connecting the South East' event at G-Live in Guildford on 5 July 2022. Two virtual webinars were held in July 2022, with nearly 300 attendees across all events. A parliamentary reception was also held at Portcullis House on 22 June 2022 for MPs and their researchers.

3.5 The consultation was widely promoted via the Connections newsletter, press releases, social media (paid and unpaid) and through our partner communications. All the region's MPs, LEPs and local authorities were sent a dedicated email containing a link to the consultation material. Further information about the way in

which the public consultation was conducted is set out in the technical report contained in Appendix 1.

3.6 16 constituent authorities and 2 LEPs responded to the formal consultation as well as a variety of other stakeholders including MPs, local authorities, neighbouring authorities, other STBs, user groups, operators and members of the public.

4. Results of the consultation

4.1 There were 639 responses to the consultation. A total of 422 respondents completed the questionnaire, with a further 88 submitting individual letters or emails. In addition, 131 individual petition responses were received as a result of a campaign organised by Transport Action Network (TAN). The campaign provided respondents with suggested text on which to base their response and the opportunity to amend or personalise the body of their response.

4.2 All consultation responses have been considered. The result of the analysis of the key themes identified through the consultation responses is set out in the technical report contained in Appendix 1.

4.3 Analysis of the results showed broad support for key elements of the draft SIP, with stronger support from groups or organisations. Elements of feedback included:

- Support shown to investment proposals to improve public transport in the south east, for example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport.
- Respondents welcomed the focus on Active Travel schemes, with between 51% and 79% of respondents who participated in the survey supporting the proposed Active Travel schemes across the four geographies.
- Respondents welcomed the recognition of importance of the need to tackle climate change, with analysis showing that 76% of respondents to the survey stated ‘Decarbonisation & Environment’ is the most important investment priority for the Strategic Investment Plan to deliver.
- Of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes the best case possible for investing in transport infrastructure in the south east, with ‘Somewhat agreed’ at 31% and ‘Definitely agreed’ at 18%

4.4 70% of all responses received via the digital platform were from residents (68%) or visitors to the region (2%). Despite the high number of non-organisational responses received in this way, it was pleasing to note that 91% of respondents had at least ‘limited knowledge’ of TfSE. 32% of those who completed the online survey felt that they had ‘good knowledge’ or ‘active involvement’ with TfSE. This is because the majority of responses from our most actively involved stakeholders came by email submission and not via the digital platform. Encouragingly, 93% of people who took part in the online survey had read the full SIP document (52%) or the summary document (41%).

Investment Priorities

4.5 Although 'decarbonisation and the environment' was selected as the most important overall investment priority for the SIP to deliver by respondents to the survey, qualitative responses to the same question showed that support for other investment priorities was also considered important. This highlighted that TfSE should prioritise improvements to public transport, in turn reducing car use and tackling climate change. The support for public transport fares was further evidenced when respondents to the online survey chose this above decarbonisation, as the most important global policy intervention (78% / 72%) and the most frequently received comment in email and postal responses was around support for investment in public transport (34%).

Geographical Packages

4.6 When asked to what extent they agreed that the packages of interventions for a geography delivered on the priorities of the SIP, the online survey submissions showed that:

- 42% somewhat or definitely agreed for Kent, Medway and East Sussex, with 26% definitely disagreeing;
- 68% somewhat or definitely agreed for Wessex Thames, with less than 1% definitely disagreeing;
- 60% somewhat or definitely agreed for London – Sussex Coast, with 16% definitely disagreeing; and
- 58% somewhat or definitely agreed for Solent and Sussex Coast, with 15% definitely disagreeing.

4.7 This would indicate that the most contentious geography in terms of proposed interventions is the Kent, Medway and East Sussex area. Analysis of the qualitative feedback that accompanied this question reflected multiple requests for a slip road on the M26/M25/A21. This request followed a campaign by a local MP, who requested that constituents responded to the draft SIP consultation with this specific request. The intervention was already included in the SIP. However, our analysis shows that this misunderstanding, coupled with the strength of feeling around the proposed Lower Thames Crossing scheme, led to the more negative overall responses about packages of interventions in the Kent, Medway and East Sussex area compared to other geographies.

4.8 Feedback from the more detailed, geographic scheme specific questions demonstrated that:

- For Kent, Medway and East Sussex there was a broader range of support across multiple interventions, with just a few percentage points between rail schemes as the top priority, highway interventions coming second (the only geography where highway schemes weren't given the lowest priority) and high speed rail as the third most supported. These were very closely followed by active travel and mass transit interventions.
- Rail, mass transit and active travel were also the most popular interventions in the Wessex Thames areas, with highway interventions being the least supported. The most frequent comments were surrounding a desire for greater investment in public transport and a greater focus on active travel.
- Rail, mass transit and active travel schemes were the most supported interventions for the London to Sussex Coast area, with highways schemes

the least supported. Comments reflected the want for the SIP to prioritise active travel, those who wanted more detail on proposed interventions and requests for further investment to public transport.

- Rail schemes were most supported interventions for the Solent and Sussex Coast area, followed by mass transit and active travel. Proposed highways schemes were the least popular. The most frequent comment for this geography was a desire to see more sustainable modes of transport prioritised, followed by a greater focus on active travel.

Funding and financing

4.9 The funding and finance chapter of the SIP received support but did generate some mixed feedback particularly for those who had not previously engaged with TfSE. 42% of those that stated they were 'not sure' on the funding and financing question also stated that they had limited or no knowledge of TfSE. There was also request for further information on the approach to funding and financing.

4.10 Taking all responses into account, there was direct relationship between those who had the most knowledge of / involvement with TfSE, and the level of positivity towards the funding and finance chapter. The more knowledge (about TfSE) the stakeholder had, the more likely they were to positively respond to the funding and finance question.

Overall assessment

4.11 Analysis of all the responses received to the SIP did demonstrate broad support for the approach, as outlined above. The comments relating to how the SIP can be further developed can be summarised briefly as:

- Further support and investment into public transport, Active Travel and subsequently to tackle the climate emergency;
- A reduction in the number of highways schemes; and
- Some respondents that participated via the survey felt the Funding and Financing section required further information in order to be understood fully.

5. Sector responses

5.1 The consultation responses from the following key stakeholder groups are summarised in Appendix 2:

- Constituent Authorities
- Local Enterprise Partnerships (LEPs)
- District & Borough Authorities
- Members of Parliament (MPs)
- Protected Landscapes and Environmental Groups
- Neighbouring Authorities and other STBs
- National Agencies (Network Rail and Highways England)

5.2 The key issues raised by these stakeholders broadly mirrored those raised by the majority of respondents to the consultation. In the main, they were supportive of key aspects of the consultation including the investment priorities and the funding and financing approach, although a number wanted to see a stronger focus on active travel, public transport and decarbonisation. Some respondents raised scheme specific issues in relation to the geographic packages of interventions.

6. Recommended changes to the draft Strategic Investment Plan

6.1 The result of the analysis of the responses to the consultation demonstrates high levels of support for key aspects of the plan, negating the need for any major revisions to the structure or the content of the draft SIP. Analysis of the comments received identified a number of common themes that were raised multiple times by different respondents. All of the comments in the open questions on the online survey and in the individual written responses received have been reviewed and coded. Appendix 3 contains a table showing the themes raised by multiple respondents in descending order, along with a recommended response.

6.2 In addition to the themes raised by multiple respondents, a number of specific drafting requests were made seeking clarifications, additions or deletions to specific sections of the draft SIP. The specific drafting requests made by key stakeholders were logged and analysed and, where appropriate, drafting changes have been incorporated to the revised draft SIP. These drafting changes are also shown in the revised copy of the SIP contained in Appendix 4. A copy of the document that was used to record and analyse drafting changes requested by key stakeholders is available from the TfSE secretariat on request.

6.3 The main drafting changes to the final draft SIP can be summarised:

- Provided more context on the purpose of the SIP and importantly, what the SIP won't do;
- Provided clarity that the financial ask of the SIP is above and beyond the funding that Local Transport Authorities already receive;
- Asserted the need to ensure that public transport provision returns to the quality of provision prior to the covid pandemic;
- Updates to investment priorities section to reflect feedback on the priorities;
- Strengthened the focus on decarbonisation and the environment throughout the document, including making it clearer that addressing climate change is a main aim of the SIP;
- Greater recognition of the importance of strategic active travel and mass transit;
- Clarification that highways are multi-modal assets, supporting active travel and mass transit interventions as well as freight movements;
- Made amends to the narrative for coastal areas to reflect the challenges that transport can help address and the opportunities that it can unlock;
- Strengthening the narrative around key priorities that support health and wellbeing;
- In recognition of the current financial situation, the funding and finance section has been updated to reflect that the SIP is a live document and costs will need to be updated as individual schemes are taken forward;
- Clarification that transition of freight to rail will not be of detriment to passenger services;
- Changes and clarification to information on proposed interventions to reflect comments received; and
- Updates to the delivery stages and next steps of the SIP to set out how the SIP will be implemented, delivered and monitored.

6.4 Some comments received in response to the consultation related to the evidence base documentation, i.e. thematic plans or Strategic Programme Outline Cases (SPOC). These documents will be updated to reflect key comments and included on the TfSE website alongside the publication of the final SIP in March 2023.

6.5 Members of the Partnership Board are recommended to agree the proposed drafting changes (shown as tracked changes) to the SIP text in Appendix 4.

7. Integrated Sustainability Appraisal

7.1 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).

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

7.3 Inventions were subsequently developed for each of five Area Studies and the ISA sustainability objectives were used to assess short-listed options for each study. I n 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.

7.4 For the SIP, the results of the assessments undertaken for the Transport 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 Transport Strategy.

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

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

7.7 The consultation questionnaire included specific questions about the draft ISA. The comments relating to the draft ISA have been analysed. A consultation report on the draft ISA can be found in Appendix 5.

7.8 In general, these comments related to complexity of the document, providing additional information on environmental protection or net gain, and comments relating to further actions for the SIP to reduce carbon emissions and strengthen environmental protection. Members of the Partnership Board are recommended to agree the final draft ISA contained in Appendix 6.

8. Next steps

8.1 Individual local authority protocols mean that some constituent authorities may want to seek approval for the draft final version of the SIP via their formal council procedures. Others have delegated authority, enabling Board members to approve the final version at their discretion. Those authorities who need to follow formal council procedures will be able to use this report and its appendices as a basis for their own report to their council or committee. An editable version of this report is available from the TfSE secretariat on request.

8.2 The final version of the SIP and the ISA will be presented to the Partnership B oard for approval on 13 March 2023.

9. Conclusions and Recommendations

9.1 Overall the public consultation exercise on the draft SIP has been very successful with a good level of response to the consultation from a wide variety of different stakeholders. The results of the consultation show that there is considerable support for key aspects of the draft SIP including the 2050 Vision, the 'decide and provide' approach that was used to develop it, the case it makes for continued investment in the South East and its role in enabling TfSE to achieve its overall mission.

9.2 The Partnership Board are recommended to agree the proposed drafting changes identified in response to the key themes raised by multiple respondents as well as the specific drafting requests, all contained in the draft final versions of the SIP in Appendix 4 and the Integrated Sustainability Appraisal in Appendix 6.

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Draft Strategic Investment Plan: Consultation Report

Prepared for Transport for the South East

October 2022

engage.
communicate.
facilitate.

Contents

Executive Summary

Context

Transport for the South East (TfSE) is the sub-national transport body for the south east of England. Its mission is to grow the south east's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

TfSE's draft Strategic Investment Plan (SIP) was developed in partnership with its 16 Local Transport Authority Partners and a wide range of other stakeholders. The draft SIP builds on TfSE's Transport Strategy, which was consulted on in 2019/20, and brings together previously published work including area and thematic studies.

The plan describes the framework required for delivering TfSE's vision and objectives. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050.

The public consultation on the draft SIP took place between 20 June 2022 and 12 September 2022. The consultation also sought views on the Integrated Sustainability Appraisal produced in support of the draft plan.

Engage Communicate Facilitate (ECF), an independent specialist community engagement consultancy, was instructed by TfSE to manage the digital engagement and consultation process. The engagement process was designed to ensure the widest range of people in the south east, including residents, businesses and organisations, were able to provide their ideas and views on the draft SIP.

Purpose of this report

This report focuses on the outcomes of the public consultation, including the approach taken to engagement and subsequent findings. TfSE's response to the findings can be found in the accompanying Partnership Board report.

Overview of Engagement

A variety of engagement tools and channels were utilised to raise awareness of the consultation and encourage responses from a wide range of audiences. Pre-engagement activity, to involve stakeholders in the development of the draft SIP, began in summer 2020. Methods of promoting the consultation included stakeholder email updates, regular social media activity, local and transport press coverage. Online and in-person engagement activities were held to deliver a blended approach that prevented digital exclusion. The digital engagement activities were hosted through a dedicated engagement platform, Engagement HQ, which provided updates, relevant information to enable participation, a consultation survey, and details of several events that were held during the consultation period. These included:

- Wednesday 22 June – MP Engagement Event at Portcullis House
- Tuesday 5 July – Public Consultation Event, Connecting the South East at G Live, Guildford
- Monday 11 July – Public Consultation Event, Online Public Webinar
- Tuesday 11 July – Public Consultation Event, Online Public Webinar.

The main mechanism for responding to the draft SIP consultation was through an online survey via Engagement HQ and 66% of responses were received in this way. Respondents also had the option of downloading a survey transcript to submit via email, while paper copies were accepted via a postal address. Consultees were also able to provide feedback via letter or email.

Given the multiple means through which feedback was collected and the blended use of physical and digital engagement tools throughout the process, this methodology is considered to constitute best practice. The process was conducive to receiving feedback from a wide and diverse range of residents and stakeholders.

Consultation Summary

In total, 641 responses were received to the public consultation on the draft SIP, which was comprised

- 422 survey responses via the digital platform and paper submissions
- 88 other written responses received by letter or email
- 131 campaign responses

The draft SIP public consultation included various means in which respondents could provide their feedback. The consultation survey included a series of quantitative ('tick box') and qualitative (free text) questions, and respondents were further given the option to provide qualitative feedback via email and/or letter. Based on the feedback received, ECF has conducted a thematic analysis and identified the following key observations for consideration:

- Overall, the draft SIP public consultation received 641 responses and a total of approximately 1,374 qualitative comments.
- Analysis of the results showed support for key elements of the draft SIP, particularly from those groups or organisations that predominantly contributed to the process via email and/or letter. Elements of support included:
    - Support shown to investment proposals to improve public transport in the south east. For example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport.
    - Respondents welcomed the recognition of the importance of Active Travel schemes and the need to tackle climate change. Results of the consultation survey showed between 51% and 79% of respondents who participated supported the proposed Active Travel schemes across the four geographies. Similarly, the analysis showed 76% of respondents to the survey stated 'Decarbonisation & Environment' is the most important investment priority for the Strategic Investment Plan to deliver.
    - Of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes the best case possible for investing in transport infrastructure in the south east, with 'Somewhat agreed' at 31% and 'Definitely agreed' at 18%
- The analysis further identified some suggestions for where the draft SIP may improve:
    - Across all response types, respondents would like to see further support and investment into public transport, (mentioned 257 times) as well as to Active Travel schemes (mentioned 231 times) and tackling the climate emergency (mentioned 103 times).

- A reduction in the proposed number of highways schemes (mentioned 147 times).
- For any environmental impacts of the proposals within the draft SIP to be included within the overall analysis of the draft SIP (mentioned 98 times).
- 46% of respondents that participated in the survey stated they were 'not sure' the SIP captured the benefits and costs of the proposed packages of interventions adequately. An analysis of the qualitative question responses showed this was predominantly due to a perceived lack of information or a lack of respondent expertise on this topic.

All frequently recurring themes have been included and addressed by TfSE in the Full Frequency Code Frame/Responses to Issues in Appendices 9.3 of this report.

Next Steps

All feedback received during the public consultation has been considered to help inform the development of the final Strategic Investment Plan (SIP) to support the Transport Strategy for the south east.

A report setting out the recommended changes to the draft SIP will be presented to the TfSE Partnership Board at their meeting on 14th November 2022.

1.0 Introduction

1.1 Context

1.1.1 Transport for the South East's (TfSE) role is to add strategic value to local and national decision making and project delivery, by making sure funding and strategy decisions about transport infrastructure in the south east are informed by local knowledge and priorities. To achieve this, TfSE is developing a Strategic Investment Plan (SIP) to provide a framework for delivering its Transport Strategy and act as a blueprint for future investment in strategic transport infrastructure in the south east for the next thirty years.

1.1.2 The SIP describes the framework required for delivering TfSE's vision and objectives. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050. All of the packages presented are ambitious, but achievable, multi-modal investment plans, aiming to boost the economy and make life better for people, for business and for the environment.

1.1.3 A public consultation was held on the draft SIP between 20 June 2022 and 12 September 2022. This consultation report documents the consultation process, provides an overview of the feedback received and sets out TfSE's responses to the key themes that have emerged.

1.2 Transport for the South East's Role

1.2.1 TfSE is a sub-national transport body for the south east of England, and is supported by its 16 Constituent Local Transport Authorities, 5 Local Enterprise Partnerships (LEPs), 46 district and borough authorities and wider key stakeholders.

1.2.2 Seeking to amplify and enhance the excellent work of the constituent authorities, LEPs' transport operators and stakeholders in its geography, TfSE embraces new ways of working and seeks a more integrated approach to policy development. It aims to present a coherent, regional vision and set of priorities to central Government, investors, operators, businesses, residents and other key influencers.

1.3 Purpose of the Consultation

1.3.1 TfSE worked closely with stakeholders in the development of the draft SIP to ensure the plan was developed and delivered to reflect different perspectives across the region. The purpose of the consultation was to provide an opportunity for all those with an interest in the south east's transport system, including residents, businesses and strategic partners, to view the plan and provide their comments, so that these could be taken into consideration before the SIP is finalised.

1.3.2 The draft SIP, as published for public consultation, lays out the blueprint for future investment in strategic transport infrastructure in the south east for the next 30 years. The consultation ran for a 12-week period and utilised digital and physical engagement tools that aimed to reach a broad range of audiences. The consultation approach is outlined in more detail in Section 2 of this report.

1.3.3 Sections 4 – 6 of this report provide a summary of the feedback received during the consultation, and how TfSE will take this feedback into consideration as the plan develops.

2.0 Approach to Consultation

2.1 Early engagement to help shape the draft Strategic Investment Plan

2.1.1 The draft SIP and TfSE's Technical Programme have been supported by an extensive programme of stakeholder engagement. TfSE developed a tailored stakeholder engagement programme to support the evolution of the draft SIP and its delivery. Engagement with stakeholders included:

- The establishment of 14 task and finish stakeholder groups, targeting engagement activity at sub-regional level, enabling interested parties to form and influence the development of the SIP. These groups encompassed 225 individuals representing 209 organisations, from town and parish councils and transport user groups to government officials.
- Regular updates to the Transport Forum, which consists of local authorities, transport operators, the wider business community, environmental bodies and transport user groups.
- Frequent meetings and feedback opportunities with senior stakeholders via TfSE's Transport Strategy Working Group and Senior Officer Group representatives.
- Numerous tailored engagement events, both virtual and face to face, for interested parties including local authorities, MPs, environmental groups and transport user groups.
- Frequent communication to entire stakeholder database via 'Connections' newsletter, providing progress and activity updates.

2.2 Approach to Consultation

2.2.1 TfSE produced a Communications and Engagement Plan to outline the approach to engagement and consultation to support the consultation on the draft SIP.

2.2.2 The approach to engagement was designed by ECF and TfSE in partnership to reach a wide range of public and key TfSE stakeholders and to encourage them to participate in the consultation process. The engagement process was digitally led, however, included options to participate in-person or via phone, email and/or postal address, to support an inclusive and fair engagement process in which people could choose their preferred means to participate.

2.2.3 Given the multiple means through which feedback was collected and the blended use of physical and digital engagement tools throughout the process, this methodology is considered to constitute best practice. The process was conducive to receiving feedback from a wide and diverse range of residents and stakeholders.

2.3 Digitally-led Engagement

2.3.1 At the heart of the approach to engagement was the establishment of an accessible engagement hub, through which people could access information and provide their views. As such, the draft SIP and supporting documents were published on Engagement HQ (https://tinyurl.com/4e3hftxr[1]), alongside key information and dates relating to the public

[1] https://transportforsoutheast.uk.engagementhq.com/transport-for-the-south-east-strategic-investment-plan-consultation

consultation process. The Engagement HQ platform was also supported by a dedicated page on the TfSE website. This included links to supporting materials, including the Area Studies, previous reports and Technical Studies, undertaken by TfSE (https://tinyurl.com/5n95ecs6[2]).

2.3.2 In addition to the information published, a digital consultation survey on the draft SIP was hosted on Engagement HQ. This survey asked a total of 23 questions, which were a mix of qualitative and quantitative questions, designed to assess support for the draft SIP and associated Integrated Sustainability Appraisal. A plain text transcript of the survey was also made available on the Engagement HQ site, for those that wished to contribute via other methods.

2.3.3 The full version of the draft SIP, as well as a summary version of the document were available to download from the Engagement HQ site. The summary version was intended to provide a non-technical overview of the full draft SIP document, highlighting the key elements of the plan, the background and wider context, the proposed packages of interventions and delivery mechanisms. The summary document also signposted the next steps and where further information on the project could be found. Engagement with these documents via the platform was extremely successful, with over 1,000 copies of the full SIP downloaded and 800 downloads of the summary document.

2.3.4 A non-statutory Integrated Sustainability Appraisal (ISA) was undertaken and published alongside the draft SIP. The ISA acted as a composite report, bringing together the cumulative assessment from the ISAs on the transport strategy and area studies. The ISA is intended to consider the high-level impact of the SIP, but is clear that individual schemes and interventions will require a more detailed ISA as they progress into development and delivery. Participants were invited to comment on the draft SIP ISA as part of the survey.

2.3.5 Other technical papers and reports that underpinned and informed the draft SIP were published as part of the consultation, including:

- Strategic Narrative
- Delivery Plan
- Thematic plans
- Appraisal Specification Report
- Strategic programme outline cases
- Options assessment reports
- Evidence base reports
- Supporting technical studies, including the SIP Evidence Base, SIP Funding and Financing Technical Annex and the COVID-19 Response.

2.3.6 A range of channels were utilised to share information about the draft SIP consultation and help to ensure that anyone with an interest in the proposals could participate. This also included providing a variety of information at different levels of technical detail.

[2] https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/

2.4 Public Meetings and Webinars

2.4.1 In addition to the publication of the engagement hub, a series of activities, online and in-person, were held to garner feedback from residents and stakeholder groups.

2.4.2 The following consultation events were held:

- Tuesday 5 July – Public Consultation Event, Connecting the South East at G Live, Guildford
- Monday 11 July – Public Consultation Event, Online Public Webinar
- Tuesday 11 July – Public Consultation Event, Online Public Webinar.

2.4.3 The in-person Public Consultation Event 'Connecting the South East' invited stakeholders from across the region to hear first-hand from the people behind the SIP. Presentations were given on the interventions within the plan and the potential financing option. This was followed by discussions on how transport can enable businesses and communities to thrive and on transport's role in making the south east a leading global region for net-zero carbon and sustainable economic growth. We benefited from a fantastic range of speakers and panellists including industry experts, Government officials (including Baroness Vere), academics with backgrounds in transport or the environment and professionals working within the transport industry. The event was designed to provide opportunity for stakeholder to ask questions and encourage participation in the consultation. 166 people attended this event.

2.4.4 The online webinar sessions took place at different times of the day offering flexibility for anyone unable to attend during business hours and vice versa. By hosting webinars, we were able to make them accessible to anyone regardless of their geographical location and their ability to travel to a physical event. During the session they received an introductory presentation from the Chair of TfSE and a pre-recorded video from Baroness Vere. This was followed by presentations on the draft SIP as given at the physical engagement event. 125 people attended these sessions.

2.4.5 After the engagement events, recordings of the message from Baroness Vere (Transport Minister with responsibility for STB's) and the SIP presentations given at 'Connecting the South East' were published on the Engagement HQ platform and on TfSE's YouTube channel and shared across social media and within the TfSE newsletter.

2.5 Other Feedback Channels

2.5.1 Individuals were also able to contact and/or submit feedback to the draft SIP consultation via email (tfse@eastsussex.gov.uk), telephone (0300 3309474) or postal address (Transport for the South East, County Hall, St. Anne's Crescent, Lewes, BN7 1UE).

2.5.2 Key stakeholder groups were also individually contacted and encouraged to provide their views on the draft SIP (a full list is with the appendices).

2.6 Promotion and Advertising

2.6.1 Media coverage of the consultation was wide reaching and included both print and broadcast media. Coverage in local and trade press was largely positive with more than 30 articles directing people to the consultation.

2.6.2 TfSE regularly promoted and invited comments on the draft SIP during the consultation period via its social media channels and newsletter. Partners and other key stakeholders also

shared information on the draft SIP on their own channels and by issuing localised press releases to help disseminate the information to wider networks.

2.7 Obtaining Feedback

2.7.1 The principal mechanism for obtaining feedback on the draft SIP and accompanying ISA was via a survey hosted on the dedicated Engagement HQ site.

2.7.2 The survey was divided into six sections, aligned with the chapters of the draft SIP and ISA:

1. Background Information
2. Investment Priorities
3. Packages of Interventions
4. Benefits and Costs & Funding and Financing
5. Delivery of the SIP
6. Integrated Sustainability Appraisal and Conclusion.

2.7.3 A copy of the consultation survey can be found at Appendix 9.2.

2.7.4 A survey transcript was provided for those participants that wished to submit their response by email, telephone or post.

2.8 Feedback Analysis Methodology

2.8.1 The 12-week consultation generated a significant amount of data, through survey responses, emails, campaign responses and letters. A process of thematic analysis was undertaken to ensure each individual feedback response was analysed and considered.

Quantitative Feedback

2.8.2 The digital consultation survey hosted a number of quantitative questions that tested levels of support for different elements of the draft SIP and ISA. Feedback received on quantitative questions has been analysed and used to generate graphs in Section 4 of the report.

Qualitative Feedback

2.8.3 Qualitative feedback was received via the digital consultation survey, emails, campaign responses, post. The same methodology was applied to all sources of qualitative feedback.

2.8.4 A process of thematic coding was undertaken to identify common themes and enable categorisation of the received feedback. The results of the thematic coding have been analysed in Section 4 - 6 of the report, to identify the most frequently referenced feedback (those with a minimum of five coded comments) received in relation to the draft SIP.

2.9 Summary

2.9.1 Residents and stakeholder groups were offered multiple routes through which to find out about the draft SIP consultation and participate in the consultation process. The summary that follows covers each of the channels outlined above.

3.0 Participants

3.0.1 This section of the report covers participation rates throughout the consultation process.

3.0.2 Demographic data was collected through the Engagement HQ platform. This data is summarised in this section of the report.

3.0.3 Please note that percentages have been rounded to the nearest whole percentage number and, as such, totals may not equal exactly 100.

3.1 Overall participation

3.1.1 Across each of the engagement channels, there were the following levels of participation:

Figure 1: Total respondents

Response Type	Number of Responses
Survey (via Engagement HQ)	406
Survey (via post or email)	16
Other written responses received via letter or email	88
Email based on Transport Action Network template	131
Total	**641**

3.2 Overall Engagement

3.2.1 The Engagement HQ project website was visited by over 8,000 individuals and 597 individuals registered for project updates.

3.2.2 TfSE issued a newsletter to 2,254 contacts to launch the consultation. The open rate, click through and click to open rate all surpassed industry standards for email marketing benchmarks, the industry standards are shown in brackets. The launch newsletter had an open rate of 36.6% (19.4%), click through of 13.4% (2.8%) and click to open rate of 38.6% (14.3%). The consultation was then continually promoted via their monthly newsletter. The open rate of all newsletters surpasses industry standards (figures in brackets).

3.2.3 For the duration of the consultation TfSE were promoting engagement via their own social media platforms (Twitter, Facebook and LinkedIn). Engagement has been strong with over 40k impressions and an engagement rate of 3.8% on Twitter, 10k impressions and an engagement rate of 2.3% on Facebook and 6,867 impressions and an engagement rate of 2.9% on LinkedIn. According to industry standards an engagement rate of 0.5% is considered good and anything over 1% is extremely good.

3.2.4 Comments received on social media were broadly supportive but there were some challenges from campaign groups around investment in roads - TfSE responded to these where appropriate to encourage consultation responses and draw attention to it being a multi-modal plan. TfSE also published an article that attempted to address some of these concerns in greater detail and directed readers to the consultation.

Changing the mindset on investing in roads - Transport for the South East

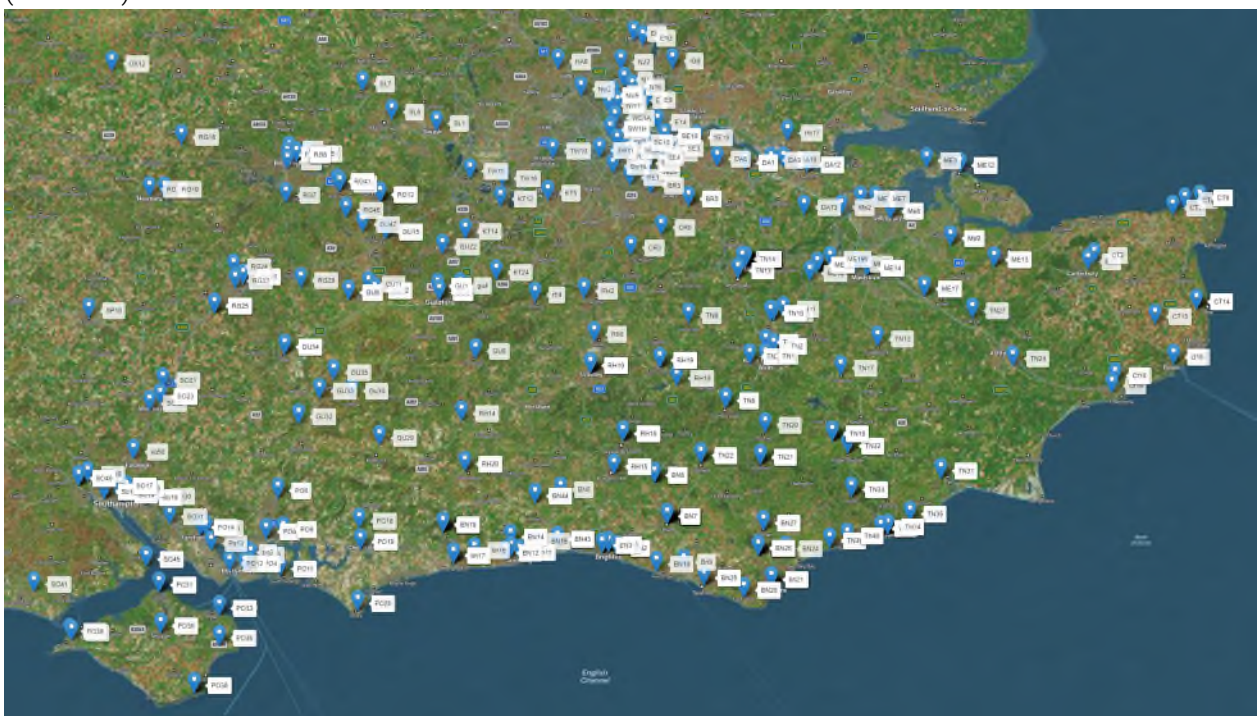
3.2.5 To boost engagement from underrepresented groups and ensure a wide-reaching consultation, TfSE also ran some paid advertising to encourage participation. The target groups were identified by continually monitoring responses throughout the consultation.

Midway through the consultation, TfSE recognised a lower response rate from women and those aged 16 - 34. To address this and to boost general engagement, for weeks 8 - 12 of the consultation period, TfSE used paid social media advertising to increase reach.

3.2.6 TfSE ran four adverts on Facebook, Messenger and Instagram all targeting the South East region. One was a generic advert targeting people aged 16 - 65, one specifically targeting women aged 16 - 65 using an article about gender bias in transport planning as a hook and the final one focussing on the SIP as a long-term plan and targeting people aged 16 – 34.

3.2.7 In addition, approximately 125 individuals participated across the two webinar sessions, and it is estimated the team spoke to approximately 160 individuals at the Connecting the South East at G Live event. At all events presentations were well received and generated a lot of discussion.

Figure 2: map showing the postcodes of respondents who provided this information (N=c.450)



3.2.8 Figure 2 demonstrates an overall geographic spread of those respondents that took part in the public consultation. A cluster of those respondents originated from the London and outer London areas, this was primarily due to the head office location of a number of business and organisational responses.

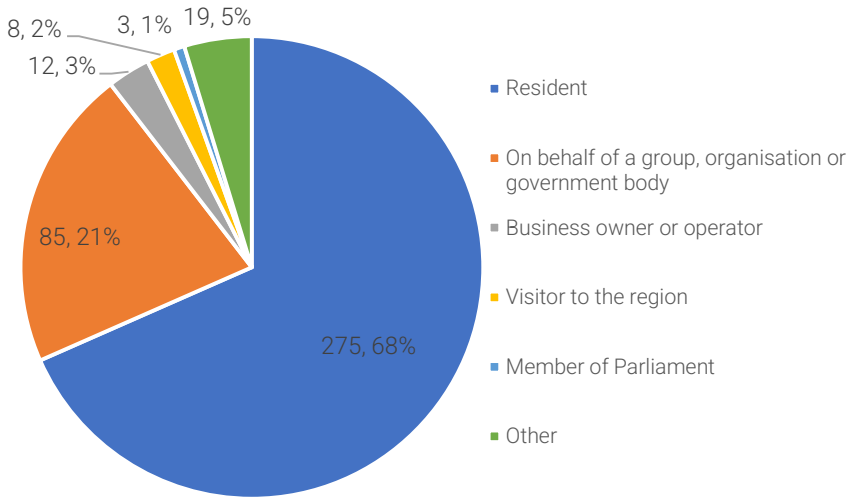
3.3 Survey Respondents

3.3.1 As part of the draft SIP survey, respondents, whether they participated via the Engagement HQ site or via email/letter, were asked '*In what capacity are you completing this survey*', to indicate whether they were providing their own response or that of an organisation or representative body.

3.3.2 As Figure 2 shows, the majority of those that participated in the survey were residents (68%) and completed the survey as an individual. 21% of respondents said they were

completing the survey on behalf of a group, organisation or government body and a further 3% stated they were a business owner or operator.

Figure 2: In what capacity are you completing this survey?



3.3.3 Any of those respondents who answered that they were responding on behalf of a group, organisation or government body or as a business owner or operator were subsequently asked which category of organisation they were representing. The findings are demonstrated in the table below. Please note that respondents were able to select all those categorisations that applied to their organisation or group.

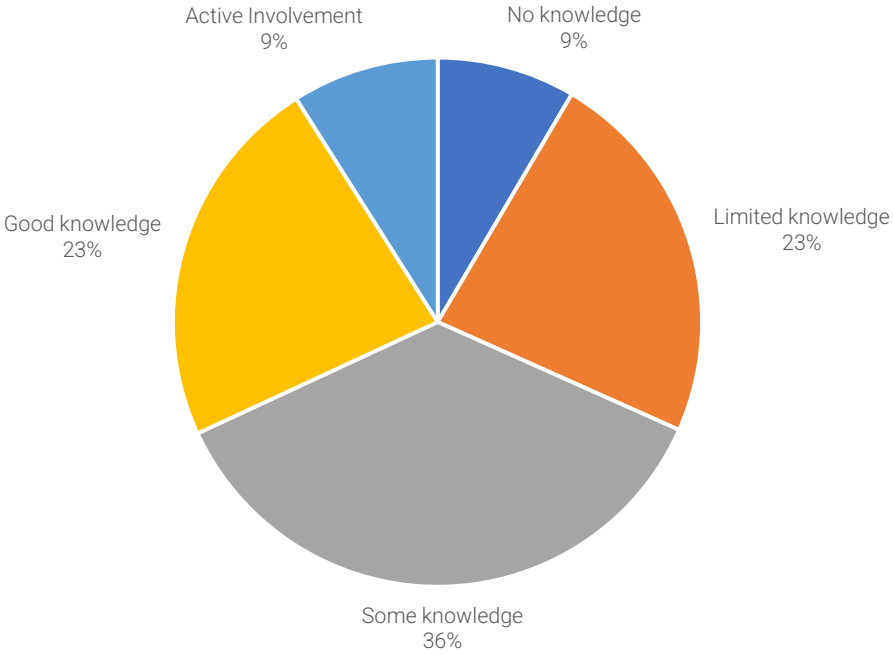
Figure 3: Please specify which organisation you represent.:

Category of organisation or group of respondent representing	Number of respondents	Percentage (%)
Academic	2	2%
Business	14	11%
Business representative group	3	2%
Campaign group	11	9%
Charity/voluntary sector group	9	7%
Elected representative – town or parish council	6	5%
Elected representative – district or borough council	7	6%
Elected representative – county or unitary authority	2	2%
Environment, heritage amenity or community group	6	5%
Local Government officer	27	21%
Professional body/representative group	5	4%
Statutory body	2	2%
Transport infrastructure or utility organisation	5	4%
Think Tank	1	1%
Transport Operator	3	2%

Member of a TfSE stakeholder group	4	3%
Transport user group	14	11%
Central Government	0	0%
Other (please specify)	4	3%
I prefer not to say/not listed	1	1%
Total	**126**	**100%**

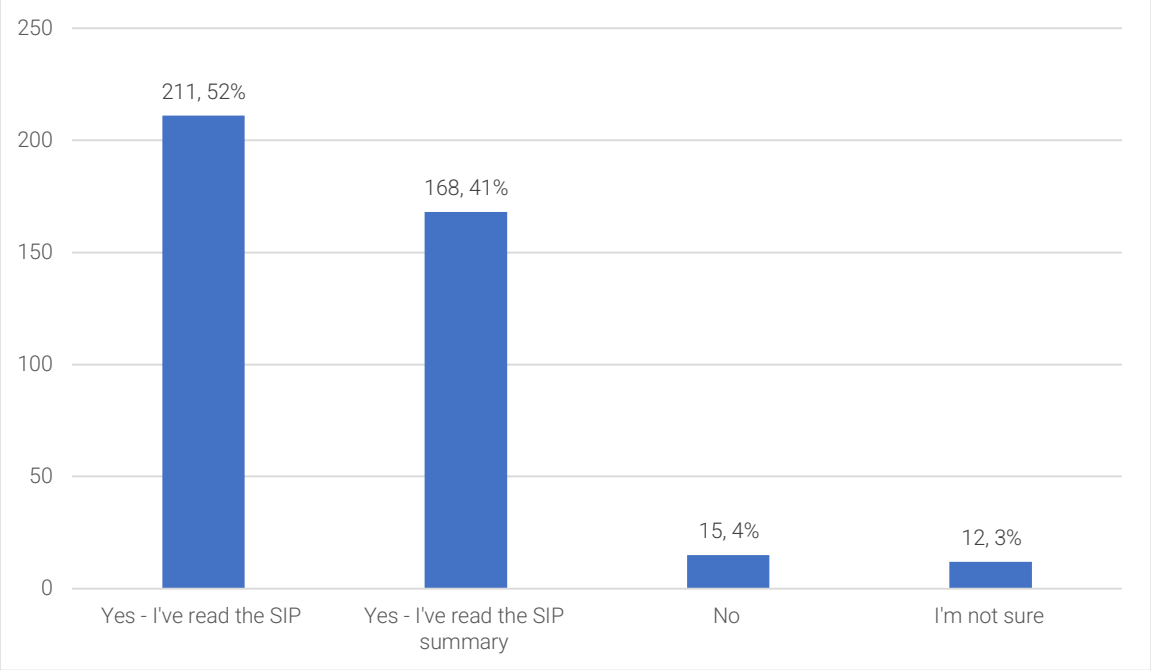
3.3.4 To determine participants prior knowledge of TfSE, respondents were asked '*How much do you know about TfSE*' from 'Active Involvement' to 'No knowledge'. Most participants said they had 'Some knowledge' (146, 36%), followed by 93 participants (23%) who said they had 'Limited Knowledge' and 92 participants (23%) who said they had 'Good Knowledge'.

Figure 4: How much do you know about TfSE: (N=401)



3.3.5 Respondents were subsequently asked to confirm whether they had read the full draft SIP document, the executive summary or neither before proceeding with the survey. Any respondents that selected that they had not read the relevant SIP documentation or were 'not sure' were prompted to do so before proceeding. As demonstrated in Figure 3 below, 211 respondents (52%) selected that they had read the full draft SIP, whilst 168 (41%) said they had read the draft SIP summary, 15 (4%) said they had not read any documentation and 12 (35) said they were unsure.

Figure 5: Have you reviewed the relevant SIP documentation? (N=406)



3.4 Participant Demographics

3.4.1 This section breaks down the demographic data that was collected as part of the draft SIP survey hosted on Engagement HQ.

3.4.2 Participants were asked to provide their gender, age, ethnicity, as well as whether they identified as having any long-term physical or mental health conditions or illnesses. Demographic questions were not compulsory, and all provided an 'I prefer not to say' option, for any participants that would prefer not to give their personal data. This means that varying numbers of participants participated in each demographic question provided.

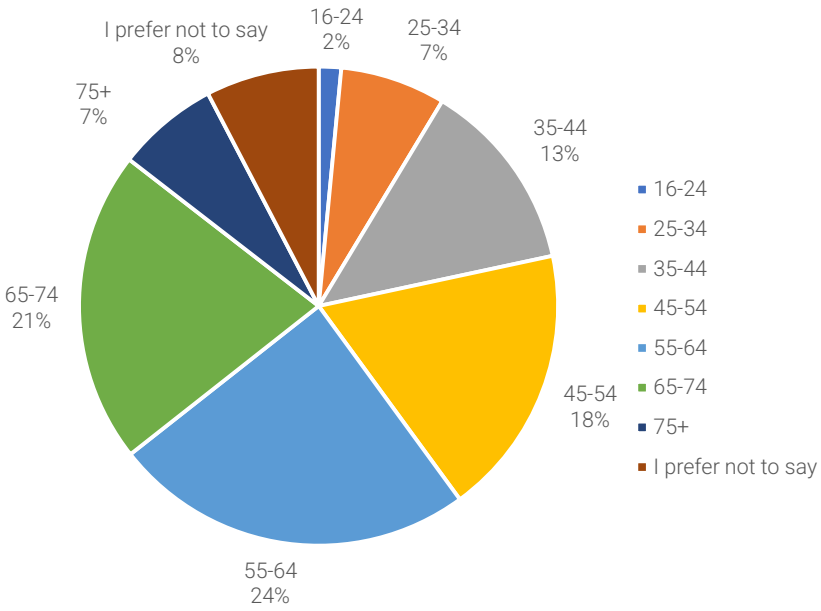
3.4.3 As demonstrated in Figure 4, most individuals who participated in the survey, and chose to answer the demographic questions, identified as "Male" (66%), 25% identified as "Female", 9% answered "I prefer not to say" and <1% answered "Non-binary".

Figure 6: Please select the option that best describes your gender

Gender	Count	Percentage (%)
Male	262	66%
Female	98	25%
Non-binary	37	9%
I prefer not to say	1	<1%
Total	**398**	**100%**

3.4.4 A wide range of age groups participated in the draft SIP survey. 52% were aged 55 or above and 40% were aged between 16-54.

Figure 7: What age group are you? (N=393)



3.4.5 Most individuals who participated in the survey identified as "White" (87%), with <1% identifying in a non-white ethnic group.

Figure 8: Please select the option which best describes your ethnicity

Ethnicity	Count	Percentage (%)
White	332	87%
Mixed/Multiple ethnic groups	2	<1%
Other	4	1%
I prefer not to say	44	12%
Total	**382**	**100%**

3.4.6 13% of individuals who participated identified as having a long-term physical or mental condition or illnesses lasting 12 months or more.

Figure 9: Do you have any long-term physical or mental conditions or illnesses lasting 12 months or more?

Long-term conditions or illnesses	Count	Percentage (%)
No	291	75%
Yes	51	13%
I prefer not to say	12	12%
Total	**354**	**100%**

4.0 Survey Feedback and Analysis

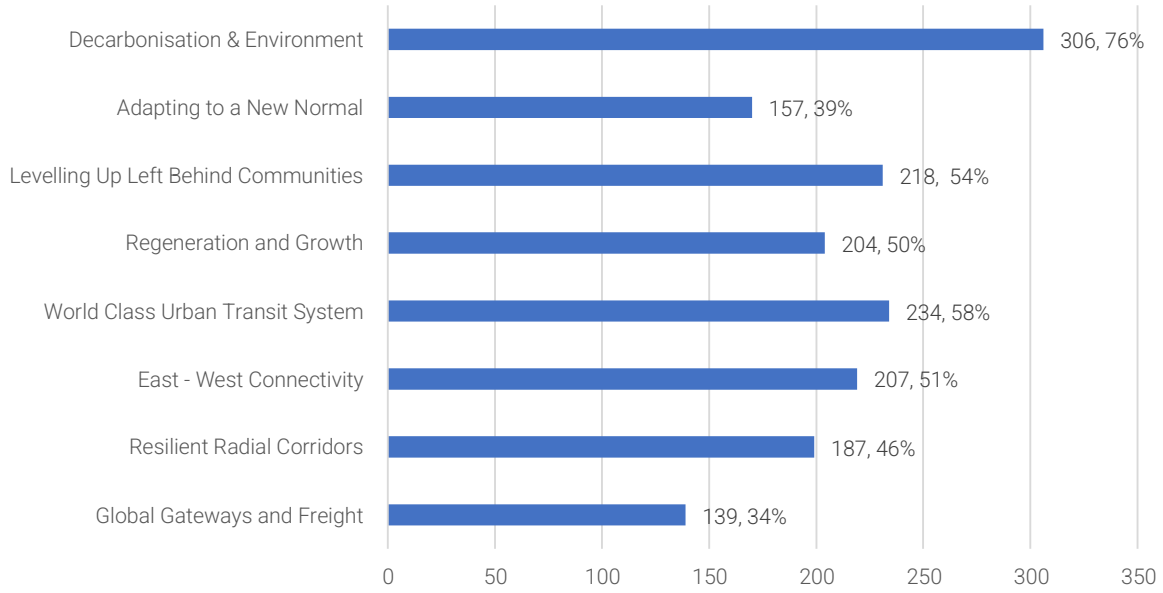
4.0.1 This section analyses the feedback received to the draft SIP consultation via the dedicated survey. This includes those respondents that submitted their survey via the Engagement HQ (406 responses) site or via email/letter (16 responses). In the draft SIP consultation survey, 14 quantitative and eight qualitative (excluding one ISA qualitative question), were asked to test the sentiment towards TfSE's draft Strategic Investment Plan (SIP). The quantitative questions were asked through a range of means, including a five-point Likert scale, in which the participants could choose from "Definitely agree" to "Definitely Disagree" to express views towards a proposal, as well as options for the participants to choose which proposals they agreed with. The qualitative questions included a free text box (up to 250 words per question) and provided participants with the opportunity to provide their feedback. Participants did not have to submit an answer to each individual question and could submit their survey without answering all questions. This section reports on the responses received in the survey in the order of the sections that were presented.

4.0.2 TfSE's response to this feedback can be found in the accompanying Partnership Board report.

4.1 Investment Priorities

4.1.1 The first question asked participants which of the investment priorities they felt were most important for the SIP to deliver and respondents could select more than one response. Data showed that 76% of responders to this question thought Decarbonisation & Environment was the most important investment priority for the SIP to deliver, followed by World Class Urban Transit Systems (58%), Levelling Up Left Behind Communities (54%) and East – West Connectivity (51%).

Figure 10: Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply) (N =405)



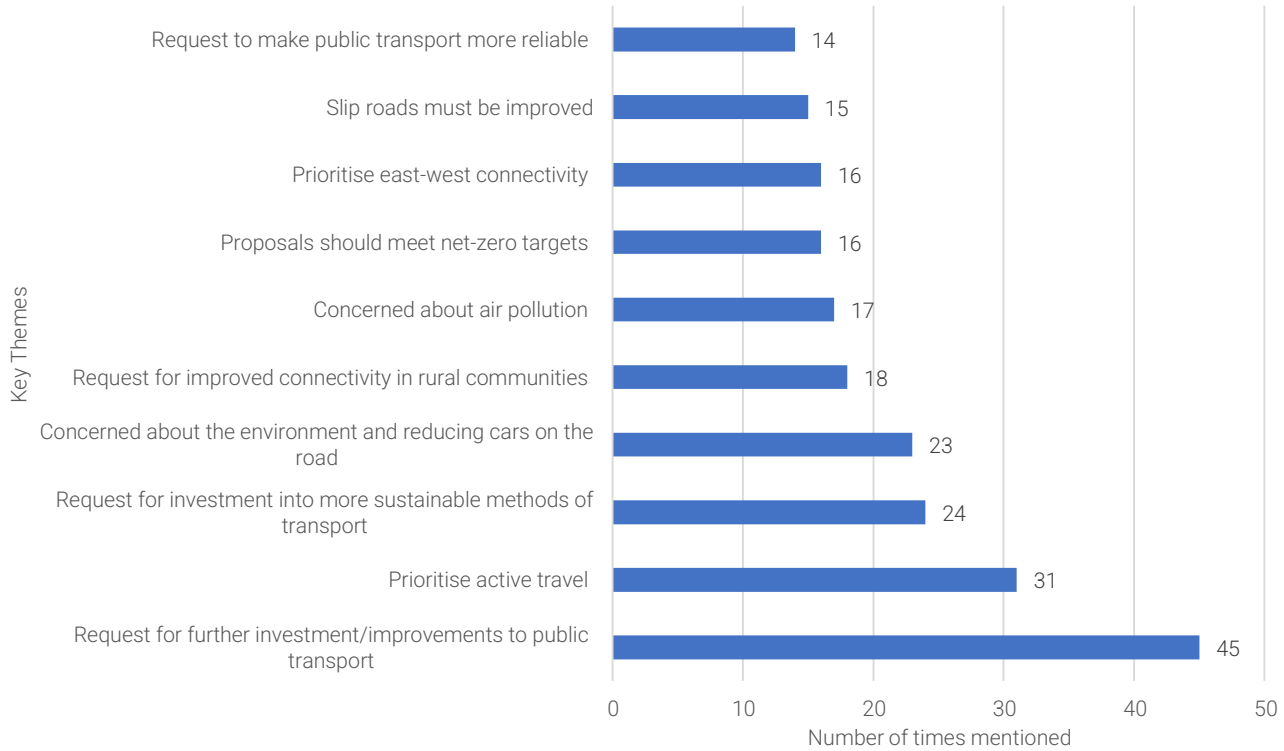
4.1.2 The following question was qualitative and gave respondents an opportunity to share any further comments they had on the SIP's investment priorities. A total of 224 responses were received to this feedback with a range of themes.

4.1.3 The most common theme in the feedback to this question was that respondents would like to see further investment/improvements made to public transport within the region (mentioned 45 times), with the aim to reduce private car use and tackle climate change. Some examples of respondent feedback are below:

- "We need investment in public transport in the south east not new roads. If we are to have a chance of halting climate change we need to move away from a car based transport system."
- "Investment in better public transport and for active travel should be the top priority."
- "The Council would encourage investment in transport systems in the borough to create an integrated transport system which is appealing to users."
- "Focus must be on integration of the wider Southeast transport system to ensure ease of transport between major population areas (North-South as well as East-West on the coast). The easier the connections, the more switching will occur from cars to public transport."

4.1.4 After this, the most frequently referenced theme from respondents was to prioritise active travel within the SIP (mentioned 31 times) and requests for investment into more sustainable modes of transport (mentioned 24 times). Figure 9 shows the top 10 frequently mentioned themes regarding the investment priorities.

Figure 11: Do you have any further comments on the SIP's investment priorities? Top 10 frequently mentioned (N=223)



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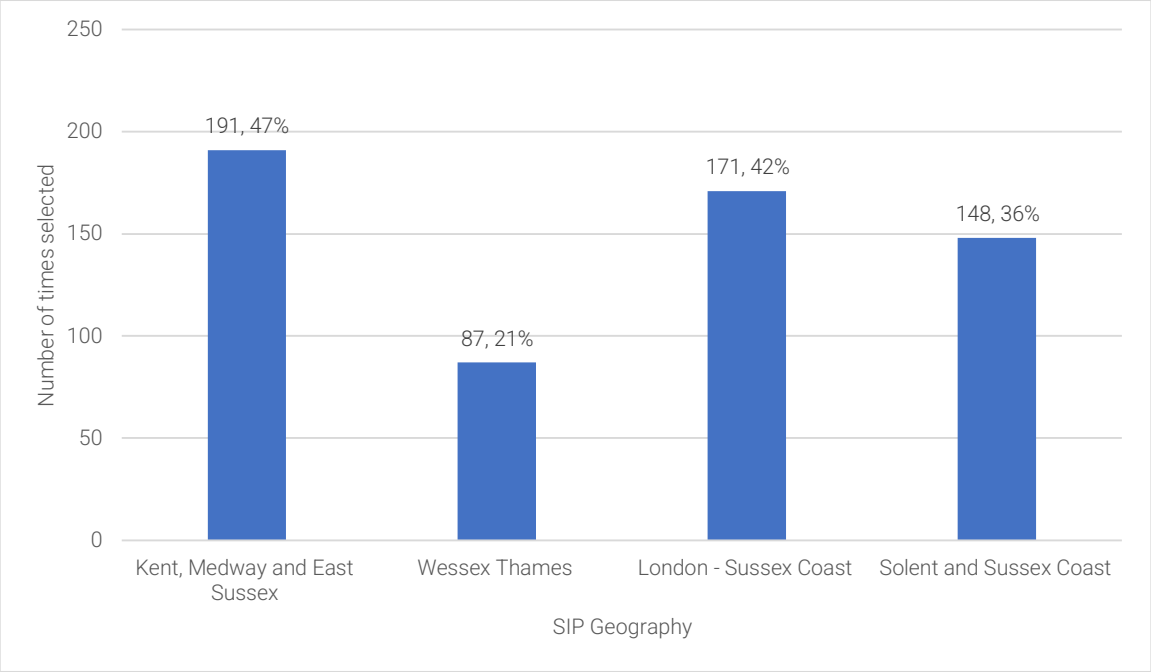
may need to select more than one of the geographies if this is the case for your specific area of interest (N=410)



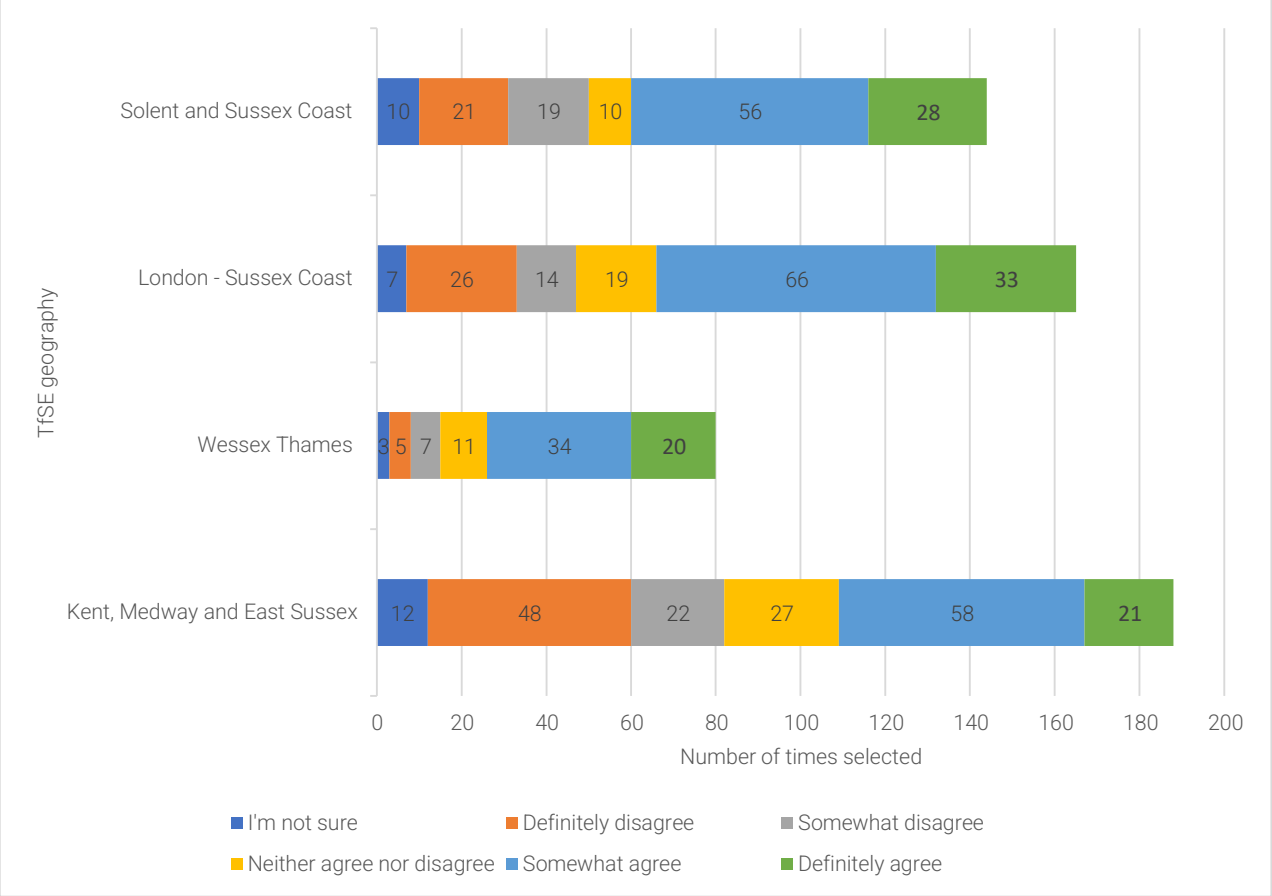
4.2.5 For each geographic area, two quantitative and one qualitative question was asked to assess opinions on the packages of interventions proposed for that geography within the SIP document. The questions were as follows:

1. To what extent do you agree that the packages of intervention for the [TfSE geography] area will deliver on the priorities of the SIP? Answer upon a Likert scale from 'Definitely Agree' to 'Definitely Disagree', including an 'I'm not sure' option.

2. Please select all of the packages for the [TfSE geography] area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

3. Do you have any further comments on the Packages of Interventions for the [TfSE geography] area?

Figure 13: To what extent do you agree that the packages of interventions for the [TfSE geography] will deliver on the priorities of the SIP? (Kent, Medway and East Sussex N=188, Wessex Thames N=80, London – Sussex Coast N=165, Solent and Sussex Coast N= 144)

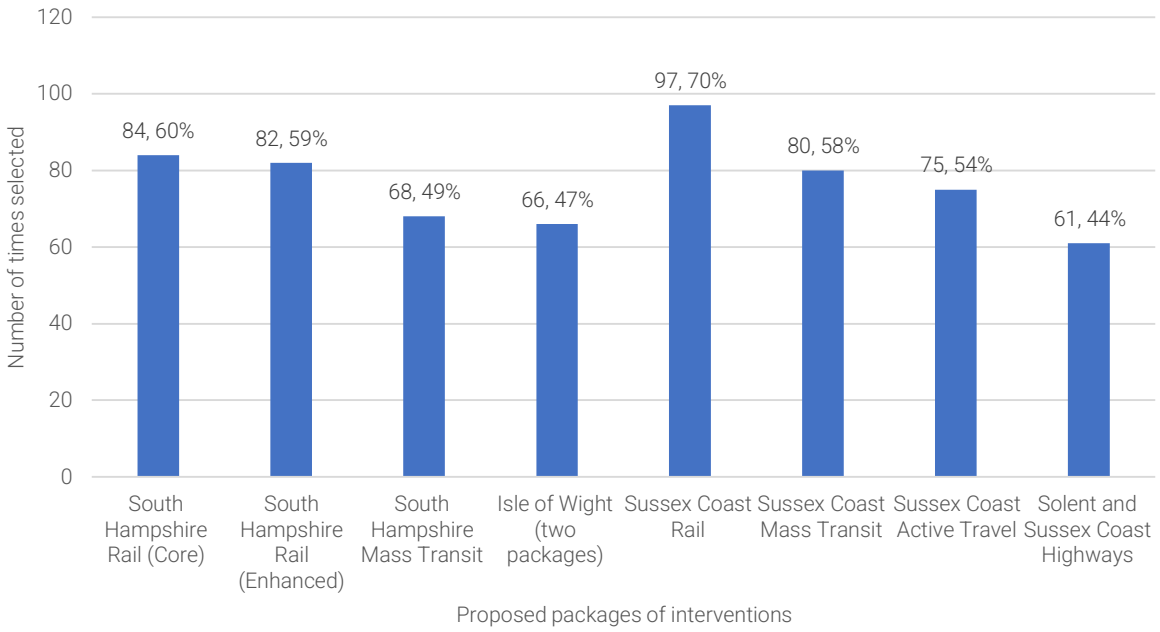


4.2.6 Figure 13 demonstrates the sentiment expressed by participants for the packages of interventions across the four TfSE geographies. The most common response across all four geographies was that participants 'Somewhat agree' (Kent, Medway and East Sussex 31%, Wessex Thames 43%, London – Sussex Coast 40%, Solent and Sussex Coast 39%) with the proposed interventions for the geographies. After this, for Wessex Thames, London – Sussex Coast and Solent and Sussex Coast, the second most frequent response was that participants 'Definitely agree' (Wessex Thames 25%, London – Sussex Coast 20%, Solent and Sussex Coast 19%) with the proposed interventions. Responses for the Kent, Medway and East Sussex geography differed somewhat from the other geographies, with the second most common response as 'Definitely disagree' (26%). Our view is that this was influenced by the campaign responses received about the M25/M26/A21 junction, that were addressed early in the consultation process by TfSE, who confirmed provision for this was in the package.

Solent and Sussex Coast

4.2.7 Of those 133 participants that answered the question 'Please select all of the packages for the Solent and Sussex Coast area that you feel are important in achieving the priorities of the SIP', the majority selected Sussex Coast Rail (70%), South Hampshire Rail Core (60%), South Hampshire Rail Enhanced (59%), Sussex Coast Mass Transit (58%) and/or Sussex Coast Active Travel (54%). The option that participants chose the least was Solent and Sussex Coast Highways, although this still received a vote from 41% of participants.

Figure 14: Please select all of the packages for the Solent and Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=139)



4.2.8 The final question on the Solent and Sussex Coast area, asked participants if they had any further comments on the Packages of Interventions for this geography. Of those 73 participants that participated in this question, several key themes emerged. The most frequently referenced feedback was that participants had environmental concerns regarding transport in the south east of England (mentioned 14 times), and would like to see more sustainable methods of transport prioritised more within the SIP document. This clearly reflected similar findings from the quantitative question on the packages of interventions for this geography. One participant offered the following comment:

"This package does not consider the magnitude of the climate emergency and the need for rapid transition to active and public transport systems throughout the region. The attention to detail on active travel measures is less developed than on highway interventions."

4.2.9 The second most frequent theme in feedback from participants was a request for greater focus on Active Travel modes (mentioned 11 times), such as walking and cycling. Some participants stated that they welcomed the inclusion of Active Travel measures within the SIP but felt these did not go far enough. A number of participants suggested the reallocation of road space to an integrated cycleway that connects towns and cities in the south east.

4.2.10 After this, other frequently referenced key themes were the following:

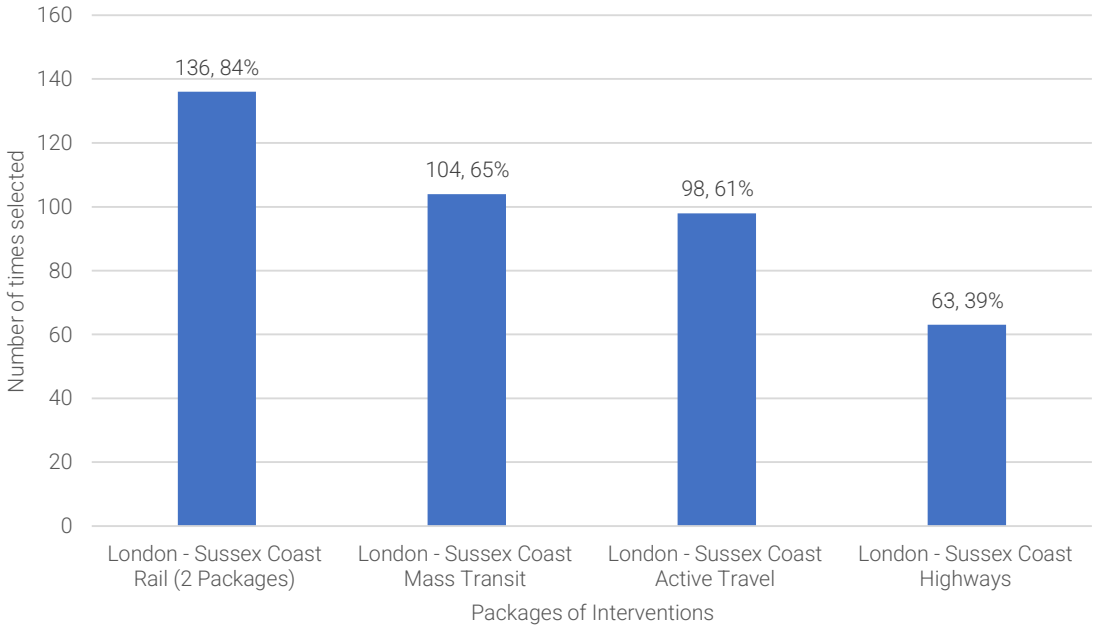
- Participants opposed the suggested highways schemes for the Solent and Sussex Coast area (mentioned 10 times)
- Some stated they would like to see improvements to local public transport, particularly the rail network (mentioned 8 times)
- 8 respondents explicitly stated that they supported the proposed interventions for the Solent and Sussex Coast area
- Some showed support for interventions that improved east-west connectivity in the region (mentioned 6 times)

- A small number of participants (mentioned 5 times) stated that they supported the proposed highways interventions.

London – Sussex Coast area

4.2.11 161 participants responded to the question that asked which packages for the London – Sussex Coast area they felt were important in achieving the priorities of the SIP. The results showed the majority of participants supported the packages for London – Sussex Coast Rail (84%), London – Sussex Coast Mass Transit (64%) and London – Sussex Coast Active Travel (61%). Whilst 39% of participants showed support for the London – Sussex Coast Highways package of intervention (see Figure 13).

Figure 15: Please select all the packages for the London – Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=161)



4.2.12 Respondents were subsequently asked if they had any further comments on the Packages of Interventions for the London – Sussex Coast area, of which 96 comments were received. The most frequently recurring theme to arise from respondent comments was that respondents felt the packages of interventions should have had a greater focus on Active Travel modes (mentioned 13 times, 14%). This was closely followed by 12 respondents (13%) who said they felt there was not enough detail on the proposed interventions to comment properly and 11 respondents (11%) who stated that public transport should be prioritised. A selection of examples from these recurring key themes have been included below:

- "The Active Travel package should be stronger; improving and enabling active travel in all urban areas (including links to public transport options) will reduce the demand for private vehicle trips on the strategic highway network, and therefore will remove the need for some highway capacity improvements."

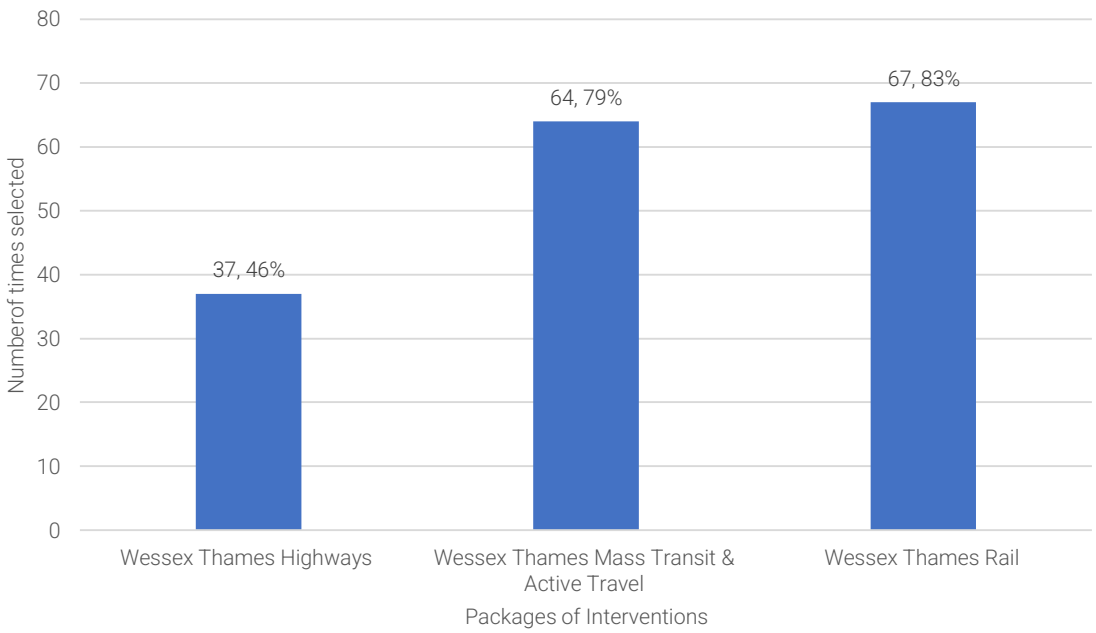
- "The Active Travel packages are far too timid and the patchwork of little bits of cycle lanes is not acceptable. We need full London - South Coast corridors, with interconnectors - hub = London. Spokes = Portsmouth, Chichester, Littlehampton, Worthing, Brighton."
- "The strategy is at a high level with limited detail on the delivery of these aspirations."
- "The SIP gives no detail on scheme-level justifications."

4.2.13 Other frequently recurring themes included requests for improvements and building resilience to the rail network (10%), desire to see greener/more sustainable modes of transport prioritised in the draft SIP (10%) and respondents who felt the proposed highways schemes are contradictory to the sustainable aims of the SIP.

Wessex Thames

4.2.14 87 respondents (21%) selected the Wessex Thames geography area as the area they were most interested in, and 81 of those (93%) participated in the question to select which packages for the Wessex Thames area they felt were important in achieving the priorities of the SIP. Figure 14 shows highest level of support for the Wessex Thames Rail packages (83%), closely followed by the Wessex Thames Mass Transit & Active Travel packages (79%). As found similarly in other questions related to the Packages of Interventions, the Wessex Thames Highways Package of Intervention received the least support whilst selected by 46% of respondents.

Figure 16: Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=81)



4.2.15 Frequently recurring themes in the question regarding any further comments on the Packages of Interventions for the Wessex Thames area mimicked those found in other areas of the survey. The most frequently referenced theme was that respondents would like to see improvements and further investment to local public transport (mentioned 16 times, 29%). One respondent offered the following comment:

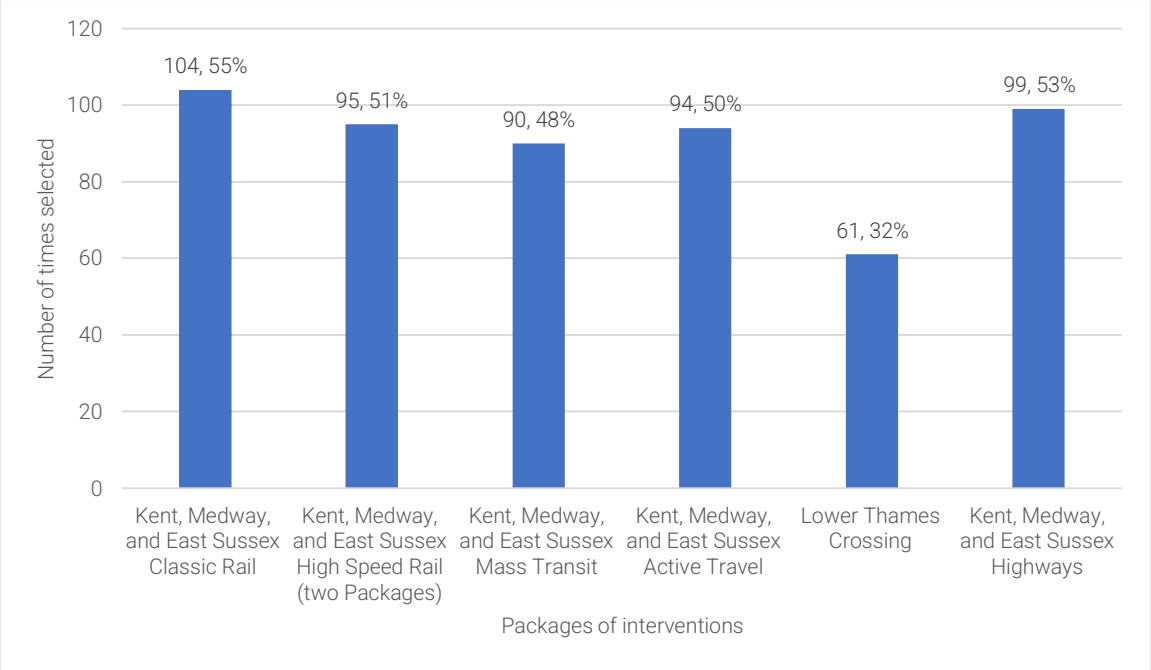
"In these more rural parts of the borough public transport infrastructure is either lacking completely or stretched in terms of capacity, necessitating further and deeper investigations into what a rural bus service should look like, together with defined investment."

4.2.16 Other recurring themes included requests for greater focus on active travel (mentioned 8 times, 14%) and requests for east-west access to Heathrow (mentioned 5 times, 9%).

Kent, Medway and East Sussex

4.2.17 176 respondents participated in the question that asked participants 'which Packages of Interventions for the Kent, Medway and East Sussex area they felt were important in achieving the priorities of the SIP'. Broad support was shown for Kent, Medway and East Sussex Rail (55%), Kent, Medway and East Sussex Highways (53%), Kent, Medway and East Sussex High Speed Rail (two Packages, 51%), Kent, Medway and East Sussex Active Travel (50%) and Kent, Medway and East Sussex Mass Transit (48%). 32% of participants selected the Lower Thames Crossing as important to delivering the aims of the SIP.

Figure 17: Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=188)



4.2.18 117 further comments were received to the Kent, Medway and East Sussex Packages of Interventions with a range of comments. Of those comments received, the most frequently referenced was a request for a slip road at J5 on the M25/M26/A21 route to Sevenoaks (mentioned 26 times, 22%). These comments related directly to a campaign raised by a local MP and TfSE has been able to clarify that the scheme was already included in the draft SIP.

4.2.19 Other frequent comments reflected those found elsewhere in the survey, including those respondents that commented that they would like to see greater focus on Active Travel (mentioned 20 times, 17%), improvements to public transport (mentioned 9 times, 8%) and some participants who felt they would have liked to see more focus on tackling climate change

and environmental issues in the Packages of Interventions (mentioned 8 times, 7%). A selection of responses on the above themes has been included below:

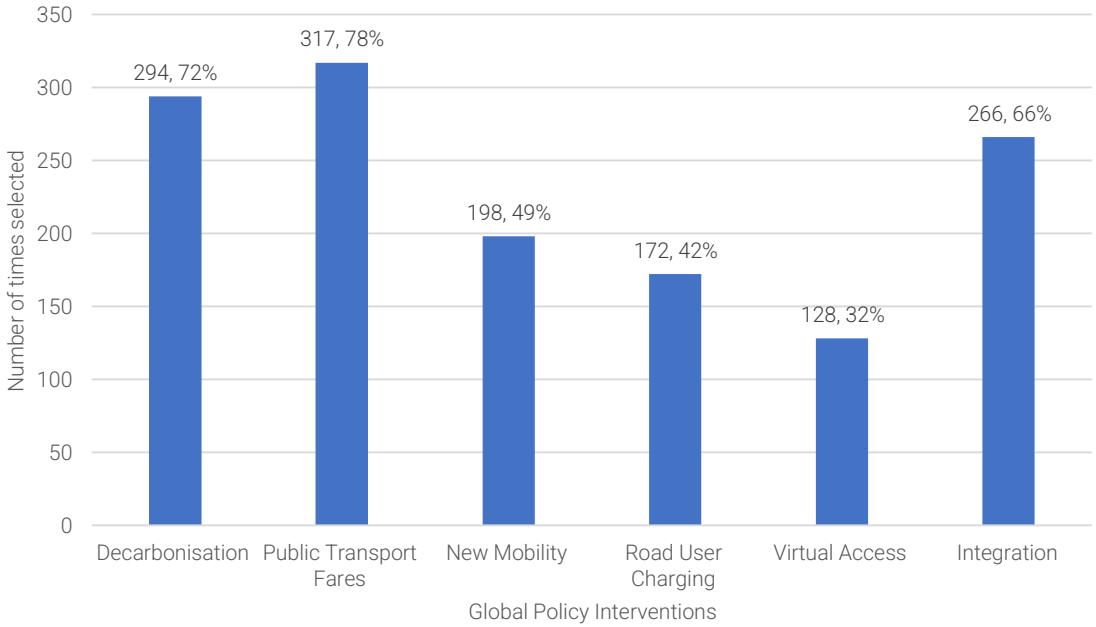
- "65% of journeys in the area are 5 miles or less - easily made on foot or by bike or by e-bike. These journeys should be the focus of the SIP."
- "By prioritising and planning Road building first, Active travel alternatives are unlikely to be convenient and attractive for users. We would suggest integrated planning, prioritising Active travel before road building."
- "Private vehicle projects are unsustainable white elephants. Resources should be targeted at public transport links and active travel."

4.2.20 Overall, the rail packages of intervention received the most consistent support across all geographies, followed by mass transit and Active Travel. The highways schemes received the least support of those interventions presented, receiving between 39% (London – Sussex Coast) and 54% (Kent, Medway and East Sussex) across the geographies.

Global Policy Package of Interventions

4.2.21 Respondents were subsequently asked one quantitative and one qualitative question on the Global Policy Interventions, as proposed in the draft SIP. As demonstrated in Figure 16 below, the quantitative question asked respondents to select which of the Global Policy Interventions they felt were important for the SIP to support. Out of 402 respondents that took part in this question, the most frequently selected option was Public Transport Fares (selected by 317 respondents, 78%), followed by Decarbonisation (selected by 294 respondents, 72%) and Integration (selected by 266 respondents, 66%). After this, New Mobility (selected by 198 respondents, 49%), Road User Charging (selected by 172 respondents, 42%) and Virtual Access (selected by 128 respondents, 32%) received fewer votes than the previous options.

Figure 17: Which of the above Global Policy Interventions do you feel are important for the SIP to support (Tick all that apply) (N=402)



4.2.22 The qualitative question on the SIP's Global Policy Interventions invited respondents to give any further comments. Analysis of those 163 responses received showed that similar themes emerged to those identified in responses to prior questions. Environmental concerns and requests to see more sustainable methods of travel prioritised within the SIP was similarly the most frequently recurring theme, mentioned in 30% of comments. This was followed by a unique key theme for improvements to public transport fares, particularly rail, which was mentioned in 19% of comments.

4.2.23 Other frequently recurring themes included requests for improved local public transport (15%), requests for improved integration between transport modes (11%) and stated support for road user charging (9%).

Figure 18: Additional coded comments on further comments on the SIP's Global Policy Interventions.

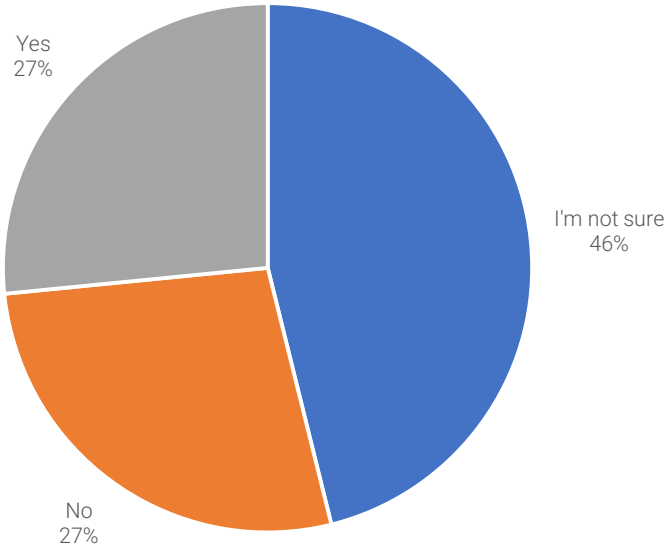
Theme	No. of responses	% of responses
Reduce number of private vehicle journeys	13	8%
Requests for greater emphasis on Active Travel	12	7%
Participants requests for less road building and highways schemes	11	7%
Participants supported the interventions	10	6%
Expressed concerns about whether the SIP is deliverable	9	6%
Need greater infrastructure for e-bikes and e-scooters	8	5%
Requests to improve Active Travel infrastructure	7	4%
Participant stated that they could not see how the Global Policy Interventions links with the overall SIP document	6	4%
Requests for improved rail use	6	4%
Participant stated that accessibility should be considered more within the draft SIP document	6	4%

4.3 Benefits and Costs & Funding and Financing

4.3.1 Section 4 of the draft SIP survey tested respondent views towards the Benefits and Costs and the Funding and Financing sections of the draft SIP document. This section included one quantitative and two qualitative questions.

4.3.2 399 responses were received to the quantitative question that asked participants if they thought the SIP captured the benefits and costs of the proposed packages of interventions adequately. The most popular response to this question was 'I'm not sure' (selected 184 times, 46%), followed closely together by 'No' (selected 109 times, 27%) and 'Yes' (selected 106 times, 27%). Figure 18 demonstrates these results. However, further analysis of the feedback showed 42% of those respondents that answered 'I'm not sure' to this question, previously stated they had 'Limited' or 'No knowledge' of TfSE.

Figure 19: Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? (N=399)



4.3.3 The survey subsequently asked respondents to explain their above answer qualitatively. 234 responses were received to this question and a range of key themes were identified. The most frequently recurring feedback was that participants stated they would need more information to answer this question (mentioned 38 times, 16%). Example comments from respondent feedback are below:

- "It is hard to assess this without knowledge of the algorithms and values ascribed to costs and particularly benefits."
- "We think that the costs outlined in the SIP lack any detail about how the figures have been calculated and so it is very difficult to comment on whether this has been captured adequately. Equally, it would be interesting to know how some of the benefits forecasted for each package were calculated. Without this background, they lack any meaning. As some of the enhancements and packages have yet to be scoped out, costs and benefits for many are just broad approximations."

4.3.4 Other frequently recurring feedback included statements that the respondent was not knowledgeable enough to sufficiently participate (mentioned 30 times, 13%), belief that the SIP makes a clear case for the long- and short-term economic benefits of the draft SIP (mentioned 19 times, 8%) and statements that the plans are unrealistic and unsustainable (mentioned 19 times, 8%).

Figure 20: Additional coded comments on whether the SIP captures the benefits and costs of the proposed packages of interventions adequately (N=234)

Theme	No. of responses	% of responses
Request for more emphasis on environmental issues	17	7%
The SIP should prioritise public transport more	16	7%

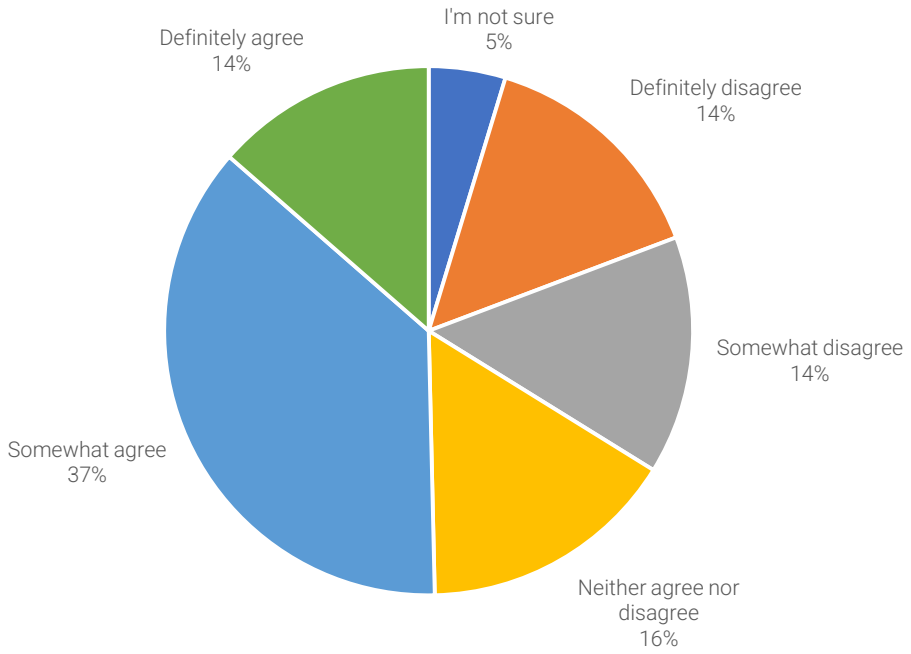
Participants found it difficult to quantify/estimate the benefits/costs involved	12	5%
Participant would like to see more emphasis on Active Travel	10	4%
The proposed benefits and costs do not consider the environmental impact of the plan's proposals	9	4%
Requests for a slip road on J5 on the M26/A21 route to Sevenoaks	8	3%
Participants opposes the proposed level of road building	8	3%
Participant felt the benefits and costs for the proposed packages are well thought through and thorough	7	3%
Document too dense to understand	7	3%
The costs and benefits need to consider the current economic context	6	3%
Other factors should be considered to calculate the costs and benefits	5	2%
The calculation of the costs and benefits is inaccurate	5	2%

4.4 Delivery of the SIP

4.4.1 Section 5 sought views on the delivery chapter of the draft SIP document, that will be used to guide implementation of the plan. Respondents were asked through a five-point Likert scale to what extent they agreed that, as a whole, the package of interventions will deliver on the priorities of the SIP. An 'I'm not sure' option was also provided.

4.4.2 Figure 21 shows of those 393 responses received, with 51% of respondents agreeing (either somewhat or definitely). The most frequent response to this question by some margin was 'Somewhat agree' (37%). This was subsequently followed by 'Neither agree nor disagree (16%), 'Definitely disagree' (14%), and 'Somewhat disagree' (14%).

Figure 21: To what extent do you agree that, as a whole the packages of interventions will deliver on the priorities of the SIP? (N=405)



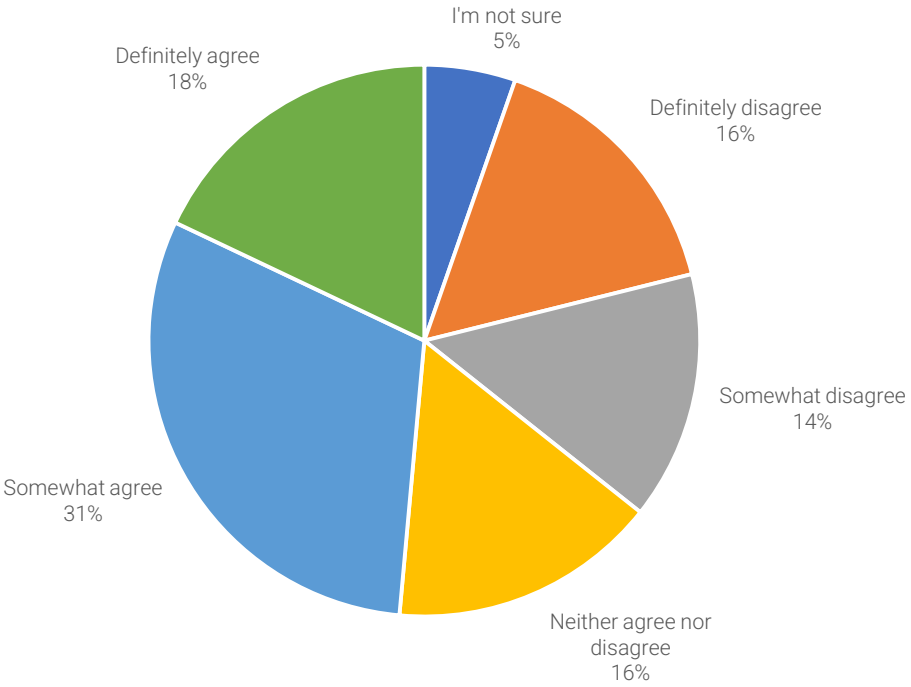
4.5 Conclusion

4.5.1 The sixth and final section of the report included one qualitative question on the separate Integrated Sustainability Appraisal and one overall quantitative question on the draft SIP as a whole document. An analysis of responses received to questions about the Integrated Sustainability Appraisal, across the digital consultation and other avenues, have been included in a separate report available.

4.5.2 The final question on the digital survey invited respondents to state to what extent they agreed that the SIP made the best case possible for investing in infrastructure in the south east, similarly using the five-point Likert scale.

4.5.3 As similarly found in the analysis of responses across the digital survey, the most common response to this question was 'Somewhat agree' (31%), followed by 'Definitely agree' (18%). Both 'Neither agree nor disagree' and 'Definitely disagree' received 16% of votes from respondents.

Figure 22: Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East? (N=412)


I'm not sure
5%
Definitely disagree
16%
Somewhat disagree
14%
Neither agree nor
disagree
16%
Somewhat agree
31%
Definitely agree
18%

5.0 Other Written Responses

5.0.1 As part of the engagement process, an email address and postal address was shared and distributed, and emails were subsequently collated for analysis. This was intended to provide respondents an opportunity to share their feedback throughout the engagement process externally to the digital survey. In total 86 emails and two letters were received, outside the parameters of the formal survey.

5.1 Demographics

5.1.1 Compared to those respondents that participated through the Engagement HQ site, the majority of respondents that participated with the engagement process through email were those representing a group, organisation or government body. This has been reported on as part of Figure 23 below. Individual demographic data was not collected on the individuals participating in the process through this means.

5.2 Other Written Responses Summary

5.2.1 The emails and letters received included a range of feedback from respondents, including overall feedback and specific recommendations for the draft SIP document.

5.2.2 Figure 23 demonstrates the themes that emerged from the other written responses received. As the figure shows, the feedback received via email and letters replicated the feedback that was found through the digital survey, including support for investment into public transport, Active Travel and supporting the need to tackle climate change.

5.2.3 Overall, the feedback received via other communication channels showed consistent support for the draft SIP's proposed to invest in public transport, as well as the recognition of the importance of Active Travel and tackling climate change. The feedback makes some suggestions on how the draft SIP could be improved, including ensuring equal consideration is given to all areas of the south east, providing greater detail, especially in regards to the funding and financing chapter, and welcoming further focus on tackling climate change.

5.2.4 Further information on the responses from key stakeholders, received through emails, letters and the survey, is included as part of the TfSE Partnership Board report.

Figure 23: Most frequently recurring coded comments from letters and emails (N=88)

Theme	No. of Coded Comments	% of Comments	No. of Comments by Stakeholder Groups
Investment in public transport is supported	31	35%	- Transport organisation (4) - Community organisation (4) - Resident (4) - District authority (4) - County council (3) - Local government organisation (2) - Parish council (2) - Member of Parliament (1) - Town council (1) - Unitary authority (1) - Environmental organisation (1)

			- Local political party (1) - Local facility (1) - Chamber of commerce (1) - Professional organisation (1)
Supports the recognition of the importance of active travel	29	33%	- District authority (5) - Community organisation (4) - Environmental organisation (3) - County council (3) - Transport organisation (3) - Local government organisation (2) - Resident (2) - Member of Parliament (1) - Local authority (1) - Town council (1) - National charity (1) - Local political party (1) - Professional organisation (1) - Local facility (1)
Supports the recognition of the need to tackle climate change	17	19%	- Environmental organisation (3) - Transport organisation (3) - Community organisation (3) - Resident (2) - District authority (2) - County council (1) - Professional organisation (1) - Local government organisation (1) - Chamber of commerce (1)
Not all areas are included	14	16%	- Community organisation (5) - Town council (3) - Parish council (2) - District authority (1) - Transport organisation (1) - Chamber of commerce (1) - Local facility (1)
Would like more detail	14	16%	- Community organisation (3) - Member of Parliament (1) - County council (1) - Transport organisation (1) - Local government organisation (1) - Chamber of commerce (1) - Parish council (1) - Town council (1) - Local authority (1) - Local facility (1) - Environmental organisation (1) - Resident (1)
Greater focus is needed on	13	15%	- Community organisation (5) - District authority (3)

environmental issues			- Transport organisation (2) - Local political party (2) - Resident (1)
Would welcome further engagement from TfSE	13	15%	- District authority (5) - Professional organisation (2) - Transport organisation (2) - Town council (1) - Chamber of Commerce (1) - Community organisation (1) - Local government organisation (1)
Plans to increase road capacity are not supported	12	14%	- Community organisation (3) - District authority (2) - Environmental organisation (2) - Transport organisation (1) - Parish Council (1) - Professional organisation (1) - Local political party (1) - Resident (1)
Car use should be disincentivised	11	13%	- Resident (4) - Environmental organisation (2) - District authority (1) - Transport organisation (1) - Professional organisation (1) - Community organisation (1) - Local political party (1)
Supportive of decarbonisation measures	11	13%	- Transport organisation (3) - District authority (1) - County council (1) - Local authority (1) - Environmental organisation (1) - Professional organisation (1) - Local political party (1) - Local facility (1) - Resident (1)
The SIP lacks sufficient evidence	10	11%	- District authority (2) - Town council (2) - Transport organisation (1) - Environmental organisation (1) - Community organisation (1) - Resident (1) - Professional organisation (1)
Funding proposals are not clear enough	9	10%	- District authority (3) Community organisation (2) - Chamber of commerce (1) - Environmental organisation (1) - Professional organisation (1) - Resident (1)
Old railway lines should be reopened	8	9%	- Resident (4) - Parish council (1)

			- Community organisation (1) - Professional organisation (1) - Local government organisation (1)
Supports road building measures	8	9%	- District authority (4) - Community organisation (2) - Unitary authority (1) - Local government organisation (1)
Proposed highway schemes are not supported	7	8%	- District authority (3) - Environmental organisation (2) - County council (1) - Resident (1)
Railways should be electrified	6	7%	- Community organisation (2) - Transport organisation (1) - District authority (1) - Parish council (1) - Professional organisation (1)
Concerns that rural areas won't be prioritised	5	6%	- Resident (2) - Member of Parliament (1) - District authority (1) - Town council (1) - Environmental organisation (1) - Professional organisation (1) - Local government organisation (1) - Parish council (1)
Supports the use of e-vehicles	5	6%	- Environmental organisation (1)
Road building must align with active travel plans	5	6%	- Community organisation (2) - County council (1) - Environmental organisation (1) - Local political party (1)

6.0 Campaign Response

6.1 An email campaign, led by Transport Action Network (TAN), prompted 131 emails in response to the consultation.

6.2 The campaign platform provided respondents with a template text that could be edited prior to submission. Respondents were also encouraged to add their views, which provided some individual themes in the coding.

6.3 Figure 24 and the list below shows the themes that emerged through the TAN campaign responses. The most common themes can be summarised as follows:

- Respondents believe the environmental impact of the SIP is not clear (mentioned 89 times, 68%)
- TAN supports the efforts highlighted in the proposals to tackle environmental issues (mentioned 88 times, 67%)
- Respondents feel SIP proposals should be compliant with net-zero targets (mentioned 86 times, 66%)
- Respondents welcome the SIP's support for Active Travel (mentioned 82 times, 63%)
- A belief that new roads should not be built (mentioned 81 times, 62%)
- Support for the SIP's call for greater investment in public transport (mentioned 79 times, 60%)

6.4 An example of the TAN template response has been included below.

> "I would like to welcome Transport for the South East's (TfSE):
>
> 1) Recognition of the need to tackle climate change
>
> 2) Recognition of the strategic importance of active travel
>
> 3) Proposed high level of investment in public transport
>
> in its Strategic Investment Plan (SIP).
>
> However, I strongly object to:
>
> 1) How the SIP's true impact on climate change is hidden
>
> 2) The failure to reduce the SIP's carbon impact to make it net-zero compliant
>
> 3) The large road building programme within the SIP."

Figure 24: Additional coded comments from the TAN campaign response (N=131).

Theme	No. of responses	% of responses
How the proposals shall be delivered is not clear	14	11%
TfSE should make greater efforts to discourage car usage	9	7%

Data used in the plan is outdated	9	7%
Active Travel schemes are pointless if new roads are built	8	6%
Greater investment is needed in public transport than the proposals are offering	5	4%
The proposals should included even greater emphasis on Active Travel than is currently included	5	4%

7.0 Summary and Next Steps

7.1 Summary

7.1.1 Based on all the feedback received, a feedback summary has been drawn:

- Overall, the application of best practice principles to engagement helped to ensure there was a high level of interest and participation from a variety of audiences in the public consultation on the draft SIP. Over 8,100 individuals visited the project website and a total 641 responses were received. This included 422 completed questions, 88 other written responses in the form of letters and emails and 131 responses initiated by a Transport Action Network campaign.
- Analysis of the results showed support for key elements of the draft SIP, including:
    - Investment proposals to improve public transport in the south east.
    - The recognition of the importance of Active Travel schemes and the need to tackle climate change. This was supported by findings of the quantitative survey questions. For example, between 51% and 79% if respondents who participated supported the proposed Active Travel schemes across the four geographies. Similarly, the survey showed 76% of respondents chose 'Decarbonisation and Environment' as the most important investment priority for the SIP to deliver.
    - The draft SIP, as making the best case possible for investing in transport infrastructure in the south east (49% of survey respondents said they either 'Somewhat agreed' or 'Definitely agreed').
- Respondents further provided suggestions for how the draft SIP may be improved. This included:
    - Further support and investment into public transport, Active Travel and subsequently to tackle the climate emergency.
    - A reduction in the number of highways schemes.
    - For any impact of those proposals included within the draft SIP to be included in the overall analysis.
    - Some respondents that participated via the survey felt the Funding and Financing section required further information in order to be understood fully. However, this was caveated that many (42%) of those that said this had 'Limited' to 'No knowledge' about Transport for the South East and qualitative comments from respondents who stated they were not knowledgeable enough to participate in this question.

7.2 Next Steps

7.2.1 TfSE has considered all feedback received during the consultation. A report setting out the recommended changes to the draft Strategic Investment Plan (SIP) will be presented to TfSE's Partnership Board on 14th November 2022.

8.0 Appendices

8.1 Engagement HQ Page

Transport for the South East - Strategic Investment Plan Consultation

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

We have launched the public consultation on our draft SIP to gather feedback and ideas 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 our 16 Local Transport Authority partners, our draft SIP builds on our transport strategy, which was consulted on in 2019/20, and brings together previously published work including area and thematic studies.

The plan describes the framework required for delivering TfSE's vision and objectives to achieve a modern, integrated and sustainable transport network for the South East. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050.

We are delighted to be sharing these plans with you at public consultation and there are a number of ways that you can get involved:

STAY INFORMED Subscribe for project updates

Who's Listening

Lucy Dixon-Thompson
Stakeholder & Engagement Manager
TfSE

Judith Hewitt
Community Engagement Specialist
ECF

Key Dates

Consultation Launch
20 June 2022

Public Consultation Event: Connecting the South East at G Live, Guildford
05 July 2022

Public Consultation Event: Online Public Webinar (10am - 11.30am)
11 July 2022

Public Consultation Event: Online Public Webinar (6pm - 7.30pm)
12 July 2022

Consultation Close
12 September 2022

- Review the SIP documents and take part in our digital consultation questionnaire at the bottom of this page.
- Join us at our whole day in person 'Connecting the South East' event on Tuesday 5th July at G Live, Guildford. You can register your attendance online by visiting https://www.connectingthesoutheast.com/.
- Join us at one of our two online public webinars on Monday 11th July (10am - 11.30am) or Tuesday 12th July (6pm - 7.30pm).

Got a question? Please take a look at our FAQs document which may be able to help you. This can be found here.

If you can't find what you are looking for, please let us know your question by using the 'Questions' tab below and we will get back to you as soon as possible.

If you would like any of the consultation materials in an alternative format, please contact our email address at tfse@eastsussex.gov.uk or call 0300 3309474. You can also write to us at Transport for the South East, County Hall, St. Anne's Crescent, Lewes, BN7 1UE.

SURVEY | QUESTIONS | NEWS FEED

CLOSED: This survey has concluded.

Documents

Full version of the TfSE SIP (10.7 MB) (pdf)

Summary version of the TfSE SIP (2.42 MB) (pdf)

SIP Integrated Sustainability Appraisal (ISA) (2.45 MB) (pdf)

8.2 Copy of Survey Transcript

Transport for the South East – Strategic Investment Plan Consultation

Survey Transcript

The purpose of this document is to aid participants in filling out the digital consultation survey and not intended to be used in replacement of the digital survey. For this reason, all background information and explanatory context from the digital survey has been removed from this document. As noted on the Engagement HQ project website, we additionally recommend whilst filling out the digital survey that you have the SIP document open on another browser window.

Section 2: Investment Priorities

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

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

Do you have any further comments on the SIP's investment priorities? Please limit your response to 250 words.

Section 3: Packages of Interventions

For the purposes of data gathering and analysis, the TfSE 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. Choose all that apply.

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

Only if you answered Solent and Sussex Coast:

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?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

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.

- 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.

Only if you answered London – Sussex Coast:

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

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

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

- London - Sussex Coast Rail (2 Packages)
- London - Sussex Coast Mass Transit
- London - Sussex Coast Active Travel
- London - Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the London - Sussex Coast area? Please limit your response to 250 words.

Only if you answered Wessex Thames:

To what extent do you agree that the packages of interventions for the Wessex Thames area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Wessex Thames Rail
- Wessex Thames Mass Transit & Active Travel
- Wessex Thames Highways

Do you have any further comments on the Packages of Interventions for the Wessex Thames area? Please limit your response to 250 words.

Only if you answered Kent, Medway and East Sussex:

To what extent do you agree that the packages of interventions for the Kent, Medway and East Sussex area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Kent, Medway, and East Sussex Classic Rail
- Kent, Medway, and East Sussex High Speed Rail (two Packages)
- Kent, Medway, and East Sussex Mass Transit
- Kent, Medway, and East Sussex Active Travel
- Lower Thames Crossing
- Kent, Medway, and East Sussex Highways

Do you have any further comments on the Packages of Interventions for the Kent, Medway and East Sussex area? Please limit your response to 250 words.

<u>Global Policy Package of Interventions</u>

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick 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? Please limit your response to 250 words.

Section 4: Benefits and Costs

Do you think that the SIP captures the benefits and 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.

Section 5: Delivery of the SIP

To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Section 6: Integrated Sustainability Appraisal and Conclusion

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?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Conclusion

8.3 Full Frequency Code Frame

Theme	No. of unique comments
Requests for further investment/improvements to public transport	259
Prioritise active travel	233
Oppose road building schemes	147
Support recognition of the need to tackle climate change	105
The proposals should strive to meet Net Zero targets	102
Environmental impact of the SIP is unclear.	98
Requests for more sustainable modes of transport to be prioritised	91
Would like more focus on climate change and environmental issues	75
Requests for a slip road on J5 on the M26/A21 (route to Sevenoaks)	48
Not enough detail on the proposed interventions	47
Improve public transport fares, particularly rail	44
Concerned whether the plan is deliverable	42
Did not feel there was sufficient information to enable participant to engage with the question.	38
Too much focus on cars/reduce reliance on cars	34
Supportive of the proposals	33
Rural areas are not sufficiently addressed in the SIP.	30
Not enough prior knowledge to engage with some of the questions.	30
Support for alternative methods of public transport, other than car use	25
Invest in/support east-west connectivity	24
The SIP makes a clear case for the benefits and costs (support)	24
The plans are unrealistic/unsustainable	19
Requests to improve integration between transport modes (bus, rail)	18
Requests for improved connectivity in rural communities	18
Concerns regarding air pollution	17
Requests to improve the bus network	16
Slip roads must be improved	15
Support for road user charging	14
Requests to make public transport more reliable	14
Would welcome further engagement from TfSE	13
Improve road safety	13
Supports road building schemes	13
Not all information included is entirely relevant to the rest of the SIP.	12
It is difficult to quantify/estimate costs	12
Requests for improved active travel infrastructure	11
Supportive of decarbonisation measures specifically.	11
Levelling up has not been sufficiently addressed	11
SIP lacks sufficient evidence to back-up its proposals.	10
The proposed highways schemes are contradictory to the sustainable aims of the SIP	10
Improvements and building resilience to the rail network	10
Data used in the proposal is outdated	9

Funding and financing is not clear enough	9
Improve orbital (non-London-radial) journeys	9
Active travel schemes are pointless if new roads are being built	8
Reopen disused railway lines	8
Need greater infrastructure for e-bikes and e-scooters	8
The ISA is too wordy and scientific	8
Support the ISA	8
Active travel needs more funding	8
Improve the existing roads and networks	8
Participant has concerns about nature degradation	7
I think the benefits and costs for the proposed packages are well thought out and thorough	7
Document too dense to understand	7
Plans should be more ambitious	7
Need to have clearer targets	7
Requests to improve links for Sevenoaks	7
Requests for a Solent Tunnel	7
Improved connectivity between coastal communities	6
Need to consider current contexts (cost of living etc)	6
Need information on scheme by level, not by package	6
Improve rail patronage	6
Greater electrification of railways	6
If new roads are to be built, they must align with active travel plans	6
More focus on tackling congestion	6
Requests to consider accessibility more	6
The proposals will increase congestion	6
Active Travel is not defined	5
Supports improvements to the A27	5
Requests for improved urban connectivity	5
Plan has no benefit/too broad	5
Requests for east-west access to Heathrow	5
The calculation of the costs and benefits is inaccurate	5
Too much reliance on local transport authorities for active travel schemes	5
Supports use of e-vehicles	5
Greater investment is needed in public transport than the proposals are offering	5
The proposals should include even greater emphasis on active travel than is currently included	5

Appendix 2: Analysis of responses by stakeholder sectors

The purpose of this appendix is to set out a high-level summary of the responses received from a number of key stakeholder groups.

1. Constituent authorities

1.1 All of our constituent authorities responded to the consultation. Berkshire Local Transport Body (BLTB) submitted a response on behalf of the six Berkshire unitary authorities, with supplementary responses also received from three of the Berkshire unitary authorities independently.

1.2 Constituent authorities were supportive of TfSE and the approach taken to developing the SIP, welcoming the effort taken to understand the needs, priorities and challenges of the region. Responses varied from simple 'tick box' answers to survey questions, to several pages of detailed comments. Overall, the submissions from constituent authorities were positive, with a number making suggestions for minor amendments, others suggesting amendments to scheme descriptors and a very small number requesting drafting changes to reflect local policies more strongly.

1.3 Several authorities wanted to see a greater emphasis on active travel interventions, with higher priority given in the SIP to the reduction of car use / road traffic and the reallocation of road space to active / sustainable travel schemes. The importance of consultation on any strategic active travel interventions that are not currently contained within LCWIPs was reiterated. One response highlighted the positive impact that LCWIP interventions could have on car trip reduction and improved public transport patronage and noted that any national cycle route interventions should link closely with the relevant LCWIP(s). One response suggested an Active Travel Commissioner be appointed for the TfSE region and there were several calls for infrastructure for e-scooters and e-bikes to be taken into consideration. It was stated that the wider benefits of active travel (i.e. health) should be more explicitly referenced.

1.4 A few authorities would like to see references to strategic mobility hubs, park and ride schemes and car clubs included within the SIP. One response would like more emphasis and specific commentary in the SIP relating to the potential provision of hydrogen and EV infrastructure across the region. One response stated "TfSE should take the opportunity of the SIP to emphasise the important foundation of a decarbonised energy generation and grid to enable not just zero-emissions at tail pipe but true decarbonisation of transport within the region and wider nation".

1.5 Constituent authorities agreed that the funding and finance chapter of the SIP was well presented. There was a request for a stronger caveat to be included to make it clear that quoted costs are indicative, noting that the SIP does not exclude further schemes coming forward for consideration over the next 30 years. There was also a request to make it clear that the estimated investment required to deliver the SIP is in addition to, not instead of, funding that LTAs have already estimated they will need to deliver their BSIPs and Highway Asset Management Plans. One comment recognised the SIP's case to address deprivation in the region but stated that it should also make a stronger case for investment in the more prosperous parts of the region.

1.6 Levels of support for national road user charging / beneficiary pays funding models varied. Several authorities stated that any national scheme must not encourage drivers to use local road networks to avoid paying charges on major roads

and that any surplus funds should be used to subsidise and improve public transport. Behaviour change policy / promotion around modal shift should accompany any scheme and there should be careful public engagement.

1.7 One authority requested that a ninth investment priority be added to the SIP, to call for funding for programmes that are not included in the SIP, but that are reflected in LTA plans or strategies, stating that the "SIP should make the case for their complete funding in the strongest possible terms". Another requested an additional priority around reducing the need for travel. One authority asked that a capacity vs. demand measure be included alongside the business-as-usual trajectory. There were several mentions of the need for the SIP to reference local, immediate changes to the travel sector including the impact of Covid, Brexit and fuel prices.

1.8 There was also a call to note that medium – long term schemes need significant investment to get to business case stage and beyond and that the SIP should better reflect the pressing challenges facing local transport authorities around funding, operating and maintaining existing transport networks.

1.9 Some authorities noted that their own target dates to achieve carbon neutrality are prior to 2050 and that they would therefore, by default, indicate decarbonisation as the highest priority for the SIP to deliver.

1.10 Several authorities highlighted specific schemes contained within the SIP and reiterated local feelings, particularly where there has been a history of failure to deliver specific improvements on major corridors in the past. Others would like to see more explicit references to multi-modal delivery approaches to specifically include public transport infrastructure and priority for active travel.

1.11 One authority called for a 'strong focus' on transport needs and delivery in rural areas, stating that "greater attention should be placed on the needs of rural users with a clearer understanding of the appropriate interventions to deal with their specific needs".

1.12 Links with local plans, local transport plans and other local policies were praised, along with the overall work and partnership ethos of TfSE.

2. STBs & Neighbouring Authorities

2.1 Both Transport for London and England's Economic Heartland responded to the consultation and welcomed much of the SIP content, stating that it has the potential to decarbonise the transport network of the South East. They highlighted the need to focus on car-lite, sustainable development measures that will not add capacity to the highway network. The London Borough of Bexley were the only neighbouring authority to submit a response.

2.2 Transport for London supported the inclusion of Road User Charging, especially as a part of an integrated vision for mode shift towards walking, cycling and public transport. Accordingly, the proposed investment in active travel was welcomed with the accompaniment that they would support a greater focus on routes that facilitate modal shift.

2.3 It was stated that Transport for London's Strategic Case for Metroisation aligns well to the Transport for the South East priorities. They therefore proposed a greater embedding of the 'metroisation' concept, along with deliverables, within the SIP.

2.4 Whilst their response embraced the decarbonisation ambitions in the SIP, they redoubled on the idea that climate warming is already having negative impacts upon transport infrastructure. Transport for London felt that the global policy interventions and plans could be strengthened, with a greater focus upon climate adaptation. They felt that a more robust approach would ensure that the transport network can operate reliably and safely as we have more extremes of weather. Notwithstanding, they acknowledged that rail is central to mode shift and decarbonisation in the South East and supported the strong focus on it in the SIP.

2.5 They recommended that Transport for the South East set bold ambitions on safety in the SIP, as this would help make a statement about the importance of safety, shape thinking and focus investment on it. The specific safety proposals that they committed to support were, safety enhancements that address specific highway layout issues, especially for vulnerable road users as well as traffic/ speed reductions.

2.6 England's Economic Heartland congratulated TfSE on the publication of their SIP. They also celebrated the strong partnership working between themselves and TfSE; the continuation of which allows both STBs to respond strategically and operationally to challenges and opportunities that exist across the boundaries of the two sub-regions.

2.7 England's Economic Heartland was supportive of the development of a strategic investment pipeline focused on multi modal solutions to connectivity, underpinned by an evidence-based approach. They noted that they would welcome consideration of the combined impact of the interventions proposed in the SIP and in England's Economic Heartland's own technical work

2.8 There was particular interest to understand details about the Reading Mass Rapid Transit with any planned linkages with the EEH region. This included local public transport access to Heathrow from South Buckinghamshire, including High Wycombe. In addition, there was support for the inclusion of the inter-urban cycleways outlined in the SIP. They underlined the importance of collaboration between Local Authorities on the borders of EEH and TfSE to ensure a joined up active travel network, allowing residents and visitors the opportunity to make journeys on continuous, high-quality networks.

2.9 In principle, EEH supported the opportunity for a shift of freight from road to rail, whilst requiring further understanding of the overall network impact. They acknowledged that this is an important aspect for achieving decarbonisation.

2.10 The London Borough of Bexley's response supported the inclusion of the Crossrail Extension and improvements to Junction 1A at Dartford. However, the Council hoped to see other key strategic transport interventions included in the SIP. These interventions included a Docklands Light Railway extension into the Borough and new river crossings east of Tower Bridge

3. National Agencies

3.1 Five consultation responses were received from Network Rail, National Highways, Sustrans, Transport Focus and the Chartered Institute of Logistics & Transport and were largely supportive of the draft SIP and draft Integrated Sustainability Appraisal.

3.2 National Highways felt that the SIP was well-considered, that its objectives are sound, and that they are supportive of the overall approach and broad recommendation within it. They also expressed that the SIP is a comprehensive and high-quality piece of work, which made a persuasive case for investing in transport infrastructure in the region.

3.3 They also acknowledged the extensive work that was undertaken to assess the decarbonisation effects of the various interventions. However, they thought that more could be added to recognise the impact of decarbonisation through the electrification of vehicles and other emergent technologies.

3.4 National Highways supported the proposed SIP interventions into mass transit systems and active travel as these will help to relieve pressure on the Strategic Road Network by supporting local journeys. This in turn would enable the Strategic Road Network to be used by strategic traffic. They noted that end-to-end journeys are supported by a range of modes so that people can access any new rail or mass transit hubs by the most sustainable means.

3.5 The ability to move large numbers of people between homes and employment is key to the success of urban areas. National Highways' view, however, is that a focus on urban transport systems should not be at the expense of other transport networks. They suggest that the priority is an efficient and well-integrated transport network, with a balanced approach to investment priorities.

3.6 Global gateways and freight transport are regarded by National Highways as primary concerns. They therefore emphasised the importance of providing improved facilities for freight drivers in a greater number of locations adjacent to the Strategic Road Network in the South East.

3.7 Network Rail acknowledged the elevated level of engagement that they enjoyed with TfSE in the development of the transport strategy, areas studies and the resulting Strategic Investment Plan (SIP). They noted that in many areas TfSE and National Rail's strategies are fully aligned. They welcomed the fact that rail investment is recognised in the SIP as a key way to achieve positive economic, social and environmental outcomes.

3.8 Network Rail highlighted that TfSE can present the argument for rail in a wider context than they themselves are traditionally able to, and that this is articulated through the SIP. Further examples were highlighted in the global policy interventions which could have fundamental impacts on rail demand, such as road pricing or fares policy. Considering current rail demand and income compared to pre-pandemic levels, it was considered that the focus in the short term must be on adapting to a new normal.

3.9 Transport Focus, the independent transport user watchdog, said that their research suggests sustainability is not currently a key determinant of transport choices, rather, these decisions are influenced by cost and convenience. Faster journeys are important and relative journey times between transport modes play a part in 'convenience' decisions. They underscore reliability, accessibility and the availability of Electric Vehicle charging infrastructure as key measures for the future of transport in the South East. They also highlighted the need for more demand responsive transport and reliable railway connections in rural areas. They remarked that this will ensure viable alternatives to the car and offer those without access to a car, practical transport options to access more employment and leisure opportunities.

3.10 Sustrans stated that their agenda is to make it easier for people to walk and cycle for local journeys or as part of a longer journey by public or shared transport. The investment priorities in the SIP that they support therefore reflect these primary interests. Furthermore, they supported transport policies and interventions that improve the places where we live and lead to living more locally.

3.11 The Chartered Institute of Logistics & Transport said that a modal shift to low/zero modes (rail/water) should be an overt priority in the SIP as a highly effective means of achieving transport decarbonisation in the South East; particularly for freight. As such, they encourage the creation of a zero-carbon infrastructure as a priority.

4. District and Borough Authorities

4.1 A total of 24 district and borough authorities responded to the consultation. The majority felt that Strategic Investment Plan (SIP) made the best case for investing in transport infrastructure in the South East.

4.2 Most believed that with the urgent need to decarbonise transport in order to meet the 2050 net zero carbon emissions that investment or interventions which prioritise decarbonisation and the environment should be accelerated above others. There was also strong support for interventions which facilitate adapting to a new normal but felt more should be done to increase resilience against potential risks that could arise in the thirty year duration of the SIP.

4.3 Most of the district and borough authorities responding to the consultation agreed that the packages of interventions would deliver on the SIP's priorities. Almost half felt that more emphasis should be given to rail, mass transit and active travel interventions over highways closely followed by a call for more strategic oversight of active travel schemes.

4.4 Many of the respondents felt more prominence should be given to schemes that not only benefit the environment but that also support healthy lifestyles.

4.5 In terms of Global Policy Interventions two thirds of district and borough authorities responding to the consultation felt that decarbonisation, integration and public transport fares should be prioritised. Many felt that integrations between modes and fairer public transport fares would encourage greater modal shift and support decarbonisation.

4.6 Almost half of respondents were unsure that the SIP captured the benefits and costs accurately but explained that they lacked the technical capability to fully understand the modelling used and trusted that TfSE have had the relevant expert input and on that basis were mostly happy with what had been presented.

4.7 The majority were supportive of the Integrated Sustainability Assessment.

5. Protected Landscapes

5.1 Two responses were submitted by protected landscapes, South East Protected Landscapes Group (SEPL) on behalf of nine protected landscapes (Chilterns, South Downs, High Weald, Dedham Vale, Surrey Hills, Cotswolds, North Wessex Downs, Kent Downs and the New Forest), and Kent Downs Area of Outstanding Natural Beauty (AONB).

5.2 SEPL believe there is much to commend in the strategy including the continued trajectory of the 'sustainable route to growth' model'. They are pleased that protected landscapes and quality of the environment are recognised throughout the plan, and that Active Travel and public transport are considered first and foremost. Kent AONB welcome the inclusion of an Environment Strategic Goal alongside the Economic and Social Strategic Goals and the identified priorities. They consider the proposed principle of biodiversity net gain in all transport initiatives should be expanded to encompass an 'environmental net gain'.

5.3 SEPL feel that there are some concerns regarding opportunities missed within the strategy, such as the lack of specific wording around environmental priorities in the main SIP as opposed to the ISA, and the lack of a more radical approach towards mode shift. It is suggested that as part of the SIP, AONB and National Park authorities should have engagement as part of the implementation of the transport strategies. SEPL further suggest the inclusion of Section 62 Duty that public bodies have to abide by to have regard to the purposes of National Parks.

5.4 SEPL consider that if a number of their comments were incorporated into the strategy then they would contribute to the environmental, social and economic targets/priorities/ambitions and help bring about an investment plan for the region that positively contributes to, and even actively improves, the landscapes through which people move.

5.5 SEPL agree with the recommendations that highway projects are not delivered before enhanced mass transit and electric vehicle charging networks are in place' and that the strategy recognises the need to improve local walking and cycling infrastructure ahead of increasing rail, however they note that to assist in mode change and integrated travel, secure cycle facilities should be included at bus and train stations.

5.6 SEPL ask for a number of considerations to be given to national park access via public transport, noting that this would in turn reduce the use of private motor car usage in these areas. It is further noted that rural services ought to be given a specific focus to break the car dependency in rural landscapes.

5.7 SEPL's largest concern lies with the number of highways project that form the SIP, and the costed total for these interventions.

5.8 SEPL note that the strategic and cross boundary nature of TfSE allows for a coherent active travel and public transport route across the region.

5.9 Kent AONB would like to be involved at an early stage to help ensure interventions are carried out in a way that is consistent with the purposes of AONB designation.

6. Local Enterprise Partnerships

6.1 Two Local Enterprise Partnerships responded to the consultation on the draft Strategic Investment Plan. Both LEPs have been actively involved in the development of the draft SIP and its evidence base and both responses indicated that they were "fully supportive of the broad direction and ethos of the proposed approach to shaping the economy and connectivity around the South East". There is, however, some concern that the SIP does not go far enough in recognition of the needs of business.

6.2 Whilst it is recognised that all the investment priorities are important, there should be some prioritisation to help with future funding decisions. There is a shared view that decarbonisation is arguably the most important of the investment priorities. Additionally, there is a view that when assessing future highway schemes across the region, higher priority should be given to those that can directly promote Mass Transit (including Park & Ride) and Active Travel. Reducing the need to travel is not recognised strongly enough within the existing priorities and consideration should be given to whether this should form a standalone priority.

6.3 Both responses from the LEPs focused on the Wessex Thames packages of interventions and are broadly supportive. However, there are some concerns that a number of schemes in the Berkshire area are not explicitly stated in the SIP and that Park and Ride schemes in the same area are not identified. From a rail perspective in the Berkshire area, the inclusion of the western rail link to Heathrow is welcomed, but there is a view that greater consideration should be given to supporting the further enhancements on the Waterloo to Reading line including the return of frequency enhancements that were proposed prior to the Covid-19 pandemic.

6.4 Within the Enterprise M3 area, there are concerns raised over the treatment and identification of new rail stations and the lack of reference to the A33 strategic corridor from Basingstoke to Reading. It is also suggested that greater prominence should be given to the role of the M25 and how congestion issues are addressed. It is also identified that Crossrail 2 should be considered in the SIP.

6.5 Both LEPs support all of the global policy interventions, although it is suggested that decarbonisation should be given a status over and above the other interventions. It is also proposed that the references to digital connectivity should be strengthened and that additional reference is proposed to examining alternative fuels, particularly the use of hydrogen for freight.

6.6 Both LEPs welcome the opportunity to work with TfSE on exploring different funding mechanisms. It is highlighted that the SIP could balance the focus on deprived areas with a recognition that investment in more prosperous areas of the region will benefit the country and region as a whole.

7. Members of Parliament (MPs)

7.1 Eight MPs responded to the consultation on the draft Strategic Investment Plan, with five bespoke letters received and a further three responses to the online survey. The responses received show a broad level of support for the SIP, with some specific comments about interventions and schemes within the constituency areas.

7.2 Responses were supportive of the desire to make improvements to public transport, particularly rail solutions and station facilities and affordable mass transit.

7.3 Highways schemes were also subject to support, including improvements in the Kent area to bring resilience for international gateways and freight routes and to the A27 to strengthen economic growth potential in coastal communities.

7.4 It was suggested by one MP that the benefits of the SIP could be more ambitious and should consider wider opportunities, particularly around coastal communities, the renewable energy sector and mitigation of climate change.

Theme	Comment	No. of unique comments	% of all comments	Transport for the South East response
Decarbonisation & Environment	Support recognition of the need to tackle climate change	103	5.10%	Transport for the South East is committed to reducing emissions and achieving net zero carbon from travel in the region by 2050 at the latest. The Strategic Investment Plan identifies a material contribution towards net zero carbon in addition to government's own forecasts because of the transition to zero emission vehicles. Transport for the South East recognises that technology solutions alone will a) not get us to net zero transport quickly enough, and b) will still result in other negative impacts (e.g. congestion). As such, the Strategic Investment Plan supports a reduction in the need to travel through integrated planning and increased use of digital technology; a generational shift to more sustainable modes of travel for both passengers and freight; as well as support for the accelerated roll out of zero emission technologies and vehicles. Furthermore, Transport for the South East recognises the need to advocate for reducing the carbon emissions of energy generation; reducing the capital carbon of vehicles, infrastructure and maintenance; and reducing the emissions from international travel. As the Strategic Investment Plan moves towards delivery, it is imperative that each intervention that comes forward is subject to the due diligence required to assess and mitigate emissions and seek opportunities for reducing emissions. In addition, consideration should also be given to local environmental enhancement, building on the priorities of the Strategic Investment Plan and the supporting Integrated Sustainability Assessment Transport for the South East has produced a transport decarbonisation thematic plan which builds on the Strategic Investment Plan and identifies the areas of intervention required to align to a budget-based approach to net zero carbon in line with the Paris Agreement. This includes the intervention types referenced above as well as the need for national and local demand management, such as road pricing, if we are to align with carbon budgets.
	The proposals should strive to meet Net Zero targets	102	5.05%	
	Environmental impact of the Strategic Investment Plan is unclear	98	4.85%	
	Would like more focus on climate change and environmental issues	75	3.71%	
	Too much focus on cars/reduce reliance on cars	34	1.68%	
	Supportive of decarbonisation measures specifically.	11	0.54%	
	The proposed highways schemes are contradictory to the sustainable aims of the Strategic Investment Plan	10	0.50%	
	Supports use of e-vehicles	5	0.25%	

~~Draft Report (Plain Text)~~Report (Plain Text)
~~June 2022~~October 2022

A Strategic Investment Plan for the South East

Transport for the South East
Our ref: 24137701

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steer

~~Draft Report (Plain Text)~~Report (Plain Text)
~~June 2022~~October 2022

A Strategic Investment Plan for the South East

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Contents

Foreword

I am delighted to introduce our ~~draft~~ Strategic Investment Plan (SIP). The culmination of five years of technical work, stakeholder engagement and institutional development.

Underpinned by a credible, evidence based technical programme our SIP presents a compelling case for future-decision making which will help us create a more productive, healthier, happier and more sustainable South East.

This plan sets out our thirty-year vision for the region – it aligns with and supports government priorities to rapidly decarbonise the transport system, improve public health outcomes, ~~-~~reduce congestion and improve road safety, level-up left-behind communities and facilitate sustainable economic growth in the South East.

It has been developed in partnership and written for and on the behalf of the South East's residents, communities, businesses and political representatives.

From 20 June to ~~12 September~~12 September 2022, we consulted ~~our public consultation~~ on the draft of this plan ~~will be live and we~~ invit~~ing~~e everyone that it affects to read the draft and respond. ~~Since then, we have listened, reviewed the feedback, and amended the plan.~~

We received a lot of support for the SIP as making the best case possible for investing in transport infrastructure in the south east. We also received a number of comments around key themes such as decarbonisation, public transport and active travel and we acknowledge there is potential for us to go further in addressing these key issues with our partner organisations. We commit to exploring this through the development of the SIP delivery action plan and the development of policy statements on active travel, rural mobility and decarbonisation. ~~Since then, w~~We have listened, and reviewed all of the feedback received, and amended the plan accordingly.

We are immensely proud of the TfSE partnership and of the work that has gone into developing this bold and ambitious plan. We believe it truly puts the South East and its communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It will support the South East's economy to more than double over the next thirty years. It provides the potential for new jobs, new homes and new opportunities – all supported by a modern, integrated transport network. Creating a prosperous, confident South East where people want to live, work, study, visit and do business.

We are clear that implementing this plan and achieving the vision set out in our Transport Strategy won't happen overnight and that it cannot be growth at any cost. The first step on this journey is simple; we must make better use of what we have. The packages of interventions outlined in this plan do just this. It isn't about building new roads or railways. It is about making better use of existing assets and corridors and about making sure new and emerging technology is used to its full potential, to boost physical and digital connectivity. It is about more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations. It's about putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives.

Not only does this plan set out the interventions we believe are needed over the next thirty years, but it also explores opportunities for funding that will allow us to realise these ambitions and ensure the reliance isn't solely on government funding. This of course will continue to be explored beyond publication of this plan and it is our expectation that the funding sought to deliver this plan is above and beyond the funding required to steady our networks, maintain and bolster local transport services and maintain our highways and related assets.

~~Following our public consultation and agreement on the final draft by our partnership board~~Next, we will present this plan 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 in additional to existing funding in order to deliver the schemes within this plan and realise their benefits.

Implementing this plan will be challenging at times but we owe it to the generation coming behind us to put in place a transport system that leaves no one behind and provides the framework for a prosperous South East.

I firmly believe that together, we can achieve the aims of this ambitious plan.

Keith Glazier, Chair of Transport for the South East

~~To respond to the consultation on the draft SIP visit www.tfse.org.uk~~

Executive Summary

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England. We work across boundaries, think long term and advocate for bold action in the interest of our communities.

TfSE holds a pivotal role in ensuring the infrastructure needs of the South East are well understood, that investment opportunities in the region have a robust evidence base, and that there is close alignment between local and national government in both the development of relevant policy and delivery of projects.

Developed with stakeholders, our vision is that by 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, improve public health outcomes, and giv~~ing~~e our residents and visitors the highest quality of life.

This Strategic Investment Plan (SIP) for South East England provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

The plan is supported by a large amount of detailed work informed by consultation over several years. It is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, most notably the need to rapidly decarbonise our transport networks in response to the climate emergency (which has even been formally declared by some TfSE councils). This includes increasingly close alignment between the TfSE Transport Strategy, this plan and with Local Transport Plans. Ensuring individual community needs are well understood and that projects at every scale complement each other, avoids waste and duplication of effort wherever possible.

The plan presents 24 regional *packages* of investment opportunities across the key modes or infrastructure networks of rail, mass transit (~~e.g.~~ in this SIP mass transit Is defined as high quality buses~~,~~ or ferries providing an uplift in public transport provision on a corridor and benefitting from segregation or priority infrastructure where appropriate. The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services), active travel (e.g. walking, wheeling, cycling, horse-riding) and highways. To avoid increasing congestion, improve road safety, increase access to affordable transport options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in our region.

Within each package are a collection of well-considered *interventions* that seek to address the key *investment priorities* for the South East including:

- **Decarbonisation and environment**: accelerate decarbonisation of the South East, enabling the UK to achieve net zero carbon ("net zero") by 2050 at the latest, and delivering a transport network with greater use of public transport, powered by decarbonised energy sources (e.g. electricity and green hydrogen), and active travel, as well as behaviour change measures and reduction in the need to travel to better 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 as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.
- **Levelling up left behind communities:** deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves public health and

individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities.

- **Regeneration and growth**: attract investment to grow our economy, better compete in the global marketplace, unlock regeneration and growth opportunities and address housing shortages where this has been held back by inadequate infrastructure or poor integration between land use and transport planning – and plan to help reduce the need to travel by car and other motor vehicles.
- **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 of all ages and levels of ability, businesses, and visitors to travel easily, safely, and sustainably within and between built up areas.
- **Transforming east – west connectivity**: enhance our east – west corridors (also included amongst these corridors are London Orbital corridors which may be north-south corridors to the east and west of London) 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 a transport network that is smarter at managing transport demand, and more resilient to accidents as well as climate related incidents, such as disruption to energy supplies, extreme weather, and the impacts of a changing climate, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world.
- **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, including making the most of innovations in sustainable first and last mile delivery.
- ~~**Decarbonisation and environment** - Accelerate decarbonisation of the South East while address housing shortages, enabling the UK to achieve net zero by 2050 or sooner, and delivering a transport network with greater use of public transport and active travel to 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 as we learn to live with Covid and from changing trading relationships between the UK and EU.~~
- ~~**Levelling up left behind communities** - Deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves health and wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban 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 of all ages and levels of ability, businesses, and visitors to travel easily, safely and sustainably within and between built up areas.~~
- ~~**Transforming 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, the 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, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world.~~
- ~~**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, including making the most of innovations in sustainable first and last mile delivery.~~

In general, the vast majority of interventions will be delivered through existing frameworks and investment cycles, with a small number of particularly complex and/or large-scale projects possibly requiring bespoke procurement and delivery arrangements.

With a total capital cost of £45 billion over 27 years – about £1.5bn a year – delivery of the interventions in this plan could deliver by 2050:

- 21,000 additional new jobs
- An additional £4bn in GVA each year by 2050
- £1.4 mega tonnes less CO_2e emitted and the scope to reach net zero with national, local and private sector partners by 2050

Delivery of the interventions would see each weekday in 2050:

- 500,000 more rail trips
- 1.5 million more trips by bus, mass transit and ferry
- 4 million fewer car trips

Timing the delivery of each intervention will also need to be carefully considered to avoid unintended negative consequences and ensure the greatest possible value.

The following table and map provide an overview of the packages, how they align with the Investment priorities as well as their expected costs and benefits.

A full list of interventions within each package can be found in **Appendix A**

Investment Opportunities

Table 1: Packages and their Benefit and Capital Costs

Packages of Interventions*	Global Policy interventions (see main section for further detail)	Solent and Sussex Coast		A. South Hampshire Rail (Core)	B. South Hampshire Rail (Enhanced)	C. South Hampshire Mass Transit	E. South Hampshire Active Travel	D. Isle of Wight Connections	F. Sussex Coast Rail	G. Sussex Coast Mass Transit	H. Sussex Coast Active Travel	I. Solent and Sussex Coast Highways
Implementation Timeframe	Ongoing			Short – Medium	Medium – Long	Short – Medium	Short	Short – Medium	Short – Medium	Short – Medium	Short Term	Short – Long
Decarbonisation and Environment	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Adapting to a New Normal	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Levelling Up Left Behind Communities	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
Regeneration and Growth	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓
World Class Urban Transit Systems	✓			✓	✓	✓	✓	✓	✓	✓	✓	-
East – west connectivity	✓			✓	✓	✓	✓	-	✓	✓	✓	-
Resilient radial corridors	✓			✓	✓	-	✓	✓	✓	-	✓	✓
Global gateways and freight	✓			✓	✓	✓	-	✓	-	-	-	✓
Capital Construction Cost in £millions*	-	11,200		600	3,700	1,800	350	250	50	450	250	3,500
Gross Value Added (GVA) in £millions per annum in 2050	720	1,250		285	305	165	10	165	80	120	-	200
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	-52,500	6,350		1,050	1,150	1,300	150	1,950	700	850	-	250
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	-1,600	7,900		1,550	2,000	1,000	50	1,500	350	550	<50	700
Change in Carbon Emissions in 2050 (Nearest 5,000 Kilo-Tonnes CO_2e)	-1.4m	-10,000		-	-	-30,000	-10,000	-	-	-10,000	-5,000	45,000
Change in average weekday return trips	-1.4m	35,000		5,000	10,000	5,000	-	5,000	5,000	5,000	-	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 ~~kilo-~~tonnes CO_2e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically

Packages of Interventions*	J. London – Sussex Coast	K. London – Sussex Coast Rail	L. London – Sussex Coast Mass Transit	M. London – Sussex Coast Active Travel	N. London – Sussex Coast Highways	Wessex Thames	O. Wessex Thames Rail	P. Wessex Thames Mass Transit	Q. Wessex Thames Active Travel	R. Wessex Thames Highways
Implementation Timeframe		Short – Medium	Short – Medium	Short	Medium – Long		Short – Long	Short – Medium	Short	
Decarbonisation and Environment		✓	✓	✓	-		✓	✓	✓	-
Adapting to a New Normal		-	✓	✓	-		✓	✓	✓	-
Levelling Up Left Behind Communities		-	-	✓	-		-	✓	✓	-
Regeneration and Growth		✓	✓	✓	✓		✓	✓	✓	✓
World Class Urban Transit Systems		-	✓	✓	-		-	✓	✓	-
East – west connectivity		-	✓	✓	-		-	✓	✓	✓
Resilient radial corridors		✓	✓	✓	✓		✓	✓	✓	✓
Global gateways and freight		✓	✓	-	✓		✓	-	-	✓
Capital Construction Cost in £millions*	3,600	500	400	1,100	1,600	10,400	7,200	1,000	400	1,800
Gross Value Added (GVA) in £millions per annum in 2050	615	400	100	10	100	1,205	850	245	35	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	8,100	6,250	1,340	50	700	7,100	3,100	3,300	500	200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	4,550	2,350	800	<50	1,350	5,600	3,750	1,300	<50	450
Change in Carbon Emissions in 2050 (Nearest 5,000 ~~Kilo-~~ Tonnes CO_2e)	-10,000	-10,000	-15,000	-10,000	20,000	-60,000	-5,000	-55,000	-30,000	25,000
Change in average weekday return trips	4,150	30,000	5,000	-	-	50,000	35,000	10,000	-	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 ~~kilo-~~tonnes CO_2e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically

Packages of Interventions*	Kent, Medway, and East Sussex (KMES)	S. KMES Rail	U. KMES High Speed Rail East	U. KMES High Speed Rail North	V. KMES Mass Transit	W. KMES Active Travel	Y. Lower Thames Crossing	X. KMES Highways
Implementation Timeframe		Short – medium	Short – Medium	Medium - Long	Short- Medium	Short	Medium – Long	Medium – Long
Decarbonisation and Environment		✓	✓	✓	✓	✓	-	-
Adapting to a New Normal		✓	✓	✓	✓	✓	✓	✓
Levelling Up Left Behind Communities		✓	✓	✓	✓	✓	✓	✓
Regeneration and Growth		✓	✓	✓	✓	✓	✓	✓
World Class Urban Transit Systems		✓	-	-	✓	✓	-	-
East – west connectivity		✓	✓	✓	-	✓	-	-
Resilient radial corridors		✓	✓	✓	✓	✓	✓	✓
Global gateways and freight		✓	✓	✓	✓	-	✓	✓
Capital Construction Cost in £millions*	19,400	3,700	1,000	7,300***	700	100	2,800***	3,800
Gross Value Added (GVA) in £millions per annum in 2050	745	140	125	225	45	15	105	90
Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	28,400	6,150	5,800	11,700	1,550	450	1,600	1,200
Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	8,400	1,500	1,400	2,450	400	250	1,400	950
Change in Carbon Emissions in 2050 (Nearest 5,000 ~~Kilo-~~ Tonnes CO_2e)	30,000	-15,000	-15,000	-15,000	-25,000	-10,000	45,000	65,000
Change in average weekday return trips	155,000	20,000	15,000	35,000	-	-	75,000	5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 kilo-tonnes CO_2e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in Appendix A

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital to Kent geographically

Figure 1: South East packages of interventions

[Map of TfSE region using coloured lines to indicate types of rail, highway, mass transit and active travel interventions. Shaded areas indicate protected areas such as South Downs National Park as well as active travel and mass transit corridors]

Introduction

Transport for the South East

Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England.

TfSE works across boundaries, thinks long term, and advocates for bold action in the interest of its communities.

We were established in 2017 to determine what transport infrastructure is needed to boost the region's economy.

Our role is to add strategic value to local and national decision making and project delivery by making sure funding and strategy decisions about transport in the South East are informed by local knowledge and priorities.

As a partnership, we also ensure there is close alignment – a 'golden thread' – between local and national government in both the development of relevant policy and delivery of projects. For example, between local transport plans and national rail investment strategies.

Transport Strategy Vision

In our 2020 Transport Strategy we outline our vision for the South East as:

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

The vision is underpinned by **three strategic goals**:

- **Economic**: Improve productivity and attract investment to grow our economy and better compete in the global marketplace;
- **Social**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
- **Environmental**: Protect and enhance the South East's unique natural and historic environment.

The Strategic Investment Plan

We are delighted to introduce our **Strategic Investment Plan (SIP) for South East England**, which provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

This plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- as set out in the legislation to establish sub-national transport bodies, this document is intended to provide advice to the Secretary of State for Transport;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

This plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives.

The SIP also does **not**:

- detail or prioritise a list of specific scheme options;
- duplicate or detract from the established roles of our Local Transport Authorities and other partners;
- focus on local transport schemes without wider strategic impact; nor
- ask Treasury to fund the entire infrastructure requirement for the South East.

How the plan was developed

This plan represents the culmination of five years of technical work, stakeholder engagement, and institutional development.

It is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to:

- understand the current and future challenges and opportunities in the South East;
- identify stakeholder priorities for their respective areas of interest;
- evaluate the impacts of a wide range of plausible scenarios on the South East's economy, society, and environment;
- develop multi-modal, cross-boundary interventions;
- assess the impact of proposed interventions on transport and socio-economic outcomes; and

- prioritise the interventions that best address the South East's most pressing challenges and unlock the South East's most promising opportunities.

A list of the documents that constitute the robust **Evidence Base** that has informed the development of this plan is provided in **Appendix B**

Local and national policy context

This plan is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes, including but not limited to:

National - Transport

- Decarbonising transport: a better, greener Britain (2021)
- Great British Railways: The Williams-Shapps plan for rail (2021)
- Bus Back Better: national bus strategy for England (2021)
- Gear Change: Cycling and walking plan for England (2020)
- Transport Investment Strategy (2017)
- Government Road Investment Strategies and the Rail Network Enhancements Pipelines

National – Wider Policy

- Levelling Up the United Kingdom White Paper (2022)
- Net Zero Strategy: Build Back Greener (2021)
- National planning Policy Framework (2021)
- Clean Air Strategy (2019)
- A Green Future (2018)
- planning frameworks for Nationally Significant infrastructure Projects

Regional

- **TfSE Transport Strategy** (2020)
- Local Enterprise Partnership priorities for their areas
- National Park Authority planning policies

Local

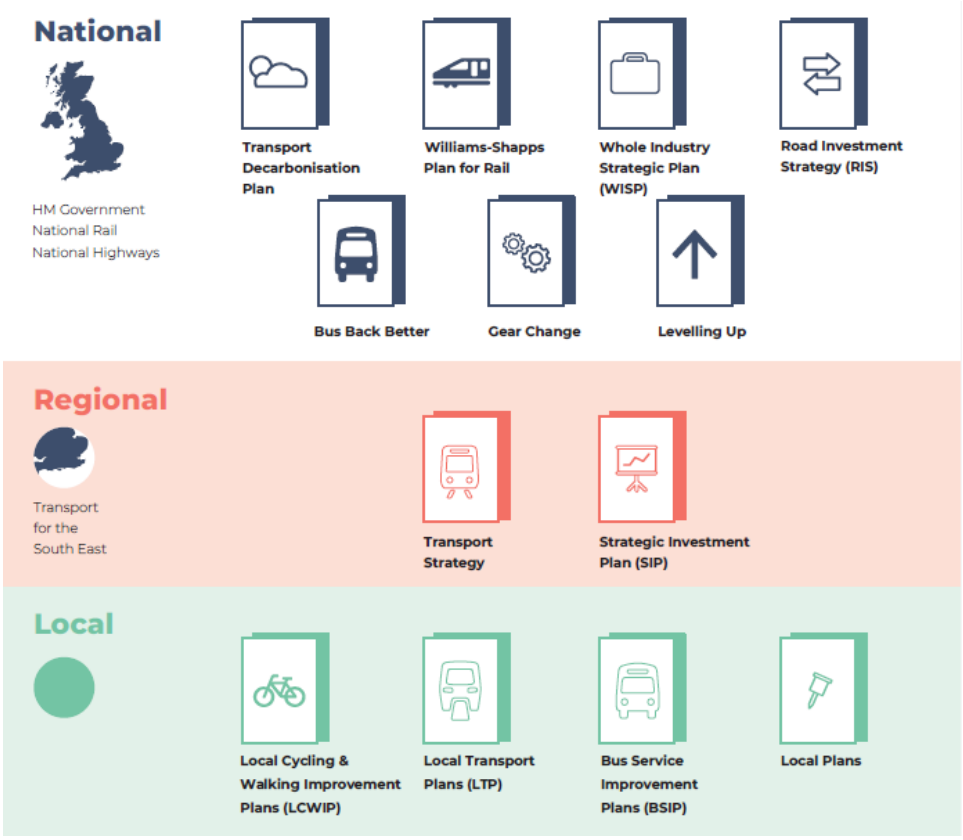
- Local Transport P~~p~~lans
- Bus Service Improvement ~~p~~Plans
- Local Cycling & Walking Infrastructure ~~p~~Plans
- Local ~~p~~Plans

This SIP sits at the regional planning level, bridging the gap between national and local government.

An illustration of the position of this document within the wider policy landscape is provided in **Figure 2**.

This approach includes increasingly close alignment between the TfSE Transport Strategy and this plan with local transport plans to ensure individual community needs are well understood and that projects at every scale complement each other, avoiding waste and duplication of effort wherever possible.

Figure 2: Wider policy context



[A ~~T~~three row graphic image divided between National, Regional and Local levels. National includes reference to HM Government, National Rail and National Highways and notes the policies of the Transport Decarbonisation Plan, Williams-Shapps Plan for Rail, Whole Industry Strategic Plan (WISP), Road Investment Strategy (RIS), Bus Back Better, Gear Change, and Levelling Up. Regional includes reference to Transport for the south East and notes the policies of the Transport Strategy and Strategic Investment Plan (SIP). Local notes the policies of Local Cycling & Walking Improvement Plans (LCWIP), Local Transport Plans (LTP), Bus Service Improvement Plans (BSIP) and Local Plans.]

Investment priorities

The packages detailed in this plan address **eight investment priorities** aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context with which both are aligned.

Decarbonisation and environment

Accelerate decarbonisation of the South East ~~while addressing housing shortages~~, enabling the UK to achieve net zero by 2050 at the latest, and delivering a transport network with greater use of public ~~,~~transport, powered by decarbonised energy ~~sources,~~ sources, and active travel ~~to~~, as well as behaviour change measures and reduction in the need to travel to better ~~able to~~ protect and enhance our natural, built, and historic environments. The TfSE Decarbonisation Plan provides more detail around the policies measures that will be pursued to achieve carbon neutrality by 2050.

Commented [EB1]: Not sure?

Commented [RF2R1]: Agree with Emily - not sure this is the best place for this

Commented [EC3R1]: Agree, addressing housing shortages has been moved into the regen and growth investment priority which makes more sense

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 as we learn to live with Covid and changing trading relationships between the UK and the EU, and steadying our networks after a period of flux.

Levelling up left behind communities

Deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves public health and individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities. ~~Deliver a more affordable and accessible transport network for the South East that addresses deprivation, promotes social inclusion, improves public health and individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities.~~

Regeneration and growth

Attract investment to grow our economy, better compete in the global marketplace, ~~and~~ unlock regeneration and growth opportunities and address housing shortages 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 of all ages and levels of ability, businesses, and visitors to travel easily, ~~safely~~safely, and sustainably within and between built up areas. The TfSE Rail, Strategic Active Travel and Micro-mobility and the Bus, Shared Mobility and Mass Transit plans provide more detail as to the rationale and priority areas for intervention across these modes, including how TfSE supports the delivery of Bus Service Improvement Plans and Enhanced Partnerships.

Transforming east – west connectivity

Enhance our east – west corridors (also included amongst these corridors are London Orbital corridors which may be north-south corridors to the east and west of London) 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 a transport network that is smarter at managing transport demand, and more resilient to accidents as well as climate related incidents, such as disruption to energy supplies, extreme weather, and the impacts of a changing climate, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world. ~~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, to strengthen the South East's key role supporting the capital and connecting the UK to the rest of the world~~.

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, including making the most of innovations in sustainable first and last mile delivery.~~.~~

Benefits of investing in the South East

In combination with other strategies and activities, ~~i~~Improving the region~~'~~'s transport networks through the investment opportunities set out in this plan will help enable the UK to:

- Reach net-zero by 2050 at the latest and support the development of low-carbon industries;
- Level up left behind communities – particularly in urban and coastal areas;
- Deliver affordable housing for the South East's current and future residents;
- Build thriving new communities inclusive of people of all ages and levels of ability and regenerate town and city centres and key sites;
- Boost the productivity of the area through delivering more reliable, resilient, better connected transport networks;
- Encourage behaviour change to more sustainable modes and patterns of activity and travel; and
- Increase the volume and value of trade with the rest of the world.

Comparing the high-level benefits and costs of the packages of interventions shows how they will help us achieve our strategic vision and objectives for the South East and support wider government policy.

The Size of the Prize

TfSE's Economic Connectivity Review identified opportunities to significantly grow the economy in the South East. With the right investment and policies, this study found there is potential to more than double the South East's GVA to £500 billion a year by 2050.

Our own modelling suggests the transport interventions included in this plan alone will ~~generate~~ enable 21,000 new jobs; an additional £4.5 billion growth in GVA a year by 2050; 1.4 mega tonnes less CO_2e; and additional 550,000 rail trips a day and 1.6 million bus, mass transit and ferry trips a day, and take over four million car trips a day off the roads of the South East.

This growth will not come from transport alone, but transport will be an important part of the jigsaw and an enabler of growth in other sectors.

Realising this opportunity will require an integrated approach to investment and delivery. It will require working across institutional, sectoral, and spatial boundaries.

There are several drivers of growth that transport investment supports:

- **Connecting businesses** with faster and more reliable travel times. This plan enables the South East's towns and cities to boost their productivity by better integrating and sharing their economic assets, wider sharing of resources and knowledge, and will provide businesses with easier access to a large, diverse, highly educated work force.
- **Expanding the workforce** by easier matching of jobs to people. This plan will enable firms to access and recruit a larger labour supply, and provide wider employment opportunities for workers and those seeking to work.
- **Enabling development** through unlocking sites and locations that were previously poorly connected. This plan will provide the sustainable transport capacity and connectivity for net zero growth and development.

- **Accessing global gateways** to increase domestic and international trade by reducing trading costs. This plan facilitates trade in the South East and – at a much larger scale – between the UK and Mainland Europe. This will enable the UK to prosper as it adapts to a new trading relationship with the European Union and recovers from the global Covid pandemic.
- **Directing investment to level-up left behind communities.** This plan makes the South East an even more attractive place to invest. It will bring areas up that are left behind relative to some other areas of the UK due to structural disadvantages (~~i.e.~~ i.e., poor connectivity to the rest of the UK) or places that are held back by transport network constraints (~~e.g.~~ e.g., where development opportunities are stalled due to traffic constraints or local access to key services aren't there by public transport).

Investing in the South East will yield material economic, social, and environmental returns for our residents, businesses, and visitors, improved public health outcomes and supporting the UK economy and enabling Government to achieve its wider carbon, trade, and levelling-up objectives.

This plan does not just focus on new-build infrastructure. Packages include measures that make better use of existing assets and corridors, and support more efficient business and operating models. For example, there are proposals to enhance cross-regional rail and freight services using the existing rail network without having any detrimental impact on passenger services by~~, potentially by~~ utilising capacity released from a decline in five-day commuting.

There will be opportunities for revenue generation and the private sector to invest. While support from government will be sought for some packages, this plan utilises all sources of funding to realise TfSE's ambitions for the South East. This includes opportunities to use transport to generate more revenue as well as alternative funding streams to those that currently rely on duties on fossil fuels.

Doing nothing is not an option

We believe a range of multi- modal and wider policy interventions are needed to realise our vision.

Using Department for Transport data to model future transport and socioeconomic outcomes for the South East shows that if the South East continues on a "Business ~~As~~as Usual" trajectory, by 2050:

- the number of car trips will grow 23%;
- the number of rail trips will (only) grow 31%;
- the number of bus trips will (only) grow 26%;
- the number of active travel trips will decline 10%;
- carbon emissions will (only) decline by 35%; and
- structural inequalities and areas of deprivation will persist and restrict economic growth.

Furthermore, if we do not act then many of the investment priorities will not be addressed, and associated opportunities will not be realised. More specifically, there is a material risk that:

- the South East will not decarbonise its transport system fast enough;
- the South East's transport systems will not adapt to a post-pandemic, post-Brexit environment;
- housing growth will stall and house prices will remain unaffordable for~~to~~ too many of the South East's residents (and potential residents); ~~and~~

- the South East's left behind and more deprived communities will be unable to "catch up"; and
- improved public health outcomes will not be achieved, with disproportionate negative impact on the most vulnerable.

Packages of interventions

TfSE has worked with partners, stakeholders and technical advisors to develop 24 coherent packages of complementary, multi-modal interventions that aim to deliver on our vision and objectives for the South East.

These packages have been developed through workshops, discussions, and careful analysis of results of the assessment of the long list of interventions described earlier. In essence, these provide a 'golden thread' between top-down, vision-led goals and a bottom-up assessment of individual interventions.

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. This includes addressing local issues while also strengthening the South East's key role in supporting the capital and connecting the UK to the rest of the world.

A full list of proposed interventions within each package can be found in **Appendix A**

Packages are multi-modal – presenting a transformational opportunity to enhance travel for people of all ages and levels of ability, including the significant increase in people aged over 65.

Whilst most Interventions focus on sustainable modes in rural and urban areas, targeted interventions to deliver a high-quality east – west connections and more resilient radial highways corridors have been identified. All highways interventions are multi-modal as well accommodating zero emission vehicles. The Highways Thematic Plan provides further information on the context in which highways intervention is justified.

The packages broadly split into two groups:

- **1 global package of interventions** consisting of national regulatory and policy activity and local action. ~~(four of which have bene quantitatively assessed).~~
- **24 place-based packages of interventions** presented at a sub-regional level, with many being multi-modal or mode-agnostic.

Investing in these effective, deliverable, and good value for money transport interventions in the South East will have a material and positive impact across the UK.

Highways packages are, in themselves, multi-modal. Where identified they support:

- safer ~~highways~~roads, notably in urban areas;
- improved access to international gateways, for passengers and freight, and supporting domestic, road reliant sectors, allowing for more efficient trade;
- de-conflicting of private and mass transit vehicle flows between local and longer-distance routes, with the greatest benefit when freed up road space is reallocated and supported by public transport and active travel improvements (including those being delivered by councils at a local level);
- improved environments, public transport and active travel facilities for existing residents;
- unlocking of housing/regeneration/growth area; and
- placemaking (~~e.g.~~e.g., investing in public spaces) making them more inclusive of people of all ages and levels of ability.

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 highways packages do result in small increases based on the existing vehicle fleet. While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.

Further mitigation will be needed as these packages and interventions are developed. They will also be complimented by a number of global package 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.

1. Global package interventions

The Global Policy interventions are designed to address the challenges and opportunities that affect the whole of the South East and the wider UK. These include existential challenges such as global warming and opportunities such as new mobility technologies providing an increasing variety of ways to travel and access transport opportunities beyond traditional hire or ownership.

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

1.1. Decarbonisation: We aspire to deliver a faster trajectory towards net-zero than current trends, including rapid adoption of zero emission technologies, to avoid the worst effects of human-induced climate change. This includes working with partners at all scales of government and the private sector through the regional transport decarbonisation forum to decarbonising energy production to infrastructure for electric vehicles and green hydrogen refuelling.

1.2. Public Transport Fares: We wish to reverse the increase in real terms ~~increase of~~in the cost of public transport compared to motoring and increase ticket integration to reduce barriers to use.

1.3. New Mobility: We see great potential for new mobility technologies (~~e.g.~~e.g., electric bikes and scooters) and access opportunities (e.g., subscription models, car clubs and Mobility as a Service (MaaS)) to ~~boost active travel~~ support decarbonisation of travel in the South East.

1.4. 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. Local authorities also have the opportunity to investigate ~~a~~ workplace parking levies and Low Emission Zones~~y~~ in their areas where appropriate.

1.5. Virtual Access: The past two decades, amplified by the global Covid pandemic have shown how virtual working can help reduce demand for transport services.

1.6. Integration: We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing, and accessibility, supporting seamless journeys and improved first and last mile connectivity.

Commented [EB4]: Could you say something here on 'first and last mile journeys'

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In particular, these interventions deliver **very significant reductions in carbon emissions**. This is achieved through reducing overall demand (virtual working), managing demand (road pricing), and making lower-carbon transport options more attractive (new mobility options and public transport fares that are more integrated and seen as better value for money).

We believe most of these policies can be carefully designed to ensure there is – eventually, at least – no net change in cost to government based on:

- Assumption that new mobility technologies and ways to access them will be delivered primarily through private investment, supported by the active travel packages described in this plan as well as those walking and cycling schemes being delivered by councils at a local level.

- Virtual living is funded almost entirely through businesses providing appropriate technology to their employees and individuals ordering more goods online.
- Future road pricing policy will be designed to leave the transport systems user (as a whole) no worse off (~~e.g.~~e.g., road charges used to reduce public transport fares).
- Expectation that public transport will become more cost efficient (on a passenger kilometre basis) with increased patronage achieved through existing planned investment and the interventions detailed in this plan.
- Assumption that the interventions will be applied across the UK, ensuring a level playing field to avoid possible detrimental impacts on our residents and businesses (~~e.g.~~e.g., if Road User Charging were only applied in the South East).

2. Solent and Sussex Coast

The Solent and Sussex Coast area includes the two largest conurbations in the South East – South Hampshire (Southampton, Portsmouth, and surrounding built up areas) and what TfSE terms the "Sussex Coast Conurbation" (Littlehampton – Worthing – Brighton). It spans from the New Forest in the west to Hastings in the east. It also includes the Isle of Wight.

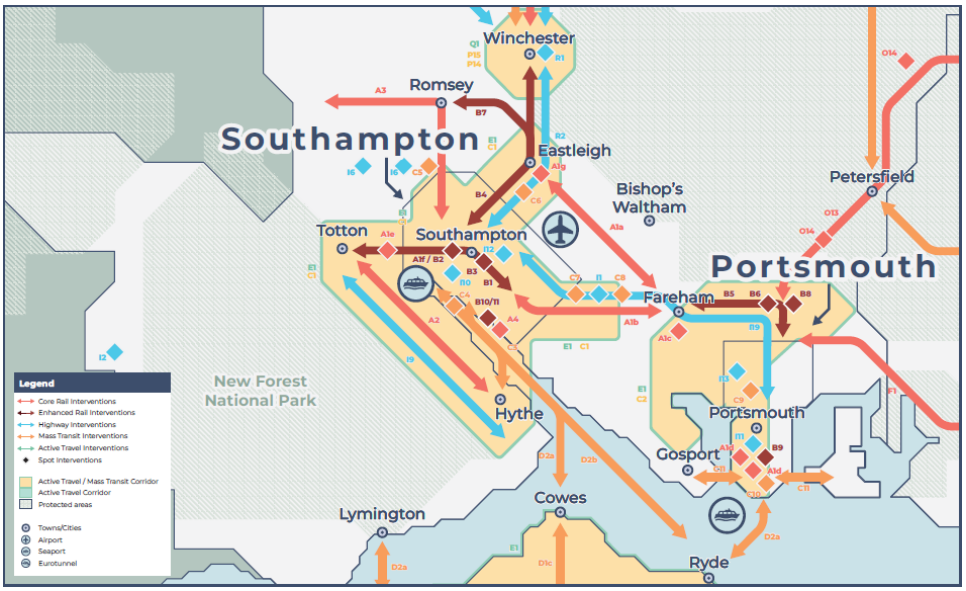
TfSE has developed nine packages of interventions for this area with a total expected capital investment of £11.8 billion and £1.3 billion in additional economic value each year by 2050.

The Solent rail packages significantly boost the number of rail trips in the Solent and Sussex Coast area (by 12% altogether) and deliver a significant uplift in GVA (£600m a year by 2050).

Packages of intervention are displayed in **Figure 3** for South Hampshire, **Figure 4** for Isle of Wight, and **Figure 5** for the Sussex Coast.

Figure 3: South Hampshire packages of interventions

[Map of South Hampshire region including Portsmouth and Southampton using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Core Rail Package

- **A1** Solent Connectivity Strategic Study
- **A2**~~1a~~ Botley Line Double Tracking
- **A3**~~1b~~ Netley Line Signalling and Rail Service Enhancements
- **A4**~~1c~~ Fareham Loop / Platform

- **A5~~1d~~** Portsmouth Station Platforms
- **A6~~1e~~** South West Main Line - Totton Level Crossing Removal
- **A7~~1f~~** Southampton Central Station Upgrade and Timetabling
- **A8~~1g~~** Eastleigh Station Platform and Approach Flyover Enhancement
- **A9~~2~~** Waterside Branch Line Reopening
- **A10~~3~~** West of England Service Enhancements
- **A11 ~~4~~** Additional Rail Freight Paths to Southampton

Enhanced Rail Package

- **B1** Southampton Central Station - Woolston Crossing
- **B2** New Southampton Central Station
- **B3** New City Centre Station
- **B4** South West Main Line - Mount Pleasant Level Crossing Removal
- **B5** West Coastway Line - Fareham to Cosham Capacity Enhancements
- **B6** West Coastway Line - Cosham Station Relocation
- **B7** Eastleigh to Romsey Line - Electrification
- **B8** Havant Rail Freight Hub
- **B9** Fratton Rail Freight Hub
- **B10** Southampton Container Port Rail Freight Access and Loading Upgrades
- **B11** Southampton Automotive Port Rail Freight Access and Loading Upgrades

Mass Transit

- **C1** Southampton Mass Transit
- **C2** South East Hampshire Rapid Transit
- **C3** New Southampton to Fawley Waterside Ferry Service
- **C4** Southampton Cruise Terminal Access for Mass Transit
- **C5** M271 Junction 1 Strategic Mobility Hub
- **C6** M27 Junction 5 / Southampton Airport Strategic Mobility Hub
- **C7** M27 Junction 7/8 Strategic Mobility Hub
- **C8** M27 Junction 9 Strategic Mobility Hub
- **C9** M275 Junction 1 Strategic Mobility Hub
- **C10** Clarence Pier Bus-Hovercraft Interchange
- **C11** Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries

Active Travel

- **E1** Solent Active Travel (including LCWIPs)

Highways

- **I1** M27 Junction 8 (RIS2)
- **I2** A31 Ringwood (RIS2)
- **I6** Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)
- **I9** A326 Capacity Enhancements (LLM)
- **I10** West Quay Realignment (LLM)
- **I11** Portsmouth City Centre Road (LLM)
- **I12** Northam Rail Bridge Replacement and Enhancement (MRN)
- **I13** New Horsea Bridge and Tipner Bridge
- **I19** M27/M271/M275 Smart Motorway(s)

2.1. South Hampshire Rail (Core)

Network Rail, Solent Transport, and the Solent Authorities have developed a comprehensive package of interventions that will deliver improvements to urban and inter-urban rail journeys that form part of the Solent Connectivity Strategic Study, formerly Continuous Modular Strategic Plan (CMSP), including:

- Increasing capacity on the Botley line to twin tracks.
- Adding platform capacity at Portsmouth Harbour.
- ~~Improving signalling on the Netley Line.~~
- ~~~~
- ~~Timetable changes to maximise capacity at Southampton central; and possible additional platform capability~~ ~~Timetable changes to maximise capacity at Southampton Central.~~
- Sidings at Totton and a solution to a level crossing constraint in this area.

This package is complemented with an intervention to enable passenger rail services to be introduced to the Fawley Branch Line and serve a large, planned development in this area, with other key benefits including:

- Capacity enhancements across the whole Solent conurbation.
- Improvements in service frequencies.
- Better interchange and service quality at Southampton Central Station.
- More communities will have access to the national rail network.

Key benefits include, by 2050:

- 35,000 additional rail trips a day

- 1,000 additional residents and 1,500 new jobs created

2.2. South Hampshire Rail (Enhanced)

Solent Transport and Local Transport Authorities have previously stated an ambition to deliver a level of service on urban metro routes comparable to suburban London of a "turn-up-and-go" service provided by at least four trains per hour.

There are also aspirations to increase capacity for freight movements and provide better connectivity between South Hampshire, the West of England, the Midlands, and beyond. This requires more capacity than the current network can provide. The key bottleneck preventing this from being realised is the tunnel between Southampton Central and St Denys.

To realise these ambitions, a longer- term package of interventions is needed to unlock significant capacity and, potentially, shorter journey times between Southampton and Portsmouth City Centres. This could include developing an entirely new rail link (most likely underground) between Southampton Central and the Netley Line.

The key benefits of this package are:

- Transformational capacity and connectivity benefits – especially on east-west rail journeys (30 to 35 minute Southampton – Portsmouth journeys every 15 minutes).
- Supports regeneration of Southampton City Centre and other growth areas.
- Boosts to GVA in a relatively deprived part of the South East.
- Enables a large reduction in carbon emissions.

Key benefits include, by 2050:

- Over 2,000 further jobs created
- 1,000 more new residents

2.3. South Hampshire Mass Transit

TfSE and key partners in the South Hampshire area believe the South Hampshire conurbation is large enough and dense enough to support world-class mass transit systems.

Portsmouth City Council is developing and delivering a comprehensive high quality bus rapid transit that will serve the Portsmouth City Region. ~~Southampton City Council also aspire to develop a Mass Transit System for its city region – which could take the form of a tram, ferries, and/ or bus rapid transit.~~

Southampton City Council also aspires to develop a Mass Transit System for their city region – which could take the form of a tram, ferries, and/or Bus Rapid Transit. Mass Transit proposals would span beyond the City boundaries into neighbouring parts of Hampshire.

This package also includes interventions to develop strategic mobility hubs to improve access while helping to reduce vehicle traffic in urban areas, and improve access for peninsulas/islands, in particular, through improving and expanding bus and ferry services.

Key benefits include, by 2050:

- Over 100,000 more mass transit trips each weekday
- With 65,000 fewer car trips each weekday

2.4. South Hampshire Active Travel

All three Local Transport Authorities in the South Hampshire area have ambitious plans to ~~improve~~reduce congestion and public health outcomes by increasing rates of cycling and walking in their areas.

This ambition is supported by this study as improving the quality and attractiveness of active travel infrastructure, particularly in urban areas and where it improves links with public transport options, is a highly cost-effective way to give people greater choice and reduce the demand for private vehicle trips on local roads and the strategic highways network. Reducing unnecessary trips in this way helps make best use of existing roads and reduce or even remove the need for some more expensive highways capacity improvements.

Several highways interventions – including the Southampton West Quay scheme – unlock opportunities for pedestrians and cyclists by freeing up more public space in town and city centres. The key benefits of this package are:

- Material improvements to the urban realm of the Solent Built Up Area, unlocking active travel and regeneration opportunities.
- Better air quality in urban areas.
- Significant mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.

These interventions significantly boost active travel demand by over 80,000 trips a day and reduce car travel by a similar margin, by 2050. This package also leads to a significant reduction in carbon emissions.

Almost 40,000 tonnes less CO_2e equivalent emitted a year in by 2050.

2.5. Isle of Wight Connections

Based on stakeholder feedback and available opportunities, TfSE has developed a combined package to improve connectivity between the Isle of Wight and the Mainland and boost connectivity within the Isle of Wight itself.

The first area focuses on improving the quality, connectivity and frequency of ferry crossings through increasing frequency, extending hours of operation, opening new routes and subsidising ferry fares.

Given the island's size and population density there is a large market for public transport, and the absence of a fixed link to the mainland suppresses the availability of cars to many visitors.

This package includes a proposal to ~~reinstate a railway~~provide mass transit between Newport and Sandown as well as the seamless integration between ferry and public transport on the mainland and the Isle of Wight to support sustainable onward connectivity as well as encouraging increased tourism in the area.~~.~~

Key benefits include, by 2050:

- An additional £165 million GVA annually
- 70,000 fewer car trips on the island each weekday

Figure 4: Isle of Wight packages of interventions

[Map of Isle of Wight and connections with mainland using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]

Note: List of interventions refers to the Isle of Wight area only (Packages D — ~~E.~~E).

Connectivity Package

- **D1** New Isle of Wight Mass Transit System and Active Travel Enhancements

- **D1a** Bus Mass Transit - Newport to Yarmouth
- **D1b** Bus Mass Transit - Newport to Ryde
- **D1c** Bus Mass Transit - Newport to Cowes
- **D1d** Isle of Wight Railway Service Enhancements
- **D1e** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor~~Isle of Wight Railway Extensions - Shanklin to Ventnor~~
- **D1f** Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport~~Isle of Wight Railway Extensions - Shanklin to Newport (or Mass Transit alternative)~~
- **D2** Isle of Wight Ferry Service Enhancements
- **D2a** Operating Hours and Frequency Enhancements
- **D2b** New Summer Route - Ryde to Southampton

Active Travel

- **E1** Solent Active Travel (including LCWIPs)

Figure 5: Sussex Coast packages of interventions

[Map of Sussex Coast showing area between Chichester and Hastings including Brighton & Hove using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]

Note: List of interventions refers to the Sussex Coast area only (Packages E — I).

Rail Package

- **F1** West Coastway Strategic Study
- **F2** West Worthing Level Crossing Removal

Active Travel

- **E1** Solent Active Travel (including LCWIPs)

- **H1** Sussex Coast Active Travel Enhancements (including LCWIPs)

Mass Transit

- **G1** Shoreham Strategic Mobility Hub
- **G2** A27/A23 Patcham Interchange Strategic Mobility Hub
- **G3** Falmer Strategic Mobility Hub
- **G4** Eastbourne/Polegate Strategic Mobility Hub
- **G5** Sussex Coast Mass Rapid Transit
- **G6** Eastbourne/Wealden Mass Rapid Transit
- **G7** Hastings/Bexhill Mass Rapid Transit
- **G8** A27 Falmer – Polegate Bus Stop and Layby Improvements

Highways

- **I1** M27 Junction 8 (RIS2)
- **I2** A31 Ringwood (RIS2)
- **I3** A27 Arundel Bypass (RIS2)
- **I4** A27 Worthing and Lancing Improvement (RIS2)
- **I5** A27 East of Lewes Package (RIS2)
- **I6** Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)
- **I7** A27 Lewes - Polegate (RIS3 Pipeline)
- **I8** A27 Chichester Improvements (RIS3 Pipeline)
- **I9** A326 Capacity Enhancements (LLM)
- **I10** West Quay Realignment (LLM)
- **I11** Portsmouth City Centre Road (LLM)
- **I12** Northam Rail Bridge Replacement and Enhancement (MRN)
- **I13** New Horsea Bridge and Tipner Bridge
- **I14** A259 Bognor Regis to Littlehampton Enhancement (MRN)
- **I15** A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)
- **I16** A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)
- **I17** A259 (King's Road) Seafront Highways Structures Renewal Programme (MRN)
- **I18** A29 Realignment including combined Cycleway and Footway
- **I19** M27/M271/M275 Smart Motorway(s)
- **I20** A27 Tangmere Junction Enhancements
- **I21** A27 Fontwell Junction Enhancements

- **I22** A27 Worthing (Long Term Solution)
- **I23** A27 Hangleton Junction Enhancements
- **I24** A27 Devils Dyke Junction Enhancements
- **I25** A27 Falmer Junction Enhancements
- **I26** A27 Hollingbury Junction Enhancements

2.6. Sussex Coast Rail

Network Rail has worked with Local Transport Authorities to develop a package of improvements in the West Coastway Strategic Study, formerly Connectivity Modular Strategic Study Plan (CMSP) that deliver faster journeys and more capacity between Brighton and Hove and Southampton. This will support faster inter-urban and long-distance journeys between the South East's two largest conurbations.

The key benefits of this package are:

- Faster journeys between Brighton, Chichester, Portsmouth and Southampton.
- Potentially more frequent longer distance services between Brighton, Chichester, Portsmouth, and Southampton.
- Additional capacity between Worthing and Brighton for shorter journeys.

This package makes a significant contribution to strengthening east – west connectivity between the two largest conurbations in the South East as well as encouraging increased tourism in the area.

Key benefits include, by 2050:

- £80 million GVA annually
- 10,000 additional rail trips each weekday

2.7. Sussex Coast Mass Transit

Brighton and Hove City Council is developing plans for a high-quality public transport system along the Brighton seafront. The details are to be finalised, but the topology of the city lends itself strongly to bus rapid transit (~~e.g.~~e.g., more frequent "turn up and go" and faster services on dedicated bus lanes and other priority infrastructure).

TfSE and its partners have carefully considered whether this system could also serve East and West Sussex. At this stage, extending to East Sussex appears to be more feasible than West Sussex.

Additionally, East Sussex is developing proposals for improved public transport services in Eastbourne and Hastings. All these systems could be supported by general improvements to other local bus services buses and Strategic Mobility Hubs, notably at Falmer and Polegate (options for other hubs are more challenging but should be explored). These hubs will improve access while helping to reduce vehicle traffic in urban areas.

It delivers a "world class" mass transit system with significant mode shift from car to bus services and provides an attractive and sustainable option for east – west local journeys along the South East coast. It also reduces carbon and boosts GVA by over £100m each year by 2050.

Key benefits include over 100,000 more mass transit trips each weekday, with 65,000 fewer car trips by 2050.

2.8. Sussex Coast Active Travel

All three Local Transport Authorities on the Sussex Coast have ambitious plans to reduce congestion and public health outcomes by increasing rates of ~~improve~~ cycling and walking in their areas. T~~, and t~~his package aims to help these authorities realise this ambition.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Several smaller scale highways interventions are also included to support housing growth along the Sussex Coast. Most of these interventions also include public transport and active travel elements.

The key benefits of this package are:

- Material improvements to the urban realm of the Sussex Coast built up area, unlocking active travel and regeneration opportunities as well as encouraging increased tourism in the area.
- Improvements in air quality in urban areas.
- Significant potential mode shift from car to active travel, with associated health and wellbeing and road space efficiency benefits.

Key benefits include:

- 5,000 tonnes less CO_2e emitted a year by 2050
- Over 40,000 fewer car trips each weekday by 2050
- Significant public health benefits

2.9. Solent and Sussex Coast Highways

Targeted, integrated interventions to deliver high-quality east – west connections for freight, private and mass transit vehicles (notably, buses) that de-conflict local and longer-distance traffic, with the greatest benefit when supporting and supported by public transport improvements.

Interventions that deliver safer highways, notably in urban areas, and support access to international gateways, housing/ regeneration/growth areas, and placemaking (~~e.g.~~e.g., unlocking public spaces) are featured.

This package has been refined to minimise carbon emissions and the impact of these interventions on the wider environment. The interventions aim to deliver modest improvements to the Strategic Road Network that focus on segregating strategic and regional traffic rather than materially lifting capacity along the whole corridor.

Further mitigation will be needed as these schemes are developed. They will also be complimented by the Global Policy interventions discussed above, which will accelerate the decarbonisation of road vehicles and mitigate the adverse impacts of this package.

A better designed highways network will deliver improved air quality in urban areas and reduce impact of road traffic on the South Downs National Park.

3. London to Sussex Coast

The London to Sussex Coast area covers the key corridors between London and the Sussex Coast conurbation (from Chichester to Eastbourne). It focusses on interventions in East Surrey, West Sussex and East Sussex (excluding the Hastings area).

TfSE has developed five packages of interventions for this area with a total expected capital investment of £3.6 billion and £0.6 billion in additional economic value each year by 2050.

Figure 6 displays the packages of interventions for the London to Sussex Coast area.

Figure 6: London to Sussex coast packages of interventions

[Map of area between London and Sussex Coast including Brighton & Hove using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]

Note: List of interventions refers to London to Sussex Coast area only (Packages J — N).

Rail Packages

- **J1** Croydon Area Remodelling Scheme
- **J2** Brighton Main Line - 100mph Operation
- **J3** Brighton Station Additional Platform
- **J4** Reigate Station Upgrade
- **J5** Arun Valley Line - Faster Services
- **J6** East Coastway Line - Faster Services
- **J7** Brighton Main Line - Reinstate Cross Country Services
- **J8** New Station to the North East of Horsham
- **J9** Newhaven Port Capacity and Rail Freight Interchange Upgrades
- **J10** Uckfield Branch Line - Hurst Green to Uckfield Electrification
- **J11** Redhill Aerodrome Chord
- **K1** Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements
- **K2** Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes
- **K3** Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells

Active Travel

- **M1** Burgess Hill/Haywards Heath Local ~~Cycleway~~Active travel infrastructure
- **M2** East Grinstead Local ~~Cycleway~~Active travel infrastructure
- **M3** Eastbourne/Hailsham Local ~~Cycleway~~Active travel infrastructure
- **M4** Gatwick/Crawley Local ~~Cycleway~~Active travel infrastructure
- **M5** Horsham Local ~~Cycleway~~Active travel infrastructure
- **M6** Lewes/Newhaven Local ~~Cycleway~~Active travel infrastructure
- **M7** Reigate/Redhill Local ~~Cycleway~~Active travel infrastructure
- **M8** East Sussex Inter-urban ~~Cycleway~~Active travel infrastructure
- **M9** Surrey Inter-urban ~~Cycleway~~Active travel infrastructure
- **M10** West Sussex Inter-urban ~~Cycleway~~Active travel infrastructure
- **M11** New London - Brighton National Cycle Network Corridor
- **M12** New Crawley - Chichester National Cycle Network Corridor
- **M13** London - Paris New “Avenue Verte”

Mass Transit

- **L1** Fastway Extension: Crawley - Horsham

- **L2** Fastway Extension: Crawley - East Grinstead
- **L3** Fastway Extension: Haywards Heath - Burgess Hill
- **L4** Fastway Extension: Crawley - Redhill
- **L5** A22 Corridor Rural Bus Service Enhancements
- **L6** A23 Corridor Rural Bus Service Enhancements
- **L7** A24 Corridor Rural Bus Service Enhancements
- **L8** A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements
- **L9** A26 Corridor Newhaven Area Rural Bus Service Enhancements
- **L10** A272 Corridor Rural Bus Service Enhancements
- **L11** A264 Corridor Rural Bus Service Enhancements
- **L12** A29 Corridor Rural Bus Service Enhancements
- **L13** A283 Corridor Rural Bus Service Enhancements
- **L14** A281 Corridor Rural Bus Service Enhancements
- **L15** Three Bridges Strategic Mobility Hub

Highways

- **N1** A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)
- **N2** A24/A243 Knoll Roundabout and M25 J9A (MRN Pipeline)
- **N3a** A22 Corridor Package
- **N3b** A22 Corridor - Hailsham to Uckfield
- **N4** A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)
- **N5** M23 Junction 8a New Junction and Link Road - Redhill
- **N6** M23 Junction 9 Enhancements - Gatwick
- **N7** A23 Carriageway Improvements - Gatwick to Crawley
- **N8** A264 Horsham - Pease Pottage Carriageway Enhancements
- **N9** A264 Crawley - East Grinstead Dualling and ~~Cylceway~~Cycleway
- **N10** Crawley Western Link Road and ~~Cycleway~~Active T~~t~~ravel ~~i~~Infrastructure
- **N11** A24 Dorking Bypass
- **N12** A24 ~~Dorking - Capel New Roundabout~~ Horsham to Washington Junction Improvements
- **N13** A24 Corridor Improvements Horsham to ~~Capel~~ Dorking (LLM Pipeline)
- **N14** A23 Hickstead and Bolney Junction Enhancements
- **N15** A23/A27 Patcham Interchange Junction Enhancements
- **N16** A26 Lewes - Newhaven Realignment and Junction Enhancements

- **N17** A26 Lewes - Uckfield Enhancements
- **N18** A22 Uckfield Bypass Dualling
- **N19** A22 Smart Road Trial Proposition Study

3.1. London – Sussex Coast Rail

This package addresses key bottlenecks on the Brighton Main Line, enabling faster, more reliable services and increases in decarbonised capacity across rail operations in the region.

Additionally, there are aspirations to reinstate the railways between Uckfield – Lewes and, potentially, Tunbridge Wells West – Tunbridge Wells to increase resilience of rail connectivity between the South Coast and London whilst creating a new east – west passenger rail service.

These results should give investors confidence in the level of growth that could be realised through investing in the Brighton Main Line corridor.

This package could deliver a very significant 20% increase in rail patronage compared to "Business as Usual" forecasts

Key benefits include, by 2050:

- At least 20,000 fewer car trips each weekday
- More than 85,000 additional trips by rail each weekday

3.2. London – Sussex Coast Mass Transit

Infrastructure improvements and increased service frequency will bring transformational growth in bus journeys – almost 120,000 addition trips a day by 2050.

This package builds on the success of the Fastway bus rapid transit system in Crawley/Gatwick and will be supported by improvements to local buses and Strategic Mobility Hubs at Falmer and Three Bridges to improve access while helping to reduce vehicle traffic in urban areas.~~.~~

The overall mass transit network and service provision will be designed to provide an integrated network which facilitates seamless journeys across the area and beyond.

The interventions in this package will bring significant mode shift from car to bus through better interchange and journey experiences with improvements in the speed, frequency and connectivity of mass transit services.

Key benefits include, by 2050:

- 15,000 tonnes less CO_2e emitted a year
- 130,000 fewer car trips each weekday

3.3. London – Sussex Coast Active Travel

Active travel investment will be a significant contribution towards reducing carbon emissions along the London – Sussex Coast corridor.

All four Local Transport Authorities in the area have ambitious plans to improve cycling and walking in their areas. This package expands on current plans by delivering improvements to the National Cycle Network routes and continued roll-out of regional cycleways with consistent branding and wayfinding.

Improving the quality and attractiveness of active travel infrastructure will give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network, making better use of existing roads and reducing the need for some more expensive highways capacity improvements.

Active travel investment would boost cycling and walking by 3.5% and encourage further mode shift from car to active travel modes. It would also offset some of the abstraction from active travel generated by improvements in Public Transport

Improvements to the urban and rural public realm will improve air quality (particularly in urban areas) and quality of life while unlocking less car-dependent regeneration opportunities as well as encouraging increased tourism in the area.

Key benefits include:

- Significant public health benefits
- 70,000 fewer car trips each weekday by 2050
- Over 80,000 additional active travel trips expected by 2050

3.4. London – Sussex Coast Highways

This package includes interventions that support access to international gateways (M23 Junction 9), regeneration areas (Crawley Western Link Road) and placemaking (Uckfield and Godstone Bypasses unlocking public spaces). It also includes junction improvements and possible new roads to help relieve pressure on the existing network (for example, to increase the speed and reliability of bus services).

This package also looks to relieve pressure where road and rail interact at level crossings in particular and unlock opportunities to reallocate road-space to active travel and public transport.

By strengthening the resilience of transport networks, and by supporting housing and employment growth, this package unlocks significant economic benefits (up to £140m GVA per annum) but does yield an increase in carbon emissions – which may be mitigated through a combination of the Global Policy interventions discussed above and improved integration with rail and mass transit for all or part of journeys.

Key benefits include:

- A more reliable and resilient highways network – including a high-quality secondary route from the Sussex Coast to the M25.
- 1,300 additional jobs created by 2050
- An additional £140m of GVA a year by 2050

4. Wessex Thames

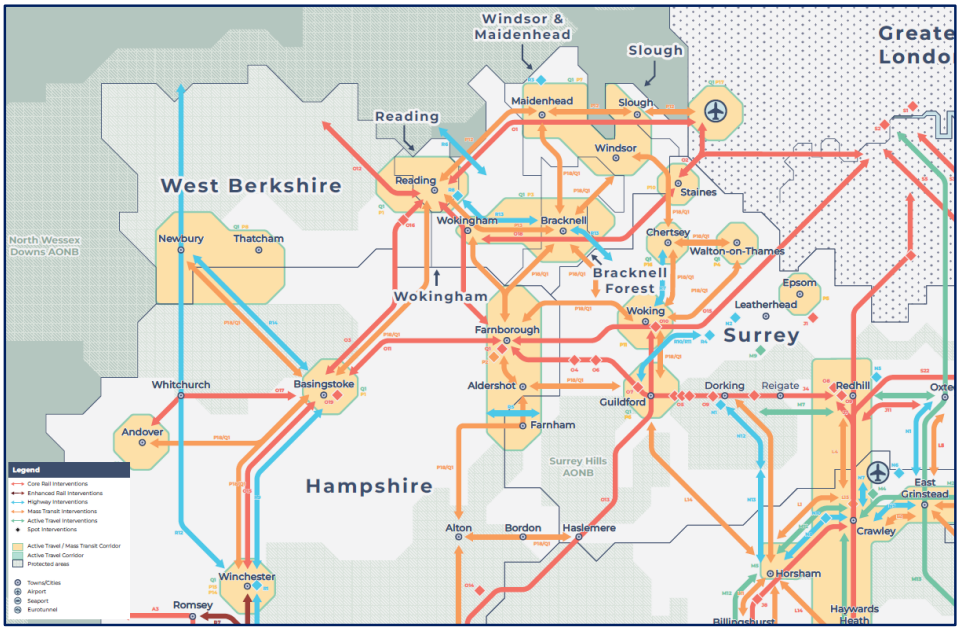
The area TfSE refers to as Wessex Thames includes the whole of Berkshire, North Hampshire, and West Surrey. It's boundaries broadly align with the Berkshire Thames Valley and Enterprise M3 Local Enterprise Partnerships.

TfSE has developed three packages of interventions for this area with a total expected capital investment of £10.4 billion and £1.2 billion in additional economic value each year by 2050.

Figure 7 shows the packages of interventions for the Wessex Thames area.

Figure 7: Wessex Thames packages of interventions

[Map including areas of West Berkshire, Surrey and Hampshire including Reading and Woking using coloured lines to indicate types of rail, highways, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Wessex Thames area only (Packages O — R).

Rail Package

- **O1** Western Rail Link to Heathrow
- **O2** Southern Rail Link to Heathrow
- **O3** Reading to Basingstoke ~~Electrification~~ Enhancement
- **O4** North Downs Line - Electrification
- **O5** North Downs Line - Level Crossing Removals

- **O6** North Downs Line - Service Level and Capacity Enhancements
- **O7** Guildford Station Upgrade
- **O0810** New Station Guildford West (Park Barn)
- **O0911** New Station Guildford East (Merrow)
- **O108** Redhill Station Upgrade
- **O119** Dorking Deepdene Station Upgrade
- **O1120** South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement ~~Scheme~~
- **O1231** South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme
- **O1342** Cross Country Service Enhancements
- **O1453** Portsmouth Direct Line - Line Speed Enhancements
- **O1564** Portsmouth Direct Line - Buriton Tunnel Upgrade
- **O1675** South West Main Line - Dynamic Signalling
- **O1786** Theale Strategic Rail Freight Terminal
- **O1897** West of England Main Line - Electrification from Basingstoke to Salisbury
- **O19208** Reading to Waterloo Service Enhancements

Mass Transit

- **P1** Basingstoke Mass Rapid Transit
- **P2** Blackwater Valley Mass Rapid Transit
- **P3** Bracknell/Wokingham Bus Enhancements
- **P4** Elmbridge Bus Enhancements
- **P5** Epsom/Ewell Bus Enhancements
- **P6** Guildford Sustainable Movement Corridor ~~Guildford Bus Enhancements~~
- **P7** Slough/Windsor/Maidenhead Area Bus Enhancements
- **P8** Newbury/Thatcham Bus Enhancements
- **P9** Reading Mass Rapid Transit
- **P10** Spelthorne Bus Enhancements
- **P11** Woking Bus Enhancements
- **P12** A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit
- **P13** A329/B3408 Reading - Bracknell/ Wokingham Mass Rapid Transit
- **P14** Winchester Bus Enhancements
- **P15** Andover Bus Enhancements
- **P16** Runnymede Bus Enhancements

- **P17** London Heathrow Airport Bus Access Enhancements
- **P18** Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements

Active Travel

- **Q1** Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure~~Cycleways~~

Highways

- **R1** M3 Junction 9 (RIS2)
- **R2** M3 Junction 9 - Junction 14 Smart Motorway (SMP)
- **R3** A404 Bisham Junction (RIS~~2~~3 Pipeline)
- **R4** A3/A247 Ripley South (RIS3 Pipeline)
- **R5** A31 Farnham Corridor (LLM)
- **R6** New Thames Crossing East of Reading (LLM)
- **R7** A320 North Corridor (HIF)
- **R8** M4 Junction 10 Safety Enhancements
- **R9** M3 Junction 7 and Junction 8 Safety and Capacity Enhancements~~M3 Junction 6 - Junction 8 Safety Enhancements~~
- **R10** A3 Guildford Local Traffic Segregation
- **R11** A3 Guildford Long Term Solution
- **R12** A34 Junction and Safety Enhancements
- **R13** A322 and A329(M) Smart Corridor
- **R14** A339 Newbury to Basingstoke Safety Enhancements
- **R15** M4 Junction 3 to Junction 12 Smart Motorway (SMP)

4.1. Wessex Thames Rail

A transformational change in orbital and east-west rail connectivity. The package includes new infrastructure interventions with significant regional, national and international benefit, with the largest being to establish new rail links between the region and Heathrow Airport, and enhancing onward connectivity through the wider South East.

Targeted infrastructure enhancements will also translate to more capacity, improved resilience and reliability, and more frequent passenger and freight services, including to the Solent Ports.

This package boosts the number of rail trips enabling residents, employees and visitors to sustainably engage with the regional economy by rail from all directions.

The packages combine to increase the number of local and strategic orbital rail trips by 13,500. They also deliver a boost to the economy, generating more employment opportunities and growing GVA by £850m a year by 2050.

Key benefits include by 2050:

- At least 90,000 additional rail trips each weekday
- More than 3,700 new jobs created
- More than 3,000 new residents accommodated
- 15,000 tonnes less of CO_2e emitted a year

4.2. Wessex Thames Mass Transit

Better interchange and service quality will be provided at Strategic Mobility Hubs, integrating bus services with the national rail networks and local active travel, as well as opportunities for shared mobility services such as e-bike hire, local "click and collect" facilities, and co-location with convenience stores and cafes.

This package aims to increase frequency, operating hours, reliability, and catchment of bus services, supported with bus priority infrastructure where appropriate, to improve interurban bus services between the major economic hubs in Berkshire, North Hampshire and West Surrey.

Interventions in this package will help the region achieve a significant mode shift from car to bus and active travel that will reduce congestion on the existing road network.

Key benefits include, by 2050:

- Almost 450,000 more bus and mass transit trips expected each weekday
- At least 250,000 fewer car journeys each weekday
- 1,300 more jobs supported
- At least 50,000 fewer tonnes CO_2e emitted a year

4.3. Wessex Thames Active Travel

Better infrastructure for walking and cycling will improve the interchange experience and community value ~~at and around Strategic Mobility Hubs~~. These will improve access while helping to reduce vehicle traffic in urban areas.

This package aims to support the Wessex Thames rail and mass transit interventions ~~with~~ by improving the quality of cycling and walking infrastructure ~~that~~ to further reduce car dependency in the region~~.~~, give people greater transport choice, and improve public health outcomes.

The provision of quality active travel infrastructure will improve the efficiency of the existing road and highways network by creating more capacity for those who live further away from rail or mass transit services or for whom walking or cycling may not be a suitable option for all or even part of a given journey. Reducing unnecessary trips in this way also helps reduce or even remove the need for some more expensive highways capacity improvements.

Key benefits include, by 2050:

- 270,000 more active travel trips a day
- 240,000 fewer car journeys each weekday
- 30,000 tonnes less CO_2e emitted a year

4.4. Wessex Thames Highways

This package delivers targeted improvements which support strategic passenger and freight movements through de-conflicting local and longer-distance traffic and supports safety and air quality objectives.

This package includes interventions that support better access to the Solent Ports, a significant contributor to economic growth in the region, as well as interventions which support the sustainable regeneration of areas and local placemaking, such as A3 Guildford, the A320 North Corridor and a new River Thames Cross in the east of Reading.

These schemes are designed to unlock opportunities to reallocate road-space to active travel and buses to deliver complementary public transport improvements.

Some highways interventions can present a trade-off between economic growth and carbon emissions. The economic benefit of accommodating more freight and unlocking growth in this area is a key objective for TfSE, and this package helps towards that.

Key benefits include:

- Improved air quality in urban areas
- An additional £90 million GVA a year by 2050

5. Kent, Medway and East Sussex

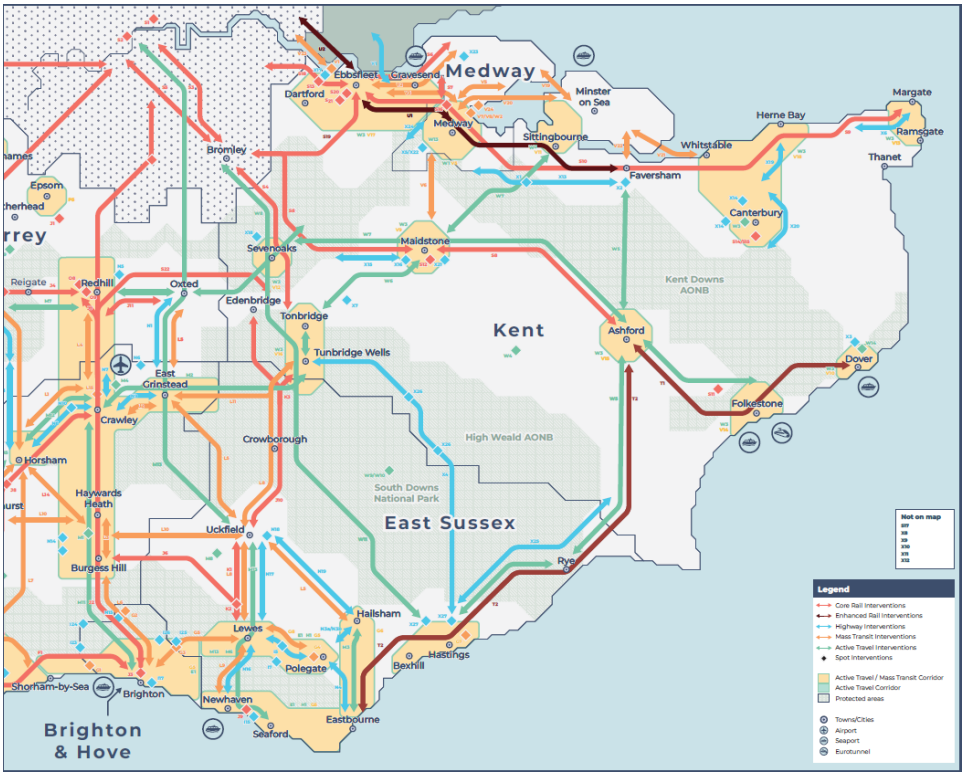
This area covers the whole of Kent and Medway, and the Hastings and Rother areas of East Sussex. It broadly reflects the Network Rail "Kent" Route and the area in the South East served by the "Integrated Kent" passenger rail franchise.

TfSE has developed seven packages of interventions for this area with a total expected capital investment of £19.4 billion and £0.75 billion in additional economic value each year by 2050, along with the long-term capacity and resilience required to keep the country's most important gateway to trade with mainland Europe operating efficiently.

Figure 8 provides the packages of interventions proposed over the next 30 years.

Figure 8: Kent, Medway and East Sussex packages of interventions

[Map including areas of Medway, Kent and East Sussex including Ebbsfleet, Ashford and Eastbourne using coloured lines to indicate types of rail, highway, mass transit and strategic active travel interventions. Shaded areas indicate protected areas as well as active travel and mass transit corridors]



Note: List of interventions refers to the Kent, Medway, and East Sussex area only (Packages S — Y).

Classic Rail Package

- **S1** St Pancras International Domestic High Speed Platform Capacity
- **S2** London Victoria Capacity Enhancements - Signalling and Digital Rail
- **S3** Bakerloo Line Extension
- **S4** South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements
- **S5** London Victoria to Shortlands Capacity Enhancements
- **S6** Hoo Peninsula Passenger Rail Services~~Hundred of Hoo Railway - Hoo Peninsula Passenger Rail Services~~
- **S7** North Kent Line / Hundred of Hoo Railway - Rail Chord
- **S8** Thameslink - Extension to Maidstone and Ashford
- **S9** North Kent Line - Service Enhancements
- **S10** North Kent Line / Chatham Main Line - Line Speed Enhancements
- **S11** Otterpool Park/Westenhanger Station ~~p~~Platform ~~e~~Extensions and Station ~~u~~Upgrade~~d stationAdditional Platform~~
- **S12** Integrated Maidstone Stations
- **S13** Dartford Station Remodelling/ Relocation
- **S14** Canterbury Interchange Rail Chord
- **S15** New Station - Canterbury Interchange
- **S16** New Strood Rail Interchange
- **S17** Rail Freight Gauge Clearance Enhancements
- **S18** Crossrail - Extension from Abbey Wood to Dartford/Ebbsfle~~t~~t
- **S19** High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access
- **S20** Ebbsfleet International (Northfleet Connection)
- **S21** Ebbsfleet International (Swanscombe Connection)
- **S22** Gatwick - Kent Service Enhancements

High Speed Rail Package

- **T1** High Speed East - Dollands Moor Connection
- **T2** High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade
- **U1** High Speed 1 - Link to Medway (Chatham)
- **U2** High Speed 1 - Additional Services to West Coast Main Line

Mass Transit

- **V1** Fastrack Expansion - Swanscombe Peninsula

- **V2** Fastrack Expansion - Northfleet to Gravesend
- **V3** Fastrack Expansion - Medway
- **V4** Medway Mass Transit
- **V5** Medway Mass Transit - Extenesion to Hoo Peninsula
- **V6** Medway to Maidstone Bus Priority~~Medway Mass Transit - Extension to Maindstone~~
- **V7** Medway Mass Transit - Chatham to Medway City Estate New Bridge
- **V8** Medway Mass Transit - Chatham to Medway City Estate Water Taxi
- **V9** Maidstone Bus Enhancements
- **V10** Dover Bus Rapid Transit
- **V11** Sittingbourne Bus Enhancements
- **V12** Sevenoaks Bus Enhancements
- **V13** Thanet Bus Enhancements
- **V14** Folkestone Bus Enhancements
- **V15** Ashford Bus Enhancements
- **V16** Royal Tunbridge Wells/Tonbridge Bus Enhancements
- **V17** Thames Gateway/Gravesham Bus Enhancements
- **V18** Canterbury/Whitstable/Herne Bay Bus Enhancements
- **V19** Ferry Crossings - New Sheerness to Hoo Peninsula Service
- **V20** Ferry Crossings - Sheerness to Chatham/Medway City Estate/ Strood Enhancements
- ~~**V21** Ferry Crossings - Harty to Whitstable Enhancements~~
- ~~**V22** Ferry Crossings - Harty to Oare Enhancements~~
- **V2**~~**1**~~**3** Ferry Crossings - Ebbsfleet - Tilbury Enhancements
- **V2**~~**2**~~**4** Inland Waterway Freight Enhancements

Active Travel

- **W1** Medway Active Travel Enhancements
- **W2** Medway Active Travel - Chatham to Medway City Estate River Crossing
- **W3** Kent Urban Active Travel Infrastructure~~Cycleways~~
- **W4** Kent Inter-urban Active Travel Infrastructure~~Cycleways~~
- **W5** Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements
- **W6** Tonbridge - Maidstone National Cycle Network Enhancements
- **W7** Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements
- **W8** Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements

- **W9** East Sussex Local ~~Cycleway~~Active ~~t~~Travel ~~i~~Infrastructure~~s~~
- **W10** East Sussex Inter-urban ~~Cycleway~~Active ~~t~~Travel ~~i~~Infrastructure~~s~~
- **W11** Royal Tunbridge Wells - Hastings National Cycle Network Enhancements
- **W12** Canterbury Placemaking and Demand Management Measures
- **W13** Medway Placemaking and Demand Management Measures
- **W14** Dover Placemaking and Demand Management Measures

Highways

- **X1** M2 Junction 5 (RIS2)
- **X2** A2 Brenley Corner Enhancements (RIS3 Pipeline)
- **X3** A2 Dover Access (RIS3 Pipeline)
- **X4** A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)
- **X5** A229 Bluebell Hill Junction Upgrades (LLM)
- **X6** A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)
- **X7** A228 Colts Hill Strategic Link (MRN Pipeline)
- **X8** Digital Operations Stack and Brock
- **X9** A20 Enhancements for Operations Stack & Brock
- **X10** Kent Lorry Parks (Long Term Solution)
- **X11** Dover Freight Diversification
- ~~**X12** Kent Freight Consolidation Centres~~
- **X13** M2 Junction 4 - Junction 7 Smart Motorway (~~RIS3 Pipeline /~~ SMP)
- **X14** A2 Canterbury Junctions Enhancements
- **X15** M20 Junction 3 - Junction 5 Smart Motorway
- **X16** M20 Junction 6 Sandling Interchange Enhancements
- **X17** M25 Junction 1a Enhancements
- **X18** M25 Junction 5 Enhancements
- **X19** Herne Relief Road
- **X20** Canterbury East Relief Road
- **X21** New Maidstone South East Relief Road
- **X22** A228 Medway Valley Enhancements
- **X23** A228 Hoo Peninsula Enhancements
- **X24** Strood Riverside Highways Enhancement and Bus Lane
- **X25** A259 Level Crossing Removals – ~~e~~East of Rye

- **X26** A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses
- **X27** Hastings and Bexhill Distributor Roads
- **Y1** Lower Thames Crossing (costings for Kent-side only)

5.1. Kent, Medway and East Sussex Classic Rail

A significant boost for employment and economic growth, unlocking £139 million in GVA per annum by 2050.

This package adds capacity to the classic rail network in the South East Area and has strong synergies with the Kent, Medway, and East Sussex high speed rail package which aims to serve communities further away from the Capital.

This package includes several interventions that will increase service capacity and others that will improve integration of the rail system – notably at Ebbsfleet, Canterbury, Maidstone, and Strood – where several railways cross each other without providing easy interchange from one railway to another.

It also includes the introduction of passenger rail services on the Grain Branch on the Hoo Peninsula and direct services between Gatwick Airport and Mid/East Kent.

Key benefits include, by 2050:

- 35,000 additional weekday rail trips
- Over 1,500 new jobs created
- 6,000 new residents
- 15,000 tonnes less CO_2e emitted a year

5.2. Kent, Medway and East Sussex High Speed Rail East

Along with "High Speed Rail North", this package includes some of the more radical interventions in the Long List for this study.

The "High Speed Rail East" package would deliver direct High Speed services from London to Eastbourne via Ashford and Hastings, reducing journey times from Hastings/Bexhill to London by 20 minutes.

It would also deliver faster journey times to Dover using a connection to HS1 at Dollands Moor, and an increase in the frequency of HS1 services to Ashford.

Key benefits include, by 2050:

- 15,000 tonnes fewer CO_2e equivalent emissions each year
- An additional £125 million of GVA a year

5.3. Kent, Medway and East Sussex High Speed Rail North

Expanding ~~the~~ domestic high speed services will deliver transformational improvements in journey times and drive economic growth across the region, including for previously left behind coastal areas.

The "High Speed Rail North" package aims to deliver significant improvements in connectivity to North Kent to ensure coastal communities in Medway, Swale, Canterbury, and Thanet are as well served as other parts of Kent.

Several high-level options have been considered, ranging from a new link between HS1 and Medway to improvements to the North Kent Line and Rochester Bridge. The modelling and cost estimates represented for this package reflects one of the more interventionalist options.

Key benefits include, by 2050:

- 15,000 tonnes fewer CO_2e equivalent emissions each year
- £225 million in GVA each year
- More than 17,000 new residents and over 3,800 new jobs (High Speed Rail East and North)

5.4. Kent, Medway and East Sussex Mass Transit

Significant improvements in the quality, speed and frequency of bus and ferry services in Kent, Medway and East Sussex with better interchange with rail services.

This package delivers improvements to bus services with the scope for improvements and expansion particularly strong in the Kent Thameside and Medway areas, where high levels of growth and regeneration are expected. A step change in infrastructure and service provision should be viable thanks to the underlying demographics in this area.

This package also includes an opportunity to create a new Medway River Crossing to enable faster journeys between the north and south of this conurbation, as well as improvements in connectivity between islands and peninsulas in North Kent.

Key benefits include, by 2050:

- Over 170,000 more trips on bus, mass transit and ferries each weekday
- 100,000 fewer private car trips each weekday
- 25,000 tonnes less CO_2e emitted a year

5.5. Kent, Medway, and East Sussex Active Travel

Material improvements to the urban realm, unlocking active travel and regeneration opportunities.

This package delivers general uplift in the quality of walking and cycling infrastructure, particularly in urban areas (such as those infrastructure gaps highlighted in the recent Kent County Council cycling strategy). Improving the quality and attractiveness of active travel infrastructure will improve public health outcomes, give people greater transport choice and reduce the demand for private vehicle trips on local roads and the strategic highways network.

The package boosts cycling, walking and wheeling and encourages mode shift from car to active travel modes with significant associated health and wellbeing and road space efficiency benefits. Making better use of existing roads will reduce the need for some more expensive highways capacity improvements, while also making ~~It also makes~~ a significant contribution towards reducing carbon emissions and improving air quality.

Key benefits include:

- Over 110,000 more trips by walking, wheeling or cycling each weekday
- 100,000 fewer private car return trips each weekday
- 10,000 tonnes less CO_2e emitted

5.6. Lower Thames Crossing

A significantly more resilient corridor connecting the Channel Ports to the M25.

One of the most significant highways interventions planned for this part of the South East is the Lower Thames Crossing, which will deliver a new motorway-standard crossing between Essex and North Kent/Medway.

This is a long standing, nationally-significant scheme that has a considerable impact on the South East's transport system, but in isolation does generate an increase in carbon emissions. To reflect the scale and importance of this scheme, we have modelled it (and some associated ancillary interventions) separately to the rest of the Kent, Medway and East Sussex Highways package based on the most up to date information of a possible scheme.

The Lower Thames Crossing also delivers a boost to GVA (£105 million a year by 2050), ~~but in isolation it does generate an increase in carbon emissions~~ and should be considered in the context of both the above Global Policy interventions and close integration with regional rail, mass transit and active transport networks which are currently not included within the core scheme (e.g. dedicated 24-hour bus lanes, associated bus priority measures and even inclusion of active travel links).

TfSE will continue work with the UK and local governments to ensure the design of any crossing is fit for purpose and aligns with our goal to reach net-zero by 2050 at the latest and support the development of low-carbon industries.

Key benefits include, by 2050:

- 170,000 net additional weekday private vehicle trips
- 1,400 new jobs created

5.7. Kent, Medway and East Sussex Highways

This package delivers the Kent Bifurcation strategy ~~to split off traffic to and from Dover~~improving A2/M2 and A20/M20 routes to increase capacity to and from Dover. ~~— which~~This strengthens the resilience of Channel Port access corridors – and improved connectivity for coastal areas.

This package includes several interventions that aim to improve highways resilience and connectivity while also relieving congestion in city and town centres. Many of these interventions will enable housing growth and/or improve public transport and active travel facilities in urban areas. In this sense, highways should be viewed as multi-modal interventions.

These interventions in isolation are projected to increase carbon emissions. This effect will diminish if this package is combined with Global Policy and other rail, mass transit and active travel interventions.

Key benefits include:

- More resilient corridors serving the key Channel Ports and better-connected coastal areas

- An additional £90 million GVA a year by 2050
- 1,000 new jobs created

Benefits and Costs

In 2018, Transport for the South East commissioned Steer to develop a model to test the impact of the scenarios developed in support of the development of the Transport Strategy for the South East.

This model, known as the South East Economy and Land Use Model (SEELUM), is a transport and land use model that simulates the interaction of transport, people, employers, and land-use over periods of time. It provides estimates at a package level and uses different approaches and calculations to local models at a scheme level. More detail is provided in the SEELUM Modelling Report.

SEELUM produces detailed reports on:

- changes in households, population, and the workforce;
- changes in employment (jobs filled) and unemployment rates;
- changes ~~i~~on "tailpipe" CO_2e emissions from transport;
- changes to travel patterns, volumes and mode shares; and
- time-savings benefits for appraisal and impacts on productivity.

To model each package in SEELUM, adjustments were made to:

- Generalised Journey Times (GJTs) – a weighted measure of travel, waiting and transfer/interchange times – within and between each zone (by mode); and
- characteristics of links on the road and railway network (notably capacity).

To model the Global Policy interventions, we have adjusted GJTs between each zone by mode. For example, to model a potential reduction in public transport fares, we reduced the GJTs for bus services across all zones in the South East.

The packages were modelled in SEELUM from a base year of 2018 and run for 32 years to 2050. The results are presented as a comparison to a "Business as Usual" Scenario, which is based on the Department for Transport's National Trip End Model (NTEM) that also projects employment and population growth to 2050.

The summary results of the modelling of all packages of interventions are presented in **Table 2**.

Estimating costs

Capital cost estimates have been prepared to a level of detail commensurate with the maturity of the design of the packages of interventions and are presented in **Table 2**. These are early stage capital cost estimates and verified estimates will be built up as scheme is further developed.

Items and quantities have been priced using historic project data and industry standard published data, with adjustments made to capture the influence that quantity, access, time constraints, site location and conditions will have on labour, plant and materials input costs.

A contingency has been added for minor items that have not been measured. Allowances have been made for main contractors' preliminaries and overhead and profit, temporary works and traffic management

where required. Allowances for professional fees and other development costs have also been included. To reflect the maturity of the design a risk allowance has been applied.

Annual maintenance and Renewal capital cost estimates are also shown in **Table 2**.

Table 2: Package Benefits and costs (2020 prices)

Packages of intervention*	Implementation Timeframe Short = 2020s Medium = 2030s Long = 2040s	Capital Construction Cost in £millions* (mid-cost estimate in 2020 prices)	Annual Capital Maintenance and Renewal Costs (mid-cost estimate in 2020 prices)	Gross Value Added (GVA) in £millions per annum in 2050	Additional new local residents by 2050 (Compared to Do Nothing Scenario in 2050)	Additional full time-equivalent jobs by 2050 (Compared to Do Nothing Scenario in 2050)	Change in Carbon Emissions in 2050 (Nearest 5,000 ~~Kilo~~ Tonnes CO_2e)	Change in average weekday return trips	Change in average weekday return car trips	Change in average weekday return rail trips	Change in average weekday return bus, mass transit and ferry trips
1. Global Policy interventions (see main section for further detail)	**Ongoing**	**-**	**-**	**720**	**-52,500**	**-1,600**	**-1.4m**	**-1.4m**	**-1.6m**	**61,000**	**252,000**
2. Solent and Sussex Coast		**11,200**	**635**	**1,250**	**6,350**	**7,900**	**-10,000**	**35,000**	**-180,000**	**45,000**	**170,000**
2.1. South Hampshire Rail (Core)	Short – Medium	600	15	285	1,050	1,550	-	5,000	-5,000	15,000	-
2.2. South Hampshire Rail (Enhanced)	Medium – Long	3,700	95	305	1,150	2,000	-	10,000	-5,000	15,000	-
2.3. South Hampshire Mass Transit	Short – Medium	1,800	135	165	1,300	1,000	-30,000	5,000	-70,000	-	110,000
2.4. South Hampshire Active Travel	Short Term	350	30	10	150	50	-10,000	-	-40,000	-	-5,000
2.5. Isle of Wight Connections	Short – Medium	250	20	165	1,950	1,500	-	5,000	-15,000	5,000	15,000
2.6. Sussex Coast Rail	Short – Medium	350	25	80	700	350	-	5,000	-	5,000	-
2.7. Sussex Coast Mass Transit	Short – Medium	450	35	120	850	550	-10,000	5,000	-35,000	5,000	55,000

2.8. Sussex Coast Active Travel	Short	250	22~~0~~	5	<50	<50	-5,000	-	-20,000	-	-5,000
2.9. Solent and Sussex Coast Highways	Short – Long	3,500	260	170	250	700	45,000	5,000	5,000	-	5,000
3. London – Sussex Coast		**3,600**	**245**	**615**	**8,100**	**4,450**	**-10,000**	**40,000**	**-70,000**	**40,000**	**55,000**
3.1. London – Sussex Coast Rail	Short – Medium	500	15	375	6,250	2,350	-10,000	30,000	-10,000	45,000	-
3.2. London – Sussex Coast Mass Transit	Short – Medium	400	30	100	1,350	800	-15,000	5,000	-35,000	-	60,000
3.3. London – Sussex Coast Active Travel	Short	1,100	80	10	50	<50	-10,000	-	-35,000	-	-5,000
3.4. London – Sussex Coast Highways	Short – Long	1,600	120	140	700	1,350	20,000	5,000	5,000	-	-
4. Wessex Thames		**10,400**	**430**	**1,205**	**7,100**	**5,600**	**-60,000**	**45,000**	**-240,000**	**40,000**	**200,000**
4.1. Wessex Thames Rail	Short – Long	7,200	185	850	3,100	3,750	-5,000	35,000	-5,000	50,000	-
4.2. Wessex Thames Mass Transit	Short – Medium	1,000	80	245	3,300	1,300	-55,000	10,000	-130,000	-5,000	225,000
4.3. Wessex Thames Active Travel	Short	400	30	35	500	<50	-30,000	-	-120,000	-	-10,000
4.4. Wessex Thames Highways	Medium – Long	1,800	135	90	200	450	25,000	5,000	5,000	-	-
5. Kent, Medway, and East Sussex (KMES)		**19,400**	**865**	**750**	**28,400**	**8,400**	**30,000**	**160,000**	**-**	**65,000**	**75,000**
5.1. KMES Rail	Short – Medium	3,700	95	140	6,150	1,500	-15,000	20,000	-	15,000	-
5.2. KMES High Speed Rail East	Short – Medium	1,000	25	125	5,800	1,400	-15,000	15,000	-	15,000	-

5.3. KMES High Speed Rail North	Medium – Long	7,300**	190	225	11,700	2,450	-15,000	35,000	-	35,000	-
5.4. KMES Mass Transit	Short – Medium	700	55	45	1,550	400	-25,000	-	-50,000	-	85,000
5.5. KMES Active Travel	Short	100	5	15	450	250	-10,000	-	-50,000	-	-5,000
5.6. Lower Thames Crossing	Medium – Long	2,800***	290	90	1,200	950	65,000	5,000	10,000	-	-
5.7. KMES Highways	Short – Long	3,800	210	105	1,600	1,400	45,000	75,000	85,000	-	-5,000

Figures rounded to nearest: £50m for Capital Cost; £5m for GVA; 50 new residents /jobs; 5,000 kilo-tonnes CO_2e; and 5,000 daily return trips

*A full list of proposed interventions within each package can be found in **Appendix A**

**Assumes High Speed Rail option goes via Chatham rather than Medway City Estate or Rochester

***Assumes assignment of 40% of Lower Thames Crossing capital costs to Kent geographically

Funding and Financing

We know that the credibility of our SIP, which is both ambitious and capital-intensive, needs to be underpinned by a pragmatic consideration of how it will be paid for.

In common with other comparable infrastructure programmes, the SIP's principal financial challenge will relate to funding – how the projects are ultimately paid for over time – both capital (for construction, maintenance and renewals) and resource (for operations). Addressing this challenge will involve both making the best use of funds directed from government, and identifying new and innovative approaches (especially those that tap into the local and regional value that the interventions will generate).

For many of the proposed interventions, financing (~~i.e.~~i.e., how and from whom the cash is raised to meet the costs of construction as they arise) will also play an important role in ensuring value-for-money delivery.

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. TfSE itself may not be the body that delivers or pays for these interventions. But, as an organisation, we have an important role to play in making them a reality.

This section therefore sets out the potential revenue sources that could contribute to the types of interventions identified in the SIP and the role of different stakeholders in channelling these funds to support the investment need.

Context

Traditionally, strategic connectivity interventions have been funded from a combination of user or farebox revenues and central government grant provided to delivery bodies and transport authorities (often competitively bid for and/or in scheme or one year, mode based silos).

But today, these traditional funders face a number of competing priorities, with financial positions that are in many cases highly constrained. Further national-level challenges (but also opportunities) can be expected to accompany technological change in the transport sector, particularly the electrification of the road vehicle fleet and the implications for road taxation and the way users pay to access the highways network.

The SIP reflects the changed world in which we live and work. It seeks not only to address transport connectivity and capacity issues, but to promote and maintain economic development, increase the supply of homes, support the transition to net zero and improve quality of life and social inclusion.

The Exchequer will benefit from the broader fiscal impacts this will deliver – which is one of the reasons why it will remain appropriate for taxpayer funding to support the SIP.

However, the programme will also bring significant tangible benefits for a wider range of beneficiaries across the South East, London and beyond ~~–~~ – in terms of productivity, employment, income levels, environmental impacts, quality of place, and land and property values.

The SIP's wide reach suggests that there is a strong case for seeking a fair and proportionate contribution from this full spectrum of beneficiary groups. This requires new and innovative tools that seek to monetise a share of the specific value that projects deliver for beneficiaries and can supplement or (eventually) replace traditional central government grant and local farebox for certain types of interventions.

However, we recognise that, if they are to have maximum impact, novel approaches may require either broader (~~e.g.~~e.g., nation-wide) reform or a degree of devolution of funding powers beyond that which the South East currently enjoys – both of which are subject to political will and community acceptance.

~~So w~~While it is wholly appropriate to consider new approaches, and they are likely to play a role at some stage in the multi-decade programme, we will need to work hard with local and national stakeholders if such mechanisms are going to be able to make a meaningful contribution to delivering the SIP. This will include investment decisions being made in additional to existing funding in order to deliver the schemes within this plan and realise their benefits.

The SIP's funding requirement in context

Funding allocations for strategic connectivity interventions are generally provided to delivery authorities (such as Network Rail and National Highways) from consolidated government budgets that are themselves funded in the main part by general taxation and user revenues. There are additional grant programmes for other forms of transport such as mass transit, cycling and active travel, either in their own right or as part of broader funding competitions open to local authorities.

Broadly speaking, transport spending in the South East in the recent past has been roughly equivalent to its share of both national population and its GVA contribution.

The continued existence of a centralised funding regime for most types of strategic connectivity interventions suggests that many of the programmes within the SIP will continue to be funded, at least in part, from central sources – especially given the very strong case for investment in our region.

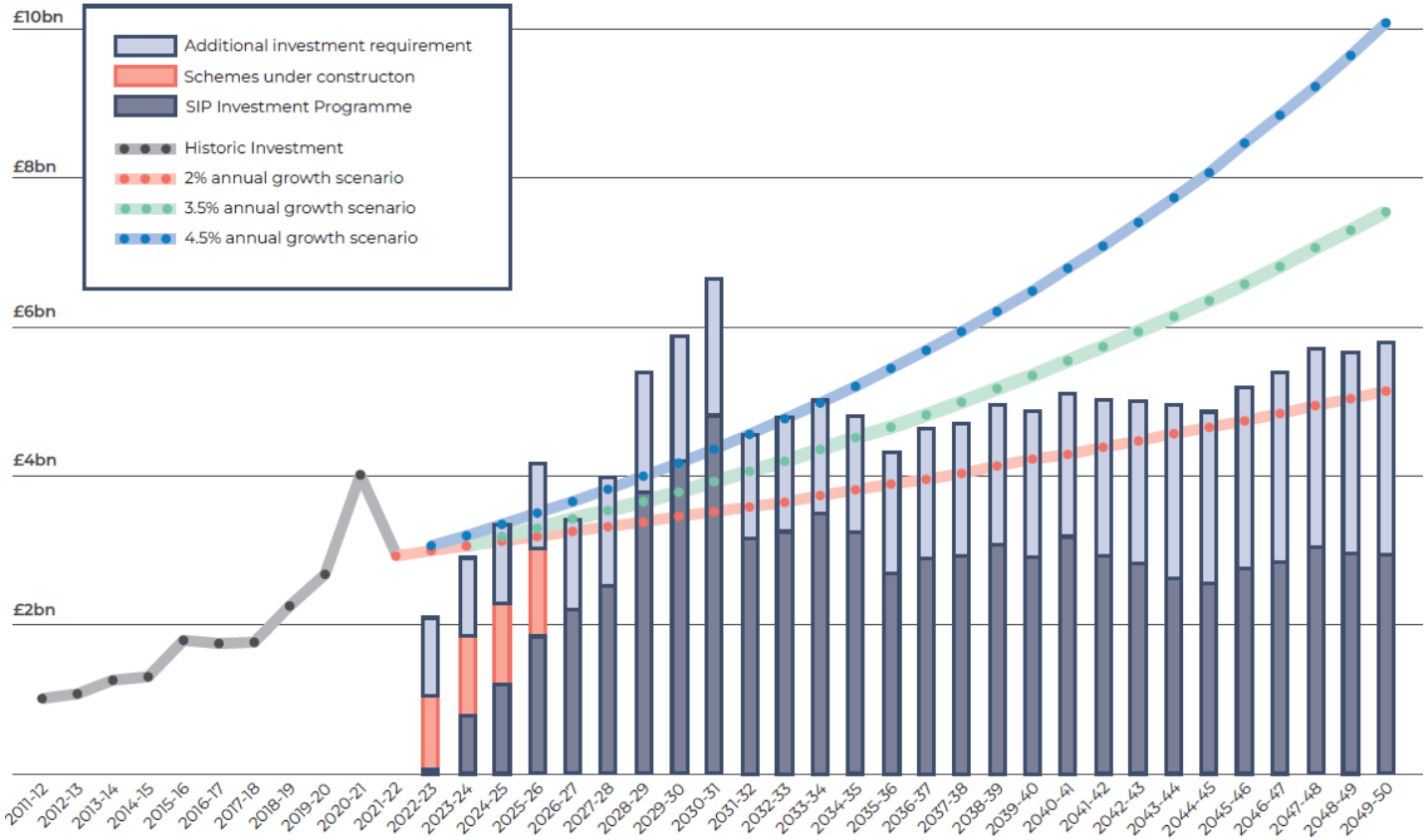
The future quantum of government funding that will be allocated to transport infrastructure (beyond current spending plans) is, of course, unknown – although historical trends can provide some indication.

Figure 9 compares the proposed future investment in transport in the South East (the SIP and assumed additional local expenditure) with illustrative future growth scenarios based on actual levels of Government spend since 2011-12. This suggests that, even if spend were to grow at a slower rate than the historic average, the majority of the overall core programme (as well as much of the indicative ancillary investment) could theoretically be supported within an illustrative envelope of potential future central funding.

More detail about how we have developed **Figure 9** is provided in a separate **Funding and Financing Technical Annex.**

[Graph from 2011 to 2050 with cumulative columns for 1) Additional investment requirement, 2) Schemes under construction, and 3) SIP Investment Programme, overlayed with lines for A) Historic investment, B) two percent annual growth scenario, C) three and a half percent annual growth scenario, and D) four and a half percent annual growth scenario]

Figure 9: Indicative investment requirement and historic and projected spend profiles



Funding the investment programme

(1) Enhancements to existing strategic networks

Around 80% of the identified investment required in the SIP will be spent on much-needed enhancements to the existing highways and rail networks, designed to improve connectivity to, from and within our region.

Rail enhancements

Today, roughly half of the underlying government funding for rail expenditure is raised directly from passengers (fares and premia paid by rail operators) and another third from consolidated government budgets (~~i.e.~~i.e., general taxpayers). This funding is used to provide direct grant payments to Network Rail, subsidies for some operators and capital grants for other major projects.

Core funding for Network Rail is provided in five-year Control Period settlements for operations, maintenance and renewals, whereby a Statement of Funding Available (SoFA) sets a funding envelope to deliver the outputs specified in the High-Level Output Specification (HLOS). The Rail Network Enhancements Pipeline (RNEP) is a ~~periodically updated~~periodically updated list of enhancements that Network Rail is expected to deliver within each Control Period and is tied to Government Spending Review allocations. ~~.~~ Interventions within the South East fall within Network Rail's Southern region.

Going forward, there may be changes to how funding is allocated and spent as a result of the Government's emerging plans to replace Network Rail with Great British Railways; however the Williams-Shapps Review states that five-year settlements will continue to be agreed with the new organisation. Accordingly, we expect the funding for most rail enhancements and renewals within the SIP to follow this pattern.

There is, however, likely to be a growing emphasis on considering ways in which non-grant funding sources can contribute to the delivery of rail enhancements – or elements of such interventions. Major interventions such as HS2 and Crossrail have shown that certain components – such as station works or rolling stock – can potentially lend themselves to alternative funding and financing arrangements.

Network Rail has also been encouraged to consider leveraging its property portfolio to support intervention delivery and to consider options for introducing private capital into its projects. As part of the 'Market-Led Proposals' initiative, private companies, local authorities and Local Enterprise Partnerships can apply for funding for rail infrastructure projects that are not identified or prioritised for Control Period funding. Market-Led Proposals which include alternative sources of funding may be more attractive to Network Rail and DfT as they help reduce the burden on the general taxpayer.

See Worked Example 1 – Crossrail – Extension from Abbey Wood to Dartford/Ebbsfleet.

Highways enhancements

Funding for SRN highways interventions is generally provided by DfT to National Highways and allocated as part of the Road Investment Strategy (RIS) process.

The underlying funding comes from consolidated government budgets (although, since 2020, the Government has committed to hypothecating revenues raised through Vehicle Excise Duty (VED) to investments in the roads network). The taxes and duties levied directly on road users significantly exceed the equivalent expenditures. In 2021, Fuel Duty raised around £25 billion, while VED accounted for around £5 billion. In the same year, overall roads expenditure in England was about £10 billion.

While we expect highways enhancements to continue to be funded via established approaches in the short term, it seems increasingly likely that these approaches will not endure for the duration of the SIP period.

As more vehicles are electrified, Fuel Duty revenues are expected to fall, and alternative methods of raising revenue will need to be found. To achieve this, expanding existing local congestion and air quality charges, tolls and/or distance-based ('pay-per-mile') road user charging interventions presents the opportunity to move towards an approach whereby the usage of a vehicle (rather than its ownership) provides the basis of a contribution. This would not only provide the Government with revenues for infrastructure spending, but also address other objectives such as optimising the capacity of a finite asset, managing congestion and improving air quality.

While broad national reform is being considered, it may be likelier that more cities and regions use the powers available to them to implement road user charging systems. Cities such as Cardiff, Reading and Bristol are considering congestion charging, following the lead of London and Durham.

There are indications that cities like Birmingham and Manchester will follow London's lead in establishing Clean Air Zone (CAZ) and Low Emission Zone (LEZ) interventions, though these are subject to consultation in respect of the long-term impact of COVID-19 and the advancement of the ban on Internal Combustion Engines (ICE) vehicles.

TfSE intends to play an important role in working with the government and other stakeholders on developing potential future options for road user charging. This includes influencing the direction of any national reform, supporting local partners in developing solutions for specific geographies, and more broadly ensuring that revenues from any future interventions can be efficiently and equitably applied to support priority capital interventions in the South East.

See A34 Junction and Safety Enhancements Worked Example 2.

(2) New strategic infrastructure

Major new infrastructure projects that deliver transformational connectivity enhancements are often funded via bespoke arrangements outside of the established approaches. HS2, for example, will be almost fully funded by Government outside of the normal Network Rail Control Period settlement.

For some new infrastructure (such as a bridge or tunnel) on an existing network, part of the funding package can involve seeking to recoup some of the costs from users. When it opens, the Silvertown Tunnel will have a free-flow charging system (which will also apply on the Blackwall Tunnel), for example. The Dartford Crossing, M6 Toll, Mersey Gateway and Humber Bridge are further examples of this approach. Tolls are appropriate in these situations as there is a tangible gain to users for which they are prepared to pay.

A further feature of user charges is that the prospect of a relatively-predictable (and therefore 'bankable') revenue stream can – in certain circumstances – introduce the potential to consider a range of procurement and financing structures (public and private), to both bridge the timing gap between construction expenditure and the realisation of their benefits, and to share some of the risks of delivery and operation.

There is generally no shortage of finance available for investment in such interventions, with government-backed sources such as the Public Works Loans Board (PWLB) and the new Infrastructure Bank, as well as strong market appetite for private capital and concession or availability procurement models.

We anticipate that user charging will be a consideration for a variety of interventions included in the SIP where the conditions are appropriate to do so. We will work with intervention developers to consider the wide range of options.

See A27 Worthing (Long Term Solution) Worked Example 3.

(3) Local and mass transit

Funding for local transport and urban mass transit solutions is generally very context-specific and accordingly does not fit within established modal regulatory funding settlements. The guided busway system in Cambridge, for example, was paid for by a combination of Government grant, local developer charges and operator contributions.

Mass transit interventions are good examples of where TfSE can support its stakeholders in identifying and developing funding and financing solutions that reduce the call on traditional sources.

There are some tools already available in local settings to monetise and capture project-specific benefits – but they are relatively limited, because they account for a small proportion of the total value that is created, and only rarely deliver this back to delivery bodies, especially at the local level.

In recent years there has been a growing recognition of the need for new approaches that seek to more efficiently and 'smartly' monetise a share of the benefits that projects deliver for a wider range of beneficiary groups other than just national taxpayers and passengers. These mechanisms seek to align the funding of projects with the value that they create, in a way that the standard tax system does not, while simultaneously reducing the call on conventional budget funding.

Examples include:

- The Greater Manchester Transport Fund – including the expansion of Metrolink – is part-funded by a **Council Tax levy** that monetises a share of benefits to residents.
- Crossrail is part-funded by the London **Business Rate Supplement** that monetises a share of benefits to businesses, and by the **Mayoral Community Infrastructure Levy (CIL)** that monetises a share of benefits to property developers.
- The Northern Line Extension is part-funded by **developer contributions** intervention and an **Enterprise Zone**, as well as by **incremental business rate receipts** received by two London boroughs.
- In Nottingham, a **Workplace Parking Levy** raises funds for the local authority to contribute towards financing a new tram system and redevelopment of the conventional rail station.

Each of the mechanisms above is very context specific. Many are currently only available to established political geographies (such as Mayoral Combined Authorities) which have access to devolved funding powers. They therefore are not currently available in the South East.

However, over the course of the SIP's multi-decade investment horizon, and as the devolution agenda continues to evolve (for example with the establishment of new Mayoral Combined Authorities and 'county deals'), it is conceivable – and indeed may be necessary – that innovative new funding mechanisms will form part of future funding deals for major transport interventions.

Mechanisms that may play such a role in the future delivery of the SIP include:

- The diversion of **incremental revenues from existing taxes or charges** in specified locations, ~~e.g.~~e.g., the CIL, business rates, Council Tax or Stamp Duty.
- **Increased rates, or other enhancements, to existing taxes and charges** such as a Council Tax precept, business rates supplement or a supplementary CIL.
- **New local charging mechanisms**, such as a betterment levy or 'transport premium charge' (TPC), or land pooling or sharing the proceeds of development rights.

There is also an opportunity to look at funding reform beyond the prism of specific interventions or modes. For example, there is a growing trend for broader 'growth deals' with government whereby a package of investments is agreed that might stretch beyond transport to, for example, housing delivery, and in return unlock either matched funding and/or access to wider revenue-raising powers at a local level.

See South East Hampshire Rapid Transit Worked Example 4.

(4) Active travel infrastructure

Strategic and local a~~A~~ctive travel (walking, wheeling and cycling) infrastructure is different to other types of transport infrastructure in that:

- ~~-~~it is effectively free to use~~,~~; ~~and~~
- does not involve user contributions; ~~but~~
- presents significant public health,~~and~~ individual wellbeing, and equality benefits~~,~~;
- can be cost-effectively ~~be~~ delivered in the short term~~,~~; and
- can reduce or even remove the need for more expensive highways capacity improvements.

Active travel infrastructure is generally delivered and paid for by local authorities (although there are some exceptions such as National Highways' de~~dicated~~signated Cycling, Safety and Integration Fund). Local authorities are encouraged to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to coordinate the delivery of active travel programmes.

To deliver this infrastructure, local authorities can use their core discretionary sources of revenue, with a particular role for developer contributions from CIL and Section 106 agreements where the infrastructure in question supports wider development programmes.

More commonly, local authorities bid into government grant programmes to help fund active travel. There have been dedicated programmes such as the Active Travel Fund, Places to Ride Programme, Bikeability programme and Cycle Ambition Cities Programme. Additionally, bids are made into programmes with broader transport or regeneration objectives. The Local Growth Fund, Stronger Towns Fund, the Levelling up Fund, the Future High Streets Fund, the Transforming Cities Fund and Housing Infrastructure Fund have all been used to support active travel and cycling.

Going forward, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the 'Gear Change' strategy. In January 2022, a new executive agency of the DfT, Active Travel England (ATE), was established to – amongst other things – coordinate £2bn of new government funding in this area.

While the quantum of available funding may change, as will the way it is distributed, the Government's new strategy is clear that responsibility for delivery will remain with local authorities. TfSE's role in promoting active travel and cycling interventions will be to support local authorities engaging in this process. Additionally, to the extent that interventions and networks cross local political boundaries, there is a role coordinating between local authorities.

See the Avenue Verte Worked Example 5.

(5) Ports and maritime

In the UK, the majority of ports and shipping operations (although not all) are provided by private enterprises, with little public sector financial support.

~~The only~~One such exception ~~exceptions~~ to this are where services provide a 'lifeline' (~~i.e.~~i.e., transporting fresh food), such as the Hebridean ferry service in Scotland which has public ownership of vessels as a protection against operator failure.

Commercially viable ferry services, such as from mainland England to the Isle of Wight, are privately run. Fares, as well as service frequency and quality, are generally determined by the ferry operator, and based on commercial viability rather than regulatory requirements. Improvements to such services, including the delivery of new assets such as quays or shops, is therefore a private matter.

See Isle of Wight Ferry Service Enhancements Worked Example 6.

WORKED EXAMPLE 1: Crossrail – Extension from Abbey Wood to Dartford/Ebbsfleet

Package: Kent, Medway and East Sussex - Classic Rail Package

The opening of the Elizabeth Line (Crossrail) will provide fast, frequent services into central London and Heathrow from a number of locations to the east and west of London. Despite earlier variations of the scheme proposing a longer alignment, services in the south east will terminate at Abbey Wood in the London Borough of Bexley.

In 2016, the Crossrail to Ebbsfleet (C2E) Partnership was formed as an informal group of local authorities and transport agencies to promote options for the corridor east of Abbey Wood into Kent, to make the most of new Elizabeth Line services, as well as supporting the delivery of new homes and jobs.

Following a detailed study of a range of options using £4.85m of funding from the Department for Levelling-up, Housing and Communities (DLUHC) in 2021 a Strategic Outline Business Case was submitted to Government setting out three preferred schemes to support ambitious and sustainable housing growth and regeneration in the Bexley Riverside – North Kent corridor.

Of the three options being considered as part of the study, two involve enhancing the Elizabeth Line to provide more direct rail services from London to Ebbsfleet, Northfleet and Gravesend. In each case, some sections of additional track would need to be built, in addition to junction works, enhancement of existing stations and building new stabling facilities.

The Department for Levelling-up, Housing and Communities and the Department for Transport are currently considering the Business Case.

For the purposes of the SIP, a cost of £2.6bn to £3.2bn is assumed for this package of schemes, to be delivered between 2023 and 2028, although we note there are a range of different options under consideration in the Business Case, some of which may involve a higher cost.

Funding and financing options

The proposal, at SOBC stage, has identified three potential delivery leads ranging from TfL, Network Rail (or Great British Railways in future) to a Special Purpose Vehicle (which would be a blend of the former two options with private sector input). The different approaches have different strengths and weaknesses and would be developed if the scheme case is developed to Outline and Full Business Case stages.

Were Great British Railways to be the delivery body (recognising that much of the works are on the existing north Kent Line), then DfT will need to accept the project into the **Rail Network Enhancements Pipeline (RNEP)** and the project will then progress through RNEP's five stages before government funding will be committed.

As a major, complex (and capital-intensive) cross-border scheme with wide-ranging potential benefits, a wide range of funding sources could play a role beyond central Government grant funding for the railways, as part of a bespoke package.

This might include Government funding from **broader programmes** that recognise the potential of the scheme to contribute to national housing, economic and environmental objectives (~~e.g.~~e.g., the Housing Infrastructure Fund or successor programme). It is notable that the Department for Levelling Up, Communities & Housing was the key sponsoring department for the recent Abbey Wood to Ebbsfleet Connectivity Study.

A **contribution from London** (the Mayor, GLA and TfL) could also be considered, as the scheme features in the Mayor's Transport Plan - recognising its cross-border geography and the potential to catalyse economic growth in London. While the Mayor and the GLA have certain revenue-raising powers available to them (as

seen with the implementation of a Mayoral CIL and business rate supplement to support Crossrail), agreement to extend these and divert them to the scheme will be required, and this would be challenging in the context of TfL's difficult financial situation and the additional time and funds required to deliver the Elizabeth Line itself.

Potential mechanisms for a **local contribution** from the C2E Partnership authorities (linked to the growth unlocked by the scheme) have been identified as part of the recent study. These include existing budgets and tools, as well as new/innovative approaches to capturing the value of development and the expected uplift in nearby land values. Such mechanisms may have a role to play but would present significant challenges of political and community acceptability and equity – and some are likely to require broader (~~e.g.~~e.g., national) reform to be successful.

WORKED EXAMPLE 2: A34 Junction and Safety Enhancements

Wessex Thames - Highways Package

The A34 is a ~~major highways~~major highway running for over 150 miles from the A33 and M3 at Winchester in Hampshire, to the A6 and A6042 in Salford, Greater Manchester, with the Strategic Road Network element running from M3 at Winchester to the M40 just north of Oxford. It forms a large part of the major trunk route from Southampton, via Oxford, to Birmingham, the Potteries and Manchester.

Alongside the M3 and M4, the A34 is a significant corridor upon on which the Wessex Thames area is dependent for passenger and freight movements.

This is a ~~scheme~~ major route upgrade comprised of a series of improvements to lanes, slip roads and junctions to improve traffic flow, and enhance safety ~~is made up of a series of improvements (lanes, slip roads, junctions etc)~~ on the A34 within the TfSE geography.

The package of schemes~~scheme~~ includes climbing lanes for larger vehicles on hills, remodelling of the A34/A303 junctions and capacity enhancements of A34/M3 junction.

For the purposes of the SIP, a cost of around £800m is assumed for this package of schemes, to be delivered between 2029 and 2033. It is a project developed in collaboration with National Highways and TfSE and will be included within emerging Route Strategy documents.

Funding and financing options

Although a relatively large package of interventions in terms of cost and geographic coverage, the individual upgrades themselves are considered to be relatively small-scale, 'standard' and may in practice be delivered incrementally rather than in one go. Some may require bespoke delivery models (~~, e.g.~~e.g., where new climbing lanes required third party land).

As an SRN scheme, there is no reason to suggest that the programme of works would be delivered other than as part of existing arrangements through the National Highways' **Roads Investment Strategy**. This would of course require National Highways and the Government to prioritise the scheme, and TfSE can support this outcome.

The sources of the underlying funding for the Roads Investment Strategy are expected to change over time, as revenue from conventional roads taxes reduces and is replaced, potentially, with income from new user charging regimes. Our working assumption is that whatever the mechanism for raising this underlying revenue from road users, the proceeds will continue to be reinvested – at least in part – in the highways networks.

Alternative delivery models have in the past had a role to play in highways schemes. **Design, Build, Finance and Operate (DBFO)** is a prominent example of this and involves entering a contractual arrangement (concession) with a private entity to operate and maintain a specified route for (usually) 30 years, as well as deliver a programme of enhancements. The enhancement works are financed by the concessionaire, who is then repaid via a fee over the length of the contract period (linked to performance and/or road usage).

DBFOs and other variations (~~e.g.~~e.g., Design, Build, Finance and Maintain, Public Finance Initiative) are no longer within government policy for centrally-funded infrastructure projects, and therefore unlikely to be deployed on schemes such as the A34 programme.

Local authorities are able to use private finance models; however, they are typically only appropriate where there is an objective to outsource long-term operations and maintenance, as capital elements are often more cost effectively financed from conventional PWLB borrowing.

WORKED EXAMPLE 3: A27 Long Term Worthing Solution

Solent and Sussex Coast – South Coast Highways Package

The A27 through Worthing and Lancing is used for local journeys but is also an important route for long-distance traffic.

Despite some improvements along the route in recent years, there are many long-standing challenges around capacity, delays, journey time and reliability, safety and environment.

As a result of these difficulties, traffic diverts away from the A27 to alternative routes that are less suited to high volumes. Additionally, bus and active travel journeys are held up by congestion in Worthing.

A number of options for the corridor have been put forward, and National Highways plans to hold a public consultation on their Online Improvement option later in 2022.

One of ~~the~~A potential "long-term" solutions is the construction of a new stretch of road, much of which would be within a four to five kilometre~~4-5km~~ tunnel, potentially making it the longest road tunnel in the UK. It should be noted that this is not currently in National Highways' policy or plans for the area.

For the purposes of the SIP, a cost of around £2 billion is assumed for this package of ~~-~~schemes, to be delivered between 2045 and 2050, although this figure may vary as it is highly dependent on detailed design, especially if the solution were to involve a tunnel which would have options for different lengths and configuration (~~e.g.~~e.g., single or multiple bore).

Funding and financing options

As an SRN scheme, the government-funded National Highways' **Roads Investment Strategy** would be the 'default' funding source for the scheme. However, new pieces of infrastructure such as tunnels or bridges that have a transformational impact on connectivity can be suitable for consideration of discrete user charges in the form of **tolls** though this would be subject to results of financial feasibility studies at a stage when the project is more progressed..

To prevent unintended traffic movements, in some cases existing crossings as well as new ones are tolled. In relation to the Mersey Gateway, for example, both the new bridge and the existing Silver Jubilee Bridge are tolled and in relation to the Silvertown Tunnel both the new tunnel and the existing Blackwall Tunnel will be tolled.

The future value of the tolls can be used by the authority to finance borrowing (~~e.g.~~e.g., from the PWLB) to fund construction activity. Alternatively, a privately-financed construction or construction plus operations/ maintenance (~~e.g.~~e.g., a PPP or DBFM) can be let, with the toll revenues used to pay the contractor. This model is used for both the Mersey Gateway and Silvertown Tunnel, where the toll revenues are or will be used to help meet the contractual payments to the special purpose vehicle responsible for the design, build, finance, operations/ maintenance of the new crossing.

The public sector (government department or statutory transport authority) will normally remain the party with the legal power to levy a toll and the responsibility for setting the price. Revenue and demand risk in relation to tolling remains with the public sector.

On the Mersey Gateway, the responsibility for physically collecting the toll revenue has been transferred to the SPV operating the crossing, which acts as the agent of the local authority in collecting the tolls. On Silvertown Tunnel the responsibility for collecting the tolls is through a separate contract, and the SPV is only required to provide 'passive' infrastructure (~~i.e.~~i.e., the gantries for the cameras).

It is potentially possible to pass demand risk to the private sector under a concession model, but generally for a new crossing the market is not willing to take this risk without impacting value for money.

WORKED EXAMPLE 4: South East Hampshire Rapid Transit

Solent and Sussex Coast - South Hampshire Mass Transit Package

The South East Hampshire Rapid Transit network is a series of interventions aimed at making public transport more accessible, efficient and popular in Portsmouth and the surrounding area.

It includes the Eclipse Bus Rapid Transit (BRT) system which currently runs on 4.5km of dedicated track between areas in Gosport and Fareham, as well as lanes that are dedicated to buses, and technology which gives priority to buses at junctions.

There is an ambition to expand Eclipse / a BRT system from Gosport to Fareham, Welborne and Portsmouth. Based on analysis undertaken by the authority in 2018-19, it was hoped that the South East Hampshire Rapid Transit network would eventually serve 14 large development sites which will together deliver 17,750 new homes and 306,000 sqm of employment floor space – comprising 42% of new dwellings and over 72% of new employment floor space in the Portsmouth city region to 2036.

Following consultation with local stakeholders, the SIP includes works associated with the following corridors: City Centre – Havant, City Centre – Waterlooville, City Centre – Fareham, Fareham – Gosport, Havant – Waterlooville, Fareham – Welborne and Fareham – Whiteley.

For the purposes of the SIP, a cost of around £500m is assumed for this package of schemes, to be delivered between 2030 and 2032.

Funding and financing options

The scheme provides a good example of the way in which **bespoke funding packages** are often developed to support local and mass transit projects.

The first phase of the Eclipse BRT route received funding in 2012 from central government (£20m through the Community Infrastructure Fund), Hampshire County Council (around £4m) supported by Local Transport Plan grants, and developer contributions (around £0.5m). Additionally, the operator, First Group, invested £2.8m in new vehicles and marketing.

An extension to the Eclipse network in 2021 followed a similar pattern. It was funded by £6.93m from DfT's National Productivity Investment Fund, £1.4m from the Transforming Cities Fund and £3.27m from Hampshire County Council. In addition, First Bus has committed to investing £3.8m in a new bus fleet.

Future extensions will likely follow a similar pattern of joint funding by various partners. **Local authorities** will have a key role to play, recognising the localised nature of much of the benefit generated; ~~however~~however, their capacity to contribute will continue to be constrained by the revenue-raising powers that are available to them. From a **private sector** perspective, the performance of the existing network suggests that there may be further future operating surpluses – although the relative contribution of this will be subject to both commercial arrangements and future patronage levels.

Certain **ancillary revenues** may, in certain circumstances, play a role in a bespoke package for the scheme. These include Over-Site Development (OSD) and other real estate opportunities at stops and termini, depending on the ownership of the land in question. Commercial and retail income (~~e.g.~~e.g., kiosks at stops and termini) may also contribute but are likely to be relatively modest in terms of overall costs. Other options could include offering EV charging points if synergies with the BRT infrastructure allow these to be delivered cost effectively.

WORKED EXAMPLE 5: Avenue Verte

London - Sussex Coast – Active Travel Package

The Avenue Verte is a 247-mile cycle and walking route starting at the London Eye in London and ending at Notre Dame in Paris, passing through Surrey, West Sussex and East Sussex and crossing the Channel via the Newhaven – Dieppe ferry.

The route is a mixture of on-road, mainly quiet lanes, and traffic-free stretches on old railway paths and riverside routes.

The scheme envisaged in the SIP would involve a series of enhancements and extensions to the network by way of wayfinding across minor roads, safety interventions at junctions, some new cycleways where the route runs on busier highways, and potentially the conversion of part a disused railway.

For the purposes of the SIP, a cost of around £70m is assumed for this scheme, to be delivered in the 2030s.

Funding and financing options

Historically, cycling and walking infrastructure has been delivered and paid for by **local authorities**. In some cases, local authorities have been able to part fund investments in active travel by successfully bidding into government grant programmes, some of which (such as National Highways' de~~d~~signated~~cated~~ Cycling, Safety and Integration Fund) have been specifically designed for this purpose.

With large-scale and cross-border schemes such as the Avenue Verte, while we expect responsibility to remain with local authorities, there may be opportunities to consider alternative approaches.

Firstly, the Government has committed to streamlining the process for accessing funding for active travel infrastructure as part of the "Gear Change" strategy. In January 2022, a new executive agency of the DfT, **Active Travel England (ATE)**, was established to – amongst other things – coordinate £2bn of new government funding in this area. This reflects a growing emphasis on active travel as a means of improving health and wellbeing outcomes and supporting the decarbonisation of transport and may lead to a different approach to the provision of funds for local areas.

Secondly, in common with other forms of locally-delivered transport, the funding options available to local areas may expand as a result of future **devolution of revenue-raising powers** and decision-making responsibility.

Finally, although active travel is unlikely to be appropriate for user charges, there are **innovative options** that could be considered such as the potential opportunity to lay ducting along cycleways which could be used for fibre or other utilities. Liverpool has a "Dig Once" programme which does exactly that, supported by a joint venture for fibre.

WORKED EXAMPLE 6: Isle of Wight ferries

Solent and Sussex Coast – Isle of Wight Package

The Isle of Wight is served by three main ferry operations: Red Funnel, Wightlink and Hovertravel. Although there is some competition between operators, in practice this is limited.

During the pandemic, parts of the UK's competition laws were suspended to allow the ferry companies to work together to maintain minimum service levels. This was revoked in 2021.

The scheme envisaged in the SIP includes increased frequency and longer operating hours on existing routes, a new route between Ryde and Southampton (requiring three or four vessels) and improved integration with public transport networks on both the island and the mainland.

It is assumed there will be no requirement for new port infrastructure.

For the purposes of the SIP, no costs have been accounted for as it is assumed any investment will be privately sourced. This is based on the assumption that the current non-regulated and non-subsidised commercial market will continue to operate.

Funding and financing options

The ferry companies serving the Isle of Wight are private for-profit entities operating in a **non-regulated, commercial market**, with no oversight from government (~~e.g.~~e.g., Public Service Obligation), central or local.

No subsidy is provided, and only in particular circumstances does government provide support, such as during the Covid pandemic and as part of the 2021 Maritime Accessibility Fund (from which both Wightlink and Red Funnel were awarded around £300k to make upgrades to the accessibility of their services).

In 2009, the Office of Fair Trading concluded that under this non-regulated framework, operators deliver "a fairly comprehensive, year-round service" and more recent government pronouncements have indicated that this arrangement is unlikely to change.

Although revenue support (and some form of service obligation) may be implemented in the future, it is assumed at this stage that no public funding will be provided to support the addition of new services. On the basis that services are commercially viable with higher demand, it is assumed that the costs of increasing frequencies would therefore be **recovered by the operators through fares**.

If new ferries were to be required to meet the increase in service patterns, the costs of doing so (either purchased outright or using lease arrangements) would also be **borne by the operator**. For example, when Red Funnel commissioned a new Ro-Ro freight ferry from the UK shipbuilder Cammell Laird in Birkenhead (designed to provide additional year-round freight capacity for the Southampton-East Cowes route which handles 53% of all freight movements across the Solent), the ship, at a cost of £10m, was financed by the company.

TfSE's role in supporting the 'funding journey'

In the absence of a major restructuring of TfSE into a delivery body with revenue raising and borrowing powers, it is highly likely that financing and risk management will continue to be for other parties, including DfT, Great British Railways and National Highways, to manage (either directly or via private finance and related mechanisms). The way we will interact with these key stakeholders is set out in the next chapter.

In particular, we are open to exploring ways in which TfSE can support funding and financing solutions – especially in terms of:

- developing business cases;
- assessing the broad spectrum of procurement routes (including those that lend themselves to private finance);
- helping identify and secure a broad range of funding sources for interventions (including thinking creatively about commercial revenues, user charges and new value-capture charging mechanisms); and
- supporting the efficient and accountable flow of funds to the interventions for which they are required.

While TfSE's working hypothesis is that established and conventional funding and financing solutions will be the most common avenue for paying for the interventions we have identified (at least in the earlier phases of the programme), this does not always have to be the case.

The reliance on conventional sources is driven not by lack of ambition, but by the fact that neither TfSE, nor the local authorities and transport authorities we speak for, have many alternative options available to us.

While we accept that devolution is a highly-complex matter, the fact of the matter is that places such as London and Greater Manchester, which have greater freedom to raise revenue locally, are in a position to deliver more ambitious programmes of transport investments, and to drive their own strategic direction in terms of how and where the funds are spent.

The history of devolution in the UK has demonstrated that the more funding levers that are provided to local places, the more capacity there can be to move away from user funding and grant and towards a genuine beneficiary-led approach.

This includes tapping into windfall gains for developers, landowners and businesses – for example through mechanisms such as strategic infrastructure tariffs, business rates supplements and council tax precepts (all of which are available to authorities in the UK with the greatest levels of funding and decision making devolution).

We recognise that with funding responsibility come challenges and risk. Places which have been given funding powers still need to take their communities along with them on the journey – as seen with the congestion charging proposal in Greater Manchester rejected in a referendum, or the difficulties in progressing future business rates supplements presented by the requirement for a ballot of affected businesses.

Furthermore, moving towards a genuine beneficiary-led approach needs to recognise that (regardless of the level of devolution) different interventions and different places have different degrees of potential for local value generation (and capture), and there will also be important differences between them at any one time and over time. The type or location of an intervention can determine the potential level of local contribution and potential requirement for funding from central government.

For example, urban mass transit interventions in London and other major cities can potentially deliver the best against this objective owing to strong and resilient property values that respond to connectivity enhancements, local control of public transport fareboxes, devolved funding powers and the strength and size of the local economy. In places where the potential to generate value uplift is more limited (~~e.g.~~e.g.,

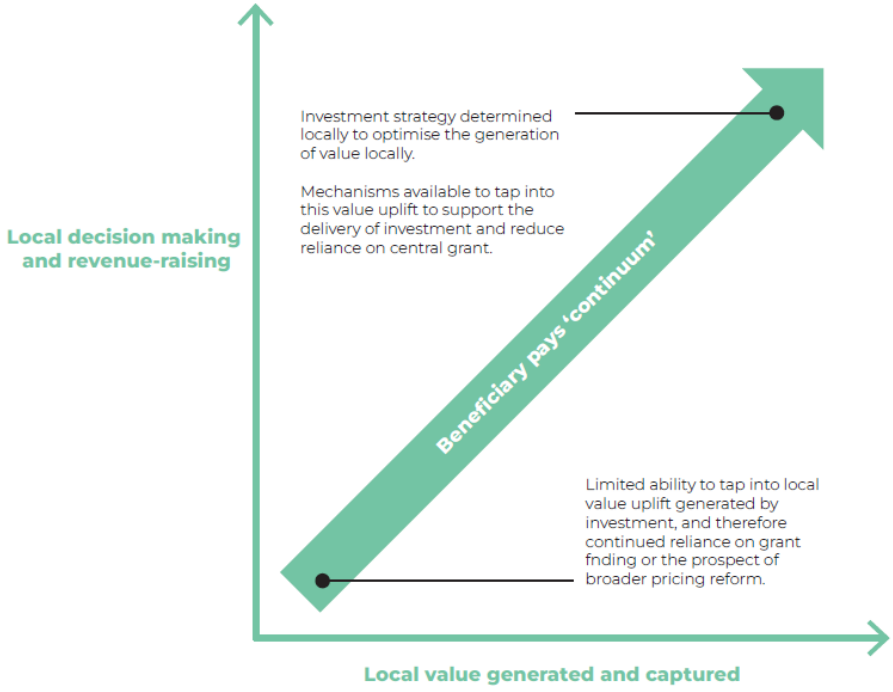
where land values are low or because the powers available to generate revenue are limited), funding reform may not be suitable and the solution will instead require continued grant funding or, potentially, leveraging alternative user pricing mechanisms.

TfSE's SIP, which has at its heart broad socio-economic and environmental objectives in addition to improving access and connectivity, can be considered relatively 'low down' the continuum shown in **Figure 10** due to the devolution situation, with progress potentially slow and therefore possibly dependent on broader transport pricing reforms. While we believe our programme will generate significant local value uplift, the means of leveraging it are scarce.

The challenges of moving up that continuum are complex, but TfSE would welcome a dialogue with Government around options for the future, because the potential prize is reduced reliance on centrally-derived funding, which we suspect is desirable for all.

While we want to optimise the role of a beneficiary-led approach within the South East, the approach needs to be consistent with funding strategies that are being developed for programmes elsewhere in the UK in the interest of having demonstrable fairness between places and regions. We look forward to working with our partners, including other Sub-national Transport Bodies, to make this a reality.

Figure 10: Beneficiary Pays 'Continuum'



[Illustrative graph of the increasing "Beneficiary pays continuum" with ~~a~~an x-axis label of "Local value generated and captured" and a y-axis of "Local decision making and revenue raising", with a note at the top stating that "Investment strategy determined locally to optimise the generation of value locally. Mechanisms available to tap into this value uplift to support the delivery of investment and reduce reliance on central grant." A future note at the bottom right states "Limited ability to tap into local value uplift generated by investment, and therefore continued reliance on grant funding or the prospect of broader pricing reform]

Delivery

TfSE will work closely with partners to deliver the packages of interventions and will involve defining:

- roles and responsibilities;
- timing and phasing;
- governance;
- stakeholder engagement; and
- monitoring and evaluation.

Roles and Responsibilities

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. A summary of the key agencies we expect to be involved is presented in **Table 3** and is summarised by organisation below.

Transport for the South East

TfSE's role will reflect its current and likely future status as an established Sub-national Transport Body for South East England. In the short- to medium-term, it is assumed there will be no significant change in the current distribution of powers, funding mechanisms and democratic accountability in South East England at a local level.

TfSE's role will, therefore, focus on:

- further strategy development, including a refresh of the Transport Strategy and Strategic Investment Plan every five years or sooner;
- programme management including scheme prioritisation, government and stakeholder engagement and monitoring and evaluation;
- joint scheme promotion;
- pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders;
- onward business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework;
- advocacy and securing funding; and
- procurement and sourcing of supply chains for development / planning and construction / operations staff resource and resource funding to support the above as well as build capacity and capability within scheme promoters' own organisations.

Through building consensus and capacity to deliver its transport strategy through others, TfSE will tailor its approach to the mode, scale and level of development of each prioritised intervention.

Central Government

Central Government will play a significant role in delivering many of the packages of interventions in this plan. This includes the Department for Transport, but also other government departments and their agencies and arm's length bodies. Their role will include:

- setting national policy for existential and wide ranging topics including climate change and new technology regulation;
- setting investment and business case development frameworks to guide the planning and delivery of interventions;
- guiding the development and delivery of nationally significant infrastructure and networks (~~e.g.~~e.g.~~,~~ through setting National Policy Statements);
- regulating the transport system (including economic and safety regulation); and
- in some cases, funding interventions.

Network Rail and Great British Railways

The British rail industry is currently undergoing one of the most significant periods of structural reform of the last three decades.

In the immediate future, it is assumed that the Department for Transport will continue to outline the strategy for the rail network, Network Rail will continue in its role as infrastructure manager for the rail network, and that train operating companies will continue to deliver passenger rail services.

However, in the medium term, we expect Network Rail's strategic and planning functions (along with other industry functions) will merge into a new government agency Great British Railways.

This new agency will lead the future development of the rail network in Great Britain and specify future infrastructure and service needs. It will also manage most passenger rail services in the South East through new passenger service contracts.

Great British Railways will therefore be one of TfSE's most important partners in delivering its vision for the South East's rail network.

National Highways

As the custodian of the English Strategic Road Network, National Highways~~-~~ will lead the development and delivery of interventions on this network. It will also support interventions where the Strategic Road Network (SRN) interfaces with Local Transport Authority highways.

National Highways will utilise its internal project control framework to develop the business case for highways interventions. Funding will be allocated through the Road Investment Strategy (RIS) and delivered through the Road Investment Programme (RIP). At the time of writing, in the South East, a small number of major ~~highways interventions~~schemes are expected to be delivered in RIS2 (2020-25), and some are being considered for RIS3 (2026-30). Some interventions are expected to be delivered beyond 2030 (~~e.g.~~e.g.~~,~~ Lower Thames Crossing).

TfSE will work closely with National Highways – who are members of the TfSE Partnership Board – to shape the development of Route Strategies and Road Investment Strategies and Programmes to help deliver the strategic highways interventions included in this plan.

Local Transport Authorities

Local Transport Authorities have a very significant role to play in delivering this plan. They are the custodians of their own highways networks, sponsors (in some cases, owners) of many public transport services and can fulfil the role of sponsors for major interventions in their areas. Outside the South East, there are examples of Local Transport Authorities that own and operate tramways.

To support the delivery of this plan, Local Transport Authorities will:

- sponsor and deliver highways interventions on their networks – including bus and active travel interventions;
- sponsor and deliver other transport interventions (~~e.g.~~e.g.~~,~~ bus interchanges);
- sponsor, and potentially operate public transport services in their areas;
- align spatial planning and public services with transport planning to ensure development is joined-up and efficient.

TfSE will work very closely with Local Transport Authorities to ensure the SIP and priorities for their areas are realised and that they are supported in recovering public transport provision to pre-pandemic level – where reasonable.

Local Planning Authorities

In areas of the South East served by two-tier local government, Local Planning Authorities (Districts and Boroughs) will lead on spatial planning and will set Local Plans for their areas. These plans will shape future TfSE priorities and this plan will also inform the development of future Local plans.

Private sector and third parties

Private sector partners and third parties provide important assets, operations, funding and insights; as well as being key planning and delivery partners. Roles include:

- Land and other asset owners and developers may deliver infrastructure and services identified, or provide funding contributions towards their delivery.
- For the public transport network, typically the private sector operate rail, mass transit, bus and other shared mobility services, subject to local conditions and national legislation and regulation.
- The delivery of interventions, including the renewal and maintenance, typically relies on the private sector or non-governmental organisations (~~e.g.~~e.g.~~,~~ Sustrans), given resource constraints in the public sector and the potential to access a breadth and depth of experience, skills and knowledge that could not exist in any one organisation.
- Furthermore, private-sector led bodies, ranging from Local Enterprise Partnerships to Higher Education Institutions, to think tanks, all have a role in providing skills, knowledge and insights into “what works” – these organisations are integral to planning and helping to make the case for investment and change.

Table 3: Roles and Responsibilities

Intervention	Lead Authority	TfSE Role
Global package - lower public transport fares	• Central Government (~~e.g.~~e.g., Department for Transport) / Local Authorities	• Stakeholder engagement • Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders • Business case development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Global package – active travel (~~e.g.~~e.g., delivery of LCWIPs, trends in micro-mobility, wider behavioural change programmes)	• Local Transport Authorities	• Pre-feasibility work and funding for relevant scheme promoters, likely delivery partners and other key stakeholders • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Global package – national road user charging	• Central Government (~~e.g.~~e.g., Department for Transport)	• Further strategy development • Stakeholder engagement • Pre-feasibility work • Advocacy
Global package – integrated spatial and transport planning	• Central Government (~~e.g.~~e.g., Department for Transport and Department for Levelling up,	• Stakeholder engagement • Pre-feasibility work

	Housing and Communities) / Local Transport Authorities / Local Planning Authorities	• Use of TfSE's emerging analytical framework • Advocacy
Global package – digital technology and use of remote working and virtual access to services	• Central Government (~~e.g.~~e.g., Department for Transport and Department for Culture, Media, Sports and Digital) / Local Authorities / Private Sector	• Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case development and support • Advocacy and securing funding
Global package – decarbonisation: faster adoption and regulation for zero emission vehicles and supporting infrastructure	• Central Government (~~e.g.~~e.g., Department for Transport and Department for Business, Environment and Industrial Strategy) / Local Authorities / Private Sector	• Further strategy development • Stakeholder engagement • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding

Intervention	Lead Authority	TfSE Role
Passenger rail services that can be introduced without new infrastructure, but which will likely require government support and/or capacity allocation within a passenger service contract (or franchise)	• Today: Department for Transport • Future: Great British Railways	• Stakeholder engagement between Central Government, operators and local partners • Business case development, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Passenger rail services that can be introduced without new infrastructure, and without central government intervention (~~e.g.~~e.g., more international services to Mainland Europe, more freight services)	• Open Access Operators	• Stakeholder engagement with operators, local partners and Central Government • Use of and providing access to TfSE's emerging analytical framework • Advocacy
	Schemes under development	
For passenger or freight rail services requiring new infrastructure (~~e.g.~~e.g., high speed services to Hastings)	• Department for Transport (very large projects ~~e.g.~~e.g., Crossrail) • Network Rail (most schemes ~~e.g.~~e.g., Croydon Area Remodelling) • Local Transport Authorities (smaller schemes ~~e.g.~~e.g., Housing Infrastructure Fund)	• Stakeholder engagement with Central Government and local partners • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
	Schemes not currently under development	

Intervention	Lead Authority	TfSE Role
	• Likely Network Rail and, later on, Great British Railways • TfSE could be a joint scheme promoter	• Stakeholder engagement with Central Government and local partners • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Mass transit services that can be introduced without new infrastructure, but which will likely require local government support	• Local Authority • TfSE could be a joint scheme promoter	• Programme management, including stakeholder engagement with local partners and operators • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Mass transit services that can be introduced without new infrastructure, and without central government intervention (~~e.g.~~e.g., more Fastrack services)	• Local Authority • TfSE could be a joint scheme promoter	• Programme management, including stakeholder engagement with local partners and operators • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
	Schemes under development	

Intervention	Lead Authority	TfSE Role
Mass transit services requiring new infrastructure (~~e.g.~~e.g., the larger mass transit interventions/networks proposed in the South East)	• Local Transport Authorities	• Stakeholder engagement with local partners and Central Government • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
	Schemes not currently under development	
	• Local Transport Authorities • TfSE could be a joint scheme promoter	• Programme management, including stakeholder engagement with local partners and operators • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
Active travel packages	• Sustrans / National Highways / Local Transport Authorities	• Stakeholder engagement, where appropriate, with local partners, Sustrans, National Highways and Central Government • Pre-feasibility work • Potential joint scheme promotion • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework

Intervention	Lead Authority	TfSE Role
		• Advocacy and securing funding
For Strategic Road Network infrastructure	**Schemes under development**	
	• National Highways	• Stakeholder engagement with Central Government and local partners • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework if at an earlier stage of development • Advocacy and securing funding
	Schemes not currently under development	
	• National Highways • Local Transport Authorities	• Programme management, including stakeholder engagement with central government and local partners • Pre-feasibility work • Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding
For other highways infrastructure	**Schemes under development**	
	• Local Transport Authorities	• Programme management, including stakeholder engagement with central Government and local partners • Pre-feasibility work

Intervention	Lead Authority	TfSE Role
		• Business case and scheme development and support, including use of and providing access to TfSE's emerging analytical framework • Advocacy and securing funding

Timing and phasing

In general, the vast majority of interventions included in the packages will be delivered through existing frameworks and investment cycles, in line with the Treasury Green Book and Department for Transport's appraisal guidance.

A small number of particularly complex and/or large-scale interventions may require bespoke procurement and delivery arrangements. Lessons should be captured from similar UK projects (~~e.g.~~ e.g., Crossrail, HS2 etc.) to inform the approach for the delivery of these types of projects.

Timing the delivery of each intervention will also need to be carefully considered to avoid unintended negative consequences and ensure the greatest possible value for taxpayer and private investment. Examples of this may include:

- Ensuring highways projects are not delivered before enhanced mass transit, mobility hub and electric vehicle charging networks are in place to avoid inducing additional private car ownership and or use of carbon-intensive vehicles,
- Improving local walking and cycling infrastructure ahead of increasing rail services to avoid unnecessary congestion at station car parks and better ensure long-term modal shift, and
- Making sure mass transit and active travel infrastructure and networks are ~~is~~ fully integrated with major highways projects such as the Lower Thames Crossing.

The timing and phasing of each package of intervention will be driven by their current state of development, industry funding cycles, and institutional capacity. An estimate of the schedule for each package becoming delivered and operational is presented in **Table 1** (also found in the Executive Summary).

For example, any rail intervention not currently included in the Rail Network Enhancements Pipeline – which is most of the interventions in this plan – will almost certainly be phased to be delivered in Control Period 8 (2029-2034) or thereafter.

Similarly, most of the interventions planned for the Strategic Road Network will fall into Road Investment Strategy 3 funding and delivery cycle (or later). interventions delivered through Local Transport Authorities will be subject to each authority's planning and funding cycle, which may be contingent on the adoption and refresh of Local Transport plans and (at a Local Planning Authority Level) Local Plans.

Some packages have interfaces that will also affect their phasing. For example:

- most elements in the Enhanced Rail Solent package should be delivered after the Core Solent Rail package;
- the business case for many highways interventions in the Kent, Medway and East Sussex highways package will rely on the timing and delivery of the Lower Thames Crossing; and
- the impacts of each package of intervention on carbon emissions are highly dependent on the trajectory of the decarbonisation of the transport system, which is tied to the Global Policy interventions.

There are also important interfaces within each package of intervention. For example, it will not be possible to deliver a high quality metro rail service for South Hampshire unless all interventions in the South Hampshire Rail packages are delivered. Similarly, a whole solution for the A27 relies on an end-to-end approach to this highway, rather than focussing only on "easy" schemes while putting off harder decisions.

Governance

The Cabinet Office's recommended methodology for the delivery of programmes is **Managing Successful Programmes (**MSP).

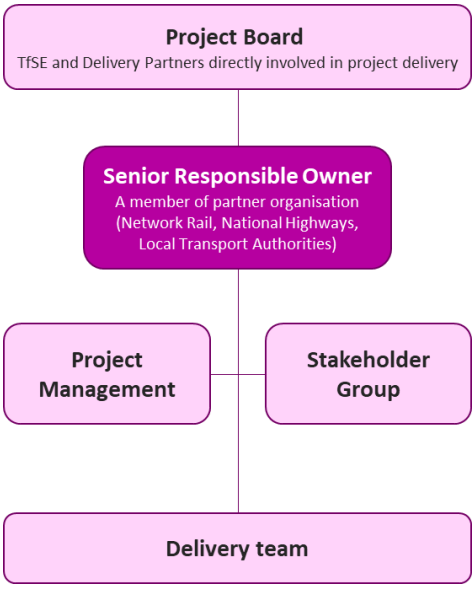
MSP represents proven good practice for successfully delivering of transformational change and is drawn from the experiences of both public and private sectors. TfSE's approach will align with this approach.

Project specific governance will need to be defined for each intervention. The overall structure should include a Senior Responsible Owner (SRO), a Project Board and key stakeholder group. An example structure is shown in **Figure 11**.

Under this arrangement:

- The SRO will be the Sponsor of the Project and, as such, will be responsible for the project outcomes and delivery.
- The SRO can be a member of the project delivery partner organisation (~~e.g.~~e.g., Network Rail, National Highways, Local Transport Authorities).
- The board will include members of TfSE and key delivery partners directly involved in the project delivery.
- The project board will meet regularly to review project progress and make decisions. The board will review the business case at appropriate project plan milestones.
- The stakeholder group will include organisations indirectly linked to the delivery of the project but interested in the project outcomes.

Figure 11: Project Governance Framework



[Flow chart showing Project Broad at the top leading to Senior Responsible Owner then Delivery Team, with side branches between the latter two for Project Management and Stakeholder Group]

Stakeholder engagement

TfSE's Technical Programme has been supported by an extensive programme of stakeholder engagement. TfSE held a public consultation on its ~~D~~draft Transport Strategy in the autumn of 2019 and ~~will hold~~ a further public consultation on ~~this~~ the draft Strategic Investment Plan ~~plan~~ in the summer of 2022.

TfSE has tailored ~~their~~ its approach to stakeholder engagement at each stage of the technical programme and will continue to evolve its approach as the SIP moves into a delivery phase.

TfSE will therefore develop a new Stakeholder and Communications plan to support the delivery of the SIP. Given the wide range of stakeholders across the region, their differing views and specific local contexts, this Stakeholder and Communications plan should reconfirm the stakeholders set out how and when and by whom they will be engaged, and the input sought from them, and its purpose in the overall project programme.

The profile of stakeholders who will need to be engaged in future stages may be different to those involved at earlier stages.

-For example, there will likely need to be more engagement with potential funders and delivery partners (developers, constructors, operators, etc.) to ensure the development of the packages of interventions are informed by the best available advice.

Monitoring and evaluation

TfSE and its partners will establish appropriate governance to oversee the development, delivery and benefits realisation arising from both place-based and global interventions included in this strategy – particularly the larger and/or more complex interventions, which may require a bespoke approach for delivery.

TfSE will develop a set of transport outcome and wider socio-economic and environmental ~~Key Performance i~~Indicators (KPIs) ~~with targets~~ which will be used to monitor ~~and evaluate~~ progress across the region and of and on our transport networks ~~the implementation of this strategy~~reported on annually. These will be used to not only monitor progress against our goals and priorities, but also help make the case for further intervention. They should also be used by scheme promoters delivering interventions contained within this plan. A selection of potentially suitable KPIs for monitoring and evaluation the packages of interventions in this plan are presented in **Table 4** for which regional and intervention specific targets will be set.

Table 4: Potential ~~Key Performance Indicators~~Monitoring Indicators

Strategic priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	• The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).

Strategic priorities	Indicators
More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.	• Improved Journey Time Reliability on the Strategic Road Network, Major Road Network and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (~~e.g.~~e.g., right-time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	• Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.	• The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail. • Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	• Increase in the number of bus services offering 'Smart Ticketing' payment systems. • Number of passengers using 'Smart Ticketing'. • Number of passengers using shared transport.
Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	• Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Increase number of bikeshare schemes in operation in the area. • Increase mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	• Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	• A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East region.

Strategic priorities	Indicators
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for, and using different forms of transport simpler and easier.	• Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered, and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	• Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 at the latest to minimise the contribution of transport and travel to climate change.	• Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	• A net reduction in the number of miles undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	• No transport schemes or interventions result in net degradation of the natural capital of the South East.
Use of the principle of 'biodiversity net gain' in all transport initiatives.	• Transport schemes or interventions to demonstrate environmental net gain.~~No transport schemes or interventions result in a net loss of biodiversity.~~
Minimisation of transport's consumption of resources and energy.	• Reduction in non-renewable energy consumed by transport.

Next steps

TfSE is on a journey. Its role will evolve as it strengthens its capacity to support the delivery of this plan.

The next steps for TfSE are to~~: further the development of the delivery action plan for the SIP are~~:

- develop a delivery action plan for the SIP;
- identify and support key interventions that deliver the SIP that require additional support and capacity, making the case for funding to develop interventions and which interventions will come forward first;
- secure higher levels of transport investment in the South East's strategic transport network~~; and~~
- engage and support TfSE's key stakeholders in responding to and overcoming emerging transport challenges including recovery of public transport provision to pre-pandemic levels and beyond – where reasonable; and
- maintain the Strategic Investment Plan as a "live" document, updating it where appropriate.

TfSE will do this by:

- developing regional data, modelling and analytics capability;
- evolving to deliver the SIP~~; and~~
- implementing supporting strategies, including the Future Mobility Strategy and the Freight, Logistics and International Gateways Strategy~~.~~;
- developing position statements on key issues, including active travel, rural mobility and decarbonisation; and
- committing to conducting a review and update of the Strategic Investment Plan every five years.

~~Table 4: Key Performance Indicators~~

~~Strategic priorities~~	~~Indicators~~
~~Economic~~	
~~Better connectivity between our major economic hubs, international gateways and their markets.~~	• ~~The delivery of improved road and railway links on corridors in need of investment.~~ • ~~Improved public transport access to Heathrow Airport.~~ • ~~Improved long-distance rail services (measured by journey time and service frequency).~~
~~More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.~~	• ~~Improved Journey Time Reliability on the Strategic Road Network, Major Road Network and local roads (where data is available).~~ • ~~Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right-time delivery).~~
~~A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.~~	• ~~Reduced delays on the highways network due to poor weather.~~ • ~~Reduced number of days of severe disruption on the railway network due to poor weather.~~ • ~~Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.~~
~~A new approach to planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.~~	• ~~The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail.~~ • ~~Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.~~
~~A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.~~	• ~~Increase in the number of bus services offering 'Smart Ticketing' payment systems.~~ • ~~Number of passengers using 'Smart Ticketing'.~~ • ~~Number of passengers using shared transport.~~

~~Strategic priorities~~	~~Indicators~~
~~Social~~	
~~A network that promotes active travel and active lifestyles to improve our health and wellbeing.~~	• ~~Increase in the length of the National Cycle Network in the South East.~~ • ~~Increase in the length of segregated cycleways in the South East.~~ • ~~Increase mode share of trips undertaken by foot and cycle.~~ • ~~Increase number of bikeshare schemes in operation in the area.~~ • ~~Increase mode share of walking and cycling.~~
~~Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.~~	• ~~Reduction in NOx, SOx and particulate pollution levels in urban areas.~~
~~An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.~~	• ~~A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East region.~~
~~A seamless, integrated transport network with passengers at its heart, making journey planning, paying for, and using different forms of transport simpler and easier.~~	• ~~Increase in the number of cross-modal interchanges and/or ticketing options in the South East.~~
~~A safely planned, delivered, and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.~~	• ~~Reduction in the number of people Killed and Seriously Injured by road and rail transport.~~
~~Environmental~~	
~~A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.~~	• ~~Reduction in carbon emissions by transport.~~
~~A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.~~	• ~~A net reduction in the number of miles undertaken per person each weekday.~~ • ~~A reduction in the mode share of the private car (measured by passenger kilometres).~~
~~A transport network that protects and enhances our natural, built and historic environments.~~	• ~~No transport schemes or interventions result in net degradation of the natural capital of the South East.~~
~~Use of the principle of 'biodiversity net gain' in all transport initiatives.~~	• ~~No transport schemes or interventions result in a net loss of biodiversity.~~
~~Minimisation of transport's consumption of resources and energy.~~	• ~~Reduction in non-renewable energy consumed by transport.~~

Appendices

Appendix A: List of interventions by package

This Appendix provides a summary of the delivery plan for the interventions contained with the Strategic Investment Plan.

The first table contains interventions that are in existing programmes are presented in the following order:

- National Highways led interventions on the Strategic Road Network
- Road Investment Strategy 2: 2020 – 2025 schemes
- Road Investment Plan 3 Pipeline schemes
- Smart Motorways Programme
- Local Authority led interventions, with strategic prioritisation and programme management provided by TfSE
- Large Local Major schemes
- Large Local Major schemes pipeline
- Major Road Network schemes
- Major Road Network schemes pipeline
- Local Authority led interventions, supported by TfSE
- Housing Infrastructure Fund schemes

The second table presents global package interventions. These are applicable across the whole region, led by multiple partners, or will require national delivery. As such, their costs are not known and require ongoing planning and delivery.

The third and final table presents the place-based packages of interventions. Interventions are grouped by TfSE sub-area and package.

Table information

Implementation timeframe

Interventions have been phased into one of three timeframes, indicating when the intervention will be live or complete:

- Short-Term: within the remaining years of the 2020s
- Medium-Term: the 2030s
- Long-Term: the 2040s

Costs

All costs are presented at a package level. The two numbers presented are:

- Capital costs of construction
- Annual capital costs for maintenance and renewals

They are estimates, often high-level, based on either published figures or comprising "bottom up" unit cost assumptions. All costs are mid-price estimates in 2020 prices. All intervention costs will be subject to further assessment as and when interventions are brought forward for scheme and business case development. Assessment will need to be proportionate to the stage of scheme development and adhere to relevant guidance.

Capital costs of construction are summed for interventions that are within the TfSE area and not yet being implemented.

Project stage

This refers to an intervention's status or stage of development that it has reached and cleared. Typically, this aligns to the level of business case already developed. Stages include:

- Ongoing;
- Pre-Strategic Outline Business Case (Pre-SOBC): yet to develop a business case;
- Strategic Outline Business Case (SOBC);
- Outline Business Case (OBC);
- Full Business Case (FBC); and
- Implementation/Implemented: under delivery or recently completed.

Next steps

This identifies the stage of development the intervention needs to enter or complete next in order to progress. Again, this typically refers to a relevant business case stage using similar terminology as for the project stage. It is recognised that different scheme promoters and funding bodies have different terminology, and hence it is noted that it might be an equivalent stage of business case. An intervention may be at such an early stage of development that a feasibility study is required; or conversely, very well developed and seeking planning and delivery powers or consent, or already being delivered. Next steps referred to in the tables include:

- Feasibility Study;
- SOBC (or equivalent);
- OBC (or equivalent);
- Planning Permission / Powers / Consents;
- FBC (or equivalent); and
- Ongoing / Delivery.

Scheme promoter

This refers to the single or potential multiple promoters of each intervention. Options identified, with the references used in each table, include:

- Network Rail (i) – for interventions on the rail network;
- National Highways (ii) – for interventions on the Strategic Road Network;

- Transport for the South East (iii) – reflecting a role that TfSE could hold to help accelerate the delivery of the programme and derive better outcomes; and
- Local Transport Authorities (iv) – for interventions on local highways networks and other public rights of way.

In practice it is recognised that there are other likely scheme promoters (~~e.g.~~e.g.~~,~~ High Speed 1 Ltd. for interventions on the High Speed 1 network; Sustrans for the National Cycle Network, Local Planning Authorities, and the private sector).

Delivery Partners

Similar to identifying the scheme promoter, there can be many delivery partners. The key partners have been identified and include parties who will be required to make or could make a material contribution to the planning, funding, and delivery of an intervention. Options identified, with the references used in each table, include:

- Department for Transport (or other central govenrment departments) (1);
- Network Rail (2);
- National Highways (3);
- Active Travel England (4);
- TfSE (5);
- Local authorities (6);
- Transport operators (7);
- Other private sector organisations (8); and
- Sustrans (9)

Potential TfSE role

Ways in which TfSE can lead aspects and support planning and delivery of the programme are identified. Options identified, with the references used in each table, include:

- Programme Management (A);
- Pre-feasibility Work & Funding (B);
- (Joint) Scheme Promoter (C);
- Business Case & Scheme Development & Funding (D);
- Use of Analytical Framework (E);
- Advocacy & Securing Funding (F);
- Procurement & Sourcing (G);
- Resource Capacity & Capability Funding (H)

Table A.1: Existing and committed programmes

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Road Investment Strategy 2 schemes (£690m / £55m p.a.)							
I1	M27 Junction 8	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I2	A31 Ringwood	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
I5	A27 East of Lewes Package	Short	Implementation	(Ongoing) Delivery	ii	1, 3, 6, 8	F
~~R3~~	~~A404 Bisham Junction~~	~~Short~~	~~Implementation~~	~~(Ongoing) Delivery~~	~~ii~~	~~1, 3, 6, 8~~	~~F~~
I3	A27 Arundel Bypass	Short	OBC	Powers / Consents	ii	1, 3, 5, 6, 8	F
R1	M3 Junction 9	Short	OBC	Powers / Consents	ii	1, 3, 5, 6, 8	F
I4	A27 Worthing and Lancing Improvement	Short	SOBC	OBC	ii	1, 3, 5, 6, 8	F
X1	M2 Junction 5	Short	SOBC	FBC	ii	1, 3, 5, 6, 8	F
Road Investment Strategy 3 Pipeline schemes (£3,~~49~~08~~0~~0m / £2~~8~~051m p.a.)							
Y1	Lower Thames Crossing (costings for Kent-side only)	Medium	OBC	Powers / Consents, FBC	ii	1, 3, 5, 6, 8	F
I6	Southampton Access (M27 Junction 2 and Junction 3)	Medium	~~Pre-~~SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
I7	A27 Lewes - Polegate	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
I8	A27 Chichester Improvements	Medium	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R3	A404 Bisham Junction	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
R4	A3/A247 Ripley South	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X2	A2 Brenley Corner Enhancements	Short	Pre-SOBC	SOBC	ii	1, 3, 5, 6, 8	B, F
X3	A2 Dover Access	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
X4	A21 Safety Enhancements (being brought forward to RP2)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	B, F
Smart Motorways Programme (£350m / £30m p.a.)							
R2	M3 Junction 9 – Junction 14 Smart Motorway	Short	Implementation - paused	Paused	ii	1, 3, 6, 8	F
R15	M4 Junction 3 - Junction 12 Smart Motorway	Short	Implementation - ongoing	(Ongoing) Delivery	ii	1, 3, 6, 8	F
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium	Implemented	(Ongoing) Delivery	ii	1, 3, 6, 8	N/A
X13	M2 Junction 4 - Junction 7 Smart Motorway	Short	SOBC	Feasibility Study	ii	1, 3, 5, 6, 8	F
Major Road Network Schemes (£250m / £15m p.a.)							
I14	A259 Bognor Regis to Littlehampton Enhancement	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I17	A259 (King's Road) Seafront Highways Structures Renewal Programme	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
N3a	A22 Corridor Package	Short	OBC	Powers / Consents, FBC	iv	1, 4, 5, 6, 8	A, D, F, H
I12	Northam Rail Bridge Replacement and Enhancement	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I15	A259 South Coast Road Corridor - Eastbourne to Brighton	Short	SOBC	OBC	iv	1, 3, 4, 5, 6, 8, 9	A, D, F, H
Major Road Network Scheme Pipeline (£~~85~~700m / £~~55~~566m p.a.)							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
N3b	A22 Corridor - Hailsham to Uckfield	Short	OBC	Powers / Consents, FBC	iv	1, 5, 6, 8	A, F
I17	A259 (King's Road) Seafront Highways Structures Renewal Programme (MRN)	Short	SOBC	OBC	iv	1, 6, 8	A, D, F, H
I16	A259 Chichester to Bognor Regis Enhancement	Short	Pre-SOBC	SOBC	iv	1, 2, 4, 5, 6, 7, 8	A, B, D, F, H
N2	A24/A243 Knoll Roundabout and M25 J9A	Medium	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	A, B, D, F, H
N4	A2270/A2101 Corridor Movement and Access Package	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
R6	New Thames Crossing East of Reading	Long	Pre-SOBC	SOBC	ii	1, 5, 6, 8	A, B, D, F, H
X7	A228 Colts Hill Strategic Link	Medium	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
Large Local Major Schemes (£6580m / £4960m p.a.)							
R5	A31 Farnham Corridor	Short	SOBC	~~Powers / Consents, FBC~~OBC	iv	1, 4, 5, 6, 8	A, D, F, H~~A, F~~
I11	Portsmouth City Centre Road	Short	SOBC	OBC	iv	1, 4, 5, 6, 8	A, D, F, H
I9	A326 Capacity Enhancements	Short	SOBC	OBC	iv	1, 5, 6, 8	A, D, F, H
X5	A229 Bluebell Hill Junction Upgrades	Short	SOBC	OBC	iv	1, 3, 5, 6, 8	A, D, F, H
I10	West Quay Realignment	Short	Pre-SOBC	SOBC	iv	1, 5, 6, 8	A, B, D, F, H
~~R6~~	~~New Thames Crossing East of Reading~~	~~Long~~	~~Pre-SOBC~~	~~SOBC~~	~~ii~~	~~1, 5, 6, 8~~	~~A, B, D, F, H~~
Large Local Major Scheme Pipeline (£100m / £5m p.a.)							
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	A, B, D, F, H
Housing Infrastructure Fund Schemes (£250m / £15m p.a.)							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
R7	A320 North Corridor (HIF)	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
S6	Hundred of Hoo Railway - Hoo Peninsula Passenger Rail Services	Medium	OBC	Powers / Consents, FBC	i, iv	1, 2, 6, 7, 8	F
X22	A228 Medway Valley Enhancements	Medium	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F

Table A.2: Global package interventions

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
N/A	Decarbonisation – including faster adoption of zero emission vehicles	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	BSIP/Enhanced Partnership Plans and public transport fare reductions	Ongoing	Ongoing	Ongoing	i, iii, iv	1, 2, 5, 6, 7, 8	B, C, D, E, F, G, H
N/A	National and local road user charging	Ongoing	Ongoing	Ongoing	ii, iv	1, 3, 5, 6, 8	B, D, E, F, H
N/A	Active travel (including LCWIPs) and micromobility trends	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 4, 5, 6, 8, 9	B, D, E, F, H
N/A	Digital Technology - faster adoption, including remote working and virtual access to services	Ongoing	Ongoing	Ongoing	i, ii, iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
N/A	Integration and Access - across and between modes and between spatial and transport planning	Ongoing	Ongoing	Ongoing	i, ii, iii, iv	1, 2, 3, 4, 5, 6, 7, 8	B, C, D, E, F, G, H

Table A.3: Place-based packages of intervention

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
Solent and Sussex Coat							
South Hampshire Rail (Core)							
A1	Solent Connectivity Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A2~~1a~~	Botley Line Double Tracking	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A3~~1b~~	Netley Line Signalling and Rail Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A4~~1c~~	Fareham Loop / Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A5~~1d~~	Portsmouth Station Platforms	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A6~~1e~~	South West Main Line - Totton Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A7~~1f~~	Southampton Central Station Upgrade and Timetabling	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A8~~1g~~	Eastleigh Station Platform and Approach Flyover Enhancement	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A9~~2~~	Waterside Branch Line - Reopening	Short	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, E, F
A10~~3~~	West of England Service Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
A11~~4~~	Additional Rail Freight Paths to Southampton	Short	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	D, E, F
South Hampshire Rail (Enhanced)							
B1	Southampton Central Station - Woolston Crossing	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B2	New Southampton Central Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
B3	New City Centre Station	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B5	West Coastway Line - Fareham to Cosham Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B6	West Coastway Line - Cosham Station Relocation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B7	Eastleigh to Romsey Line - Electrification	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B8	Havant Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B9	Fratton Rail Freight Hub	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
B10	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
B11	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
South Hampshire Mass Transit							
C1	Southampton Mass Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	F
C2	South East Hampshire Rapid Transit	Medium	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	F
C3	New Southampton to Fawley Waterside Ferry Service	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
C4	Southampton Cruise Terminal Access for Mass Transit	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F
C5	M271 Junction 1 Strategic Mobility Hub	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C8	M27 Junction 9 Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C9	M275 Junction 1 Strategic Mobility Hub	Medium	~~Pre-~~SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F, H
C10	Clarence Pier Bus-Hovercraft Interchange	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
C11	Improved Gosport – Portsmouth and Portsmouth – Hayling Island Ferries	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 8	B, D, F, G, H
South Hampshire Active Travel							
E1	Solent Active Travel (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
Isle of Wight Mass Transit and Connections							
D1a	Bus Mass Transit - Newport to Yarmouth	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1b	Bus Mass Transit - Newport to Ryde	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1c	Bus Mass Transit - Newport to Cowes	Medium	Pre-SOBC	Feasibility Study	iv	1, 5, 6, 7, 8	B, D, F, H
D1d	Isle of Wight Railway Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i, iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor~~Isle of Wight Railway Extensions - Shanklin to Ventnor~~	Medium	~~Pre-~~SOBC	Feasibility Study	~~i,~~ iv	1, 2, 5, 6, 7, 8	B, D, F, H
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport~~Isle of Wight Railway Extensions - Shanklin to Newport (or Mass Transit alternative)~~	Medium	~~Pre-~~SOBC	Feasibility Study	~~i,~~ iv	1, 2, 5, 6, 7, 8	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
D2a	Operating Hours and Frequency Enhancements	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H
D2b	New Summer Route - Ryde to Southampton	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 5, 6, 7, 8	B, D, F, H
Sussex Coast Rail							
F1	West Coastway Strategic Study	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
F2	West Worthing Level Crossing Removal	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, F
Sussex Coast Mass Transit Rail							
G1	Shoreham Strategic Mobility Hub	Short	Pre-SOBC	H, Feasibility Study	iv	1, 3, 6, 8	B, D, E, F, H
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, F, G, H
G3	Falmer Strategic Mobility Hub	Short	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium	Pre-SOBC	H, Feasibility Study	i, iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G5	Sussex Coast Mass Rapid Transit	Medium	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
G6	Eastbourne/Wealden Mass Rapid Transit	Short	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G7	Hastings/Bexhill Mass Rapid Transit	Medium	Pre-SOBC	H, Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium	SOBC	H, OBC	ii	1, 2, 3, 5, 6, 7, 8	D, F, H
Sussex Coast Active Travel							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
Solent and Sussex Coast Highways							
I13	New Horsea Bridge and Tipner Bridge	Short	Pre-SOBC	SOBC	iv	1, 3, 5, 6, 8	F
I18	A29 Realignment including combined Cycleway and Footway	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
I19	M27/M271/M275 Smart Motorway(s)	Short	Pre-SOBC	SOBC	ii	1, 3, 4, 6, 8	F
I20	A27 Tangmere Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I21	A27 Fontwell Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I22	A27 Worthing (Long Term Solution)	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
I23	A27 Hangleton Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I24	A27 Devils Dyke Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I25	A27 Falmer Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
I26	A27 Hollingbury Junction Enhancements	Medium	Pre-SOBC	SOBC	ii	1, 3, 6, 8	F
London to Sussex Coast							
London to Sussex Coast Rail (Resilience)							
J1	Croydon Area Remodelling Scheme	Medium	OBC	Powers / Consents	i	1, 2, 5, 6, 7, 8	F
J2	Brighton Main Line - 100mph Operation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J3	Brighton Station Additional Platform	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J4	Reigate Station Upgrade	Short	OBC	FBC	i	1, 2, 5, 6, 7, 8	F
J5	Arun Valley Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
J6	East Coastway Line - Faster Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J7	Brighton Main Line - Reinstate Cross Country Services	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	F
J8	New Station to the North East of Horsham	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
J11	Redhill Aerodrome Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
London to Sussex Coast (Reinstatements)							
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
London to Sussex Coast Mass Transit							
L1	Fastway Extension: Crawley - Horsham	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L2	Fastway Extension: Crawley - East Grinstead	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L3	Fastway Extension: Haywards Heath - Burgess Hill	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
L4	Fastway Extension: Crawley - Redhill	Short	Pre-SOBC	G, H, Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
L5	A22 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L6	A23 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L7	A24 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L10	A272 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L11	A264 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L12	A29 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L13	A283 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L14	A281 Corridor Rural Bus Service Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
L15	Three Bridges Strategic Mobility Hub	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
London to Sussex Coast Active Travel							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M2	East Grinstead Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M3	Eastbourne/Hailsham Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M4	Gatwick/Crawley Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M5	Horsham Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M6	Lewes/Newhaven Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M7	Reigate/Redhill Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
M8	East Sussex Inter-~~urban~~Urban Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M9	Surrey Inter-urban Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8, 9	B, D, F, H
M10	West Sussex Inter-~~urban~~Urban Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M11	New London - Brighton National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
M12	New Crawley - Chichester National Cycle Network Corridor	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
M13	London - Paris New "Avenue Verte"	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 5, 6, 8, 9	B, D, F, H
London to Sussex Coast Highways							
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N6	M23 Junction 9 Enhancements - Gatwick	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure~~Cycleway~~	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N10	~~A272~~ Crawley Western Link Road and Active Travel Infrastructure~~Cycleway~~	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N11	A24 Dorking Bypass	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N12	A24 Dorking - Capel New Roundabout	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N13	A24 Corridor Improvements Horsham to ~~Capel~~ Dorking (LLM Pipeline)	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	F
N14	A23 Hickstead and Bolney Junction Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N15	A23/A27 Patcham Interchange Junction Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
N17	A26 Lewes - Uckfield Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
N18	A22 Uckfield Bypass Dualling	Short	Pre-SOBC	Feasibility Study	iv	1, 6, 8	F
N19	A22 Smart Road Trial Proposition Study	Short	OBC	Powers / Consents, FBC	iv	1, 3, 6, 8	F
Wessex Thames							
Wessex Thames Rail							
O1	Western Rail Link to Heathrow	Medium	SOBC	~~Powers / Consents, FBC~~OBC	i	1, 2, 5, 6, 7, 8	B, E, F
O2	Southern Rail Link to Heathrow	Long	Feasibility Study~~OBC~~	~~Powers / Consents, FBC~~Development	i	1, 2, 5, 6, 7, 8	B, E, F
O3	Reading to Basingstoke Enhancements~~Electrification~~	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O4	North Downs Line - Electrification	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O5	North Downs Line - Level Crossing Removals	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O6	North Downs Line - Service Level and Capacity Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
~~O7~~	~~New Station Guildford West (Park Barn)~~	~~Medium~~	~~Pre-SOBC~~	~~Feasibility Study~~	~~i~~	~~1, 2, 5, 6, 7, 8~~	~~B, D, E, F~~
~~O8~~	~~New Station Guildford East (Merrow)~~	~~Medium~~	~~Pre-SOBC~~	~~Feasibility Study~~	~~i~~	~~1, 2, 5, 6, 7, 8~~	~~B, D, E, F~~
O7	Guildford Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O8	New Station Guildford West (Park Barn)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O9	New Station Guildford East (Merrow)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O10~~8~~	Redhill Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
O11~~9~~	Dorking Deepdene Station Upgrade	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O12~~0~~	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement ~~Scheme~~	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O13~~1~~	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O14~~2~~	Cross Country Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O15~~3~~	Portsmouth Direct Line - Line Speed Enhancements	Short	Pre-SOBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	B, D, E, F
O16~~4~~	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O17~~5~~	South West Main Line - Dynamic Signalling	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O18~~6~~	Theale Strategic Rail Freight Terminal	Short ~~Medium~~	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, F
O19~~7~~	West of England Main Line - Electrification from Basingstoke to Salisbury	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
O20~~18~~	Reading to Waterloo Service Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Mass Transit							
P1	Basingstoke Mass Rapid Transit	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P2	Blackwater Valley Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P3	Bracknell/Wokingham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
P4	Elmbridge Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P5	Epsom/Ewell Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P6	Guildford Sustainable Movement Corridor~~Guildford Bus Enhancements~~	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P8	Newbury/Thatcham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P9	Reading Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P10	Spelthorne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P11	Woking Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P14	Winchester Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P15	Andover Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
P16	Runnymede Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P17	London Heathrow Airport Bus Access Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F, H
Wessex Thames Active Travel							
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 4, 5, 6, 7, 8, 9	B, D, F, H
Wessex Thames Highways							
R8	M4 Junction 10 Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements~~M3 Junction 6 - Junction 8 Safety Enhancements~~	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
R10	A3 Guildford Local Traffic Segregation	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, E, F
R11	A3 Guildford Long Term Solution	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R12	A34 Junction and Safety Enhancements	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
R13	A322 and A329(M) Smart Corridor	Short	FBC	(Ongoing) Delivery	iv	1, 3, 6, 8	F
R14	A339 Newbury to Basingstoke Safety Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	B, D, F
Kent, Medway, and East Sussex (KMES)							

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
KMES Rail – Classic							
S1	St Pancras International Domestic High Speed Platform Capacity	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S2	London Victoria Capacity Enhancements - Signalling and Digital Rail	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S3	Bakerloo Line Extension	Medium	SOBC	OBC	i, iv	1, 2, 6, 7, 8	E, F
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S5	London Victoria to Shortlands Capacity Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S6	Hoo Peninsula Passenger Rail Services	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S8	Thameslink - Extension to Maidstone and Ashford	Short	FBC	(Ongoing) Delivery	i	1, 2, 5, 6, 7, 8	F
S9	North Kent Line - Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S11	Otterpool Park/Westenhanger Station Additional Platform	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S12	Integrated Maidstone Stations	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S13	Dartford Station Remodelling/Relocation	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S14	Canterbury Interchange Rail Chord	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S15	New Station - Canterbury Interchange	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
S16	New Strood Rail Interchange	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S17	Rail Freight Gauge Clearance Enhancements	Medium	Pre-SOBC	SOBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
S18	Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet	Short	SOBC	OBC	i, iv	1, 2, 5, 6, 7, 8	D, E, F
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S20	Ebbsfleet International (Northfleet Connection)	Medium	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S21	Ebbsfleet International (Swanscombe Connection)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
S22	Gatwick - Kent Service Enhancements	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
KMES High Speed Rail East							
T1	High Speed East - Dollands Moor Connection	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	B, D, E, F
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium	SOBC	OBC	i	1, 2, 5, 6, 7, 8	D, F
KMES High Speed Rail North							
U1	High Speed 1 - Link to Medway (via Chatham)	Long	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
U2	High Speed 1 - Additional Services to West Coast Main Line	Short	Pre-SOBC	Feasibility Study	i	1, 2, 5, 6, 7, 8	B, D, E, F
KMES Mass Transit							
V1	Fastrack Expansion - Swanscombe Peninsula	Short	Pre-SOBC	SOBC	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
V2	Fastrack Expansion - Northfleet to Gravesend	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V3	Fastrack Expansion - Medway	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, F, H
V4	Medway Mass Transit	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V6	Medway to Maidstone Bus Priority~~Medway Mass Transit - Extension to Maidstone~~	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V9	Maidstone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V10	Dover Bus Rapid Transit	Short	Implementation	Feasibility Study	iv	1, 2, 3, 6, 7, 8	F
V11	Sittingbourne Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V12	Sevenoaks Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V13	Thanet Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V14	Folkestone Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V15	Ashford Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
V17	Thames Gateway/Gravesham Bus Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Long	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 6, 7, 8	B, D, E, F, H
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
~~V21~~	~~Ferry Crossings - Harty to Whitstable Enhancements~~	~~Medium~~	~~Pre-SOBC~~	~~Feasibility Study~~	~~iii, iv~~	~~1, 2, 3, 5, 6, 7, 8~~	~~A, B, C, D, E, F, G, H~~
~~V22~~	~~Ferry Crossings - Harty to Oare Enhancements~~	~~Medium~~	~~Pre-SOBC~~	~~Feasibility Study~~	~~iii, iv~~	~~1, 2, 3, 5, 6, 7, 8~~	~~A, B, C, D, E, F, G, H~~
V21~~3~~	Ferry Crossings - Ebbsfleet - Tilbury Enhancements	Medium	Pre-SOBC	Feasibility Study	iii, iv	1, 2, 3, 5, 6, 7, 8	A, B, C, D, E, F, G, H
V22~~4~~	Inland Waterway Freight Enhancements	Medium	Pre-SOBC	Feasibility Study	iv	1, 2, 3, 5, 6, 7, 8	B, D, E, F
KMES Active Travel							
W1	Medway Active Travel Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	F
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	B, D, F, H
W3	Kent Urban ~~Cycleways~~ Active Travel Infrastructure	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
W4	Kent Inter-urban Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	SOBC	iv	1, 3, 4, 6, 8, 9	B, D, F, H

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W9	East Sussex Local Active Travel Infrastructure~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8	F
W10	East Sussex Inter-~~urban~~Urban Active Travel Infrastructure ~~Cycleways~~	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F, H
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 4, 6, 8, 9	B, D, F
W12	Canterbury Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, E, F, H
W13	Medway Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iii, iv	1, 3, 6, 7, 8	A, B, C, D, E, F, G, H
W14	Dover Placemaking and Demand Management Measures	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 7, 8	B, D, E, F, H
KMES Highways							
X8	Digital Operations Stack and Brock	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 7, 8	F
X9	A20 Enhancements for Operations Stack & Brock	Short	Pre-SOBC	Feasibility Study	ii, iv	1, 3, 6, 7, 8	F
X10	Kent Lorry Parks (Long Term Solution)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 5, 6, 7, 8	F

Map Ref.	Intervention	Implementation Timeframe	Project stage	Next step(s)	Scheme promoters	Key delivery partners	Potential TfSE Role
X11	Dover Freight Diversification	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 5, 6, 8	B, D, F
~~X12~~	~~Kent Freight Consolidation Centres~~	~~Medium~~	~~Pre-SOBC~~	~~Feasibility Study~~	~~ii~~	~~1, 3, 6, 8~~	~~B, D, F~~
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Short	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X14	A2 Canterbury Junctions Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X16	M20 Junction 6 Sandling Interchange Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X17	M25 Junction 1a Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X18	M25 Junction 5 Enhancements	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X19	Herne Relief Road	Short	Implementation	(Ongoing) Delivery	iv	1, 3, 6, 8	F
X20	Canterbury East Relief Road	Long	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X21	New Maidstone South East Relief Road	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X23	A228 Hoo Peninsula Enhancements	Short	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F
X24	Strood Riverside Highways Enhancement and Bus Lane	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 7, 8	B, D, F, H
X25	A259 Level Crossing Removals – east of Rye	Medium	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	B, D, F
X26	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long	Pre-SOBC	Feasibility Study	ii	1, 3, 6, 8	F
X27	Hastings and Bexhill Distributor Roads	Medium	Pre-SOBC	Feasibility Study	iv	1, 3, 6, 8	F

Appendix B: Summary of Evidence Base Reports

Area Studies

- Strategic Narrative
- Delivery Plan
- Decarbonisation Thematic Plan
- Levelling-up Thematic Plan
- Rail Thematic Plan
- Bus, Mass Transit and Shared Mobility Thematic Plan
- Strategic Active Travel and Micromobility Thematic Plan
- Highways Thematic Plan
- Appraisal Specification Report
- Strategic Programme Outline Case, Options Assessment Report, and Evidence Base Report relating to:
  - Solent and Sussex Coast
  - London to Sussex Coast
  - Wessex Thames
  - Kent, Medway and East Sussex
- Integrated Sustainability Assessment

Previous Reports

- TfSE's Economic Connectivity Review (2018)
- TfSE's Transport Strategy (2020)
- TfSE's Future Mobility Strategy (2021)
- TfSE's Freight, Logistics and International Gateways Strategy (2022)
- TfSE Future Organisation Report (2021)

Technical Studies

- Strategic Investment Plan Evidence Base (2022)
- Strategic Investment Plan Funding and Financing Technical Annex (2022)
- COVID-19 Response (January 2021)
- Bus Back Better Regional Evidence Base (TBC - 2022)
- Decarbonisation Pathways Technical Report (TBC – 2022)

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				This work has been developed with support of the Transport for the South East's Regional Transport Decarbonisation Forum, and Transport for the South East will take forward work on this key priority area with its partners including further work on baselining carbon emissions and carbon quantification; deploying secured additional in-year government funding to support local transport authorities in similar work; development of an Electric Vehicle Strategy; and ongoing work of the Future Mobility Strategy and Forum. 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/
Public transport	Requests for further investment/improvements to public transport	257	12.73%	Transport for the South East recognises the importance of accessible, affordable, integrated, reliable and attractive public transport in all its forms that is fit for purpose and have ensured it is at the core of the Strategic Investment Plan. The Strategic Investment Plan will help us work together to enable a generational change in providing integrated and sustainable alternatives to private car dependency across the region. Our ambition is for public transport levels of service and patronage to return to and far surpass the levels seen before the pandemic. This is with the understanding that travel and work patterns have and may continue to change and that demand for some services was already at peak capacity or may be better accommodated through more flexible models of provision. As with some public transport provision, this may require additional subsidy support. We will work with local authorities and operators to provide better-connected and accessible multi-modal journeys with users easily able to able to walk, wheel or cycle for the first and last miles of the journeys. This includes ensuring private car travel using low emissions and electric vehicles is still supported in a balanced way (such as
	Improve public transport fares, particularly rail	44	2.18%	
	Support for alternative methods of public transport, other than car use	25	1.24%	
	Requests to improve integration between transport modes (bus, rail)	18	0.89%	
	Requests to improve the bus network	16	0.79%	
	Requests to make public transport more reliable	14	0.69%	
	Improvements and building resilience to the rail network	10	0.50%	
	Reopen disused railway lines	8	0.40%	
	Improve rail patronage	6	0.30%	

	Greater electrification of railways	6	0.30%	through car parking improvements at local railway stations for those who are unable to easily walk, wheel, cycle or use public transport). Transport for the South East will continue to work with government and key stakeholders such as Network Rail to secure additional funding to support the capital and operational enhancements contained within the Strategic Investment Plan. Transport for the South East has already secured funding to support improvements to local bus services and local authorities' Bus Service Improvement Plans and Enhanced Partnerships. In addition, funding has been secured to develop a Centre for Excellence that will support delivery of best practice local transport plans across the region. Further work on Transport for the South East's analytical framework is also underway and this could include updating of data to reflect post-Covid trends.
	Greater investment is needed in public transport than the proposals are offering	5	0.25%	
Active Travel	Prioritise active travel	231	11.44%	Transport for the South East recognises the important role active travel* must have in both local and regional connectivity, with the Strategic Investment Plan identifying several enhancements to the National Cycle Network while also supporting and helping better connect local infrastructure improvement schemes such as those contained in local authority Local Cycling and Walking Infrastructure Plans (LCWIPs). Individual interventions tend to have more localised impacts, but however long, all journeys start and finish on foot or by wheeling. Investment in the right local, first-mile / last-mile connectivity is critical for allowing journeys to be integrated and seamless, whether in an urban, sub-urban, peri-urban or rural setting. Active modes (including new forms of e-mobility such as electric bikes and scooters) have immediate benefits for supporting our pathway to net zero carbon as such modes are zero or "ultra low" emission. Good infrastructure investment, as proposed in the packages identified in the Strategic Investment Plan, will help ensure the recovery from the COVID pandemic, or future shocks, need not be car based.
	Requests for more sustainable methods of transport	91	4.51%	
	Requests for improved active travel infrastructure	11	0.54%	
	Active travel schemes are pointless if new roads are being built	8	0.40%	
	Need greater infrastructure for e-bikes and e-scooters	8	0.40%	
	Active travel needs more funding	8	0.40%	
	Active Travel is not defined	5	0.25%	
	Too much reliance on local transport authorities for active travel schemes	5	0.25%	
	The proposals should include even greater emphasis on active travel than is currently included	5	0.25%	

				Well-designed, high-quality infrastructure supports access to key services – it can help realise many urban areas' visions for 15-or 20-minute neighbourhoods – where all key services can be accessed on foot or by wheeling in that amount of time. Transport for the South East has developed a Strategic Active Travel and Micro Mobility Plan that will guide our work and will help ensure active travel infrastructure is safe, accessible, and seamlessly integrated with other modes, especially rail and bus rapid transport. Transport for the South East will also continue to work closely with local transport authorities, who will lead on this area through delivery of their LCWIPs, as well as groups such as Sustrans and Active Travel England as it further establishes its operations and capacity to add value to projects in our region. One workstream will be to identify the regional ambition for the National Cycle Network and the means by which Transport for the South East and its partners can collectively realise and promote this network and increase levels of cycling. * 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. It may be the only mode used in a journey (such as walking to or from the High Street) or may form part of a multi-modal journey (such as cycling to or from a local train station).
Highways	Oppose road building schemes	147	7.28%	Transport for the South East understands highways as being multi-modal corridors accommodating active travel, bus and other mass transit, freight and service vehicles, as well as private car. With 90% of trips being taken on highways, it is infrastructure which will continue to be vital for the connectivity of people and goods. Highways interventions are included in the Strategic Investment Plan where they: • improve safety for all users; • support sustainable modes and de-conflict private and mass transit vehicle flows on longer routes; and
	Requests for a slip road on J5 on the M26/A21 (route to Sevenoaks)	48	2.38%	
	Slip roads must be improved	15	0.74%	
	Support for road user charging	14	0.69%	
	Improve road safety	13	0.64%	
	Supports road building schemes	11	0.54%	
	Improve the existing roads and networks	8	0.40%	

	If new roads are to be built, they must align with active travel plans	6	0.30%	• de-conflict strategic and local traffic around built-up areas, freeing up road space for active travel and public transport improvements and public realm enhancements. All of the packages within the Strategic Investment Plan are multi-modal with the vast majority making best use of existing infrastructure through enhancements along the corridor – presenting a transformational opportunity to enhance travel. 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 as well promoting and enabling the uptake of electric and hydrogen powered vehicles and green generation of these energy sources. The Strategic Investment Plan 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. Additional information is available within the technical supporting documents of the evidence base and assessments that have been conducted, including a highways thematic plan. As we move into Strategic Investment Plan delivery planning, Transport for the South East will advocate to remove silos around government funding to allow more place-based and integrated interventions, better aligned with its sustainable economic development objectives, to be developed and delivered.
	More focus on tackling congestion	6	0.30%	
	The proposals will increase congestion	6	0.30%	
	Supports improvements to the A27	5	0.25%	

Connectivity	Invest in/support east-west connectivity	24	1.19%	We note support for many of the areas where we have prioritised connectivity enhancements. Improved east west connectivity, connectivity from and between coastal communities, connectivity to international gateways and improved connectivity between Portsmouth and Southampton have been strategic objectives of interventions throughout the development of the Strategic Investment Plan and its subsequent development work. The direction provided here will be considered in our delivery planning, prioritising and sequencing work which follows adoption of the Strategic Investment Plan.
	Improve orbital (non-London-radial) journeys	9	0.45%	
	Requests to improve links for Sevenoaks	7	0.35%	
	Requests for a Solent Tunnel	7	0.35%	
	Improved connectivity between coastal communities	6	0.30%	
	Requests for improved urban connectivity	5	0.25%	
	Requests for east-west access to Heathrow	5	0.25%	
Costs & benefits / funding and financing	The Strategic Investment Plan makes a clear case for the benefits and costs (support)	24	1.19%	Transport for the South East has produced initial assessments of both the costs and benefits of the interventions contained within the Strategic Investment Plan individually, in packages, and overall (both phased and unphased over time). In addition, an assessment of the affordability and likely funding and financing options for the Strategic Investment Plan have also been conducted. These assessments are proportionate for the level of scheme development for most interventions and to be consistent across the programme of interventions. For the assessment of costs, published data was used where available, alternatively unit costs were identified and factored. Assessments conclude that the scale of benefit is material in comparison to the costs, with benefits criteria aligning to economic, social and environmental goals. In addition, the overall cost of delivering the plan is ambitious but not unreasonable given the scaler of previous investment. Additional information is available within the technical supporting documents of the evidence base and assessments that have been conducted, including a delivery plan.
	It is difficult to quantify/estimate costs	12	0.59%	
	Funding and financing is not clear enough	9	0.45%	
	I think the benefits and costs for the proposed packages are well thought out and thorough	7	0.35%	
	Other factors should be considered to calculate the costs and benefits	5	0.25%	
	The calculation of the costs and benefits is inaccurate	5	0.25%	

				To deliver the plan, Transport for the South East would welcome ongoing discussions with government, as well as local govenrment and the private sector, to be able to move towards more of a 'beneficiary pays' model of funding, recognising the considerable contribution the delivery of the plan could make to different user groups and other beneficiaries.
Rural transport	Rural areas are not sufficiently addressed in the Strategic Investment Plan.	30	1.49%	As a Sub-National Transport Body that has multiple rural authorities Transport for the South East understands the important of investment in rural transport to support realisation of its sustainable economic development objectives. The Strategic Investment Plan includes a range of interventions which will provide this support. This includes: • Supporting Local Transport Authority Local Cycling and Walking Investment Plans and Bus Service Improvement Plans which will strength local active travel and mass transit network. • Strategic local interventions which include: o Inter-urban active travel and mass transit infrastructure connecting rural communities with market towns; o Intervention in part of the rail network running through rural areas, supporting improved connectivity to rural communities; and o Multi-modal, integrated highways interventions focussed in rural areas. • A number of strategic mobility hubs are proposed which will provide points of interchange between the rail network and first mile last mile transport connectivity to rural areas. Interventions to improve digital infrastructure in rural areas, reducing barriers to digital connectivity and reducing the need to travel. Transport for the South East is engaging with other sub-national transport bodies and local partners, including protected landscapes, to understand the evidence underpinning the challenges and opportunities for rural transport and service provision. Workstreams will be brought forward that can contribute most to enhancing rural accessibility, and this could build on the Future Mobility Strategy and Forum which has given special attention to rural connectivity.
	Requests for improved connectivity in rural communities	18	0.89%	

ISA	The ISA is too wordy and scientific	8	0.40%	The ISA is a technical document that follows legislative guidance. Good practice rather than statutory. Further, more detailed assessments will be required at pre-delivery stage. This was a combination of work undertaken on the transport strategy and area studies and is technical in nature. An Integrated Sustainability Assessment has been carried out alongside the development of the strategic investment plan. It has been updated to reflect Section 62 of the Environment Act (1995) which makes it a duty for all relevant authorities (including Government departments and agencies, utility companies and parish councils) to have regard to National Park purposes when coming to decisions or carrying out their activities. The ISA carried out for the Strategic Investment Plan recognises the potential for positive significant impact through construction, delivery and planning. It is clear that the interventions within the plan are conceptual at this stage and so further work would be carried out prior to implementation.
	Support the ISA	8	0.40%	
General	Not enough detail on the proposed interventions	47	2.33%	Transport for the South East has developed technical documents which provide additional information about the interventions within the plan as well as the evidence base and assessment underpinning their inclusion. As interventions come forward for development, additional information will become available in parallel with further stakeholder engagement. Assessment of the deliverability of the plan has been made throughout the development of the Strategic Investment Plan and supporting Area Studies programmes. Consideration has been given, proportionately, to affordability, engineering feasibility, stakeholder acceptance, and associated risks. Additional information is available within the technical supporting documents of the evidence base and assessments that have been conducted.
	Concerns regarding air pollution	17	0.84%	
	Concerned whether the plan is deliverable	42	2.08%	
	Did not feel there was sufficient information to enable participant to engage with the question.	38	1.88%	
	Supportive of the proposals	33	1.63%	
	Not enough prior knowledge to engage with some of the questions.	30	1.49%	
	The plans are unrealistic/unsustainable	19	0.94%	
	Would welcome further engagement from Transport for the South East	13	0.64%	

	Not all information included is entirely relevant to the rest of the Strategic Investment Plan.	12	0.59%	
	Levelling up has not been sufficiently addressed	11	0.54%	
	Strategic Investment Plan lacks sufficient evidence to back-up its proposals.	10	0.50%	
	Data used in the proposal is outdated	9	0.45%	
	Participant has concerns about nature degradation	7	0.35%	
	Document too dense to understand	7	0.35%	
	Plans should be more ambitious	7	0.35%	
	Need to have clearer targets	7	0.35%	
	Need to consider current contexts (cost of living etc)	6	0.30%	
	Need information on scheme by level, not by package	6	0.30%	
	Requests to consider accessibility more	6	0.30%	
	Plan has no benefit/too broad	5	0.25%	

Draft Strategic Investment Plan Integrated Sustainability Appraisal Consultation Report

Prepared for Transport for the South East

October 2022

Contents

1.0 Introduction

1.1 Context

1.1.1 This report has been produced to summarise the feedback that has been received by ECF, as part of Transport for South East's (TfSE) consultation on its Strategic Investment Plan (SIP). This is part of TfSE's aim to develop the south east's economy through safe and sustainable transport, and to implement policies that work towards the vision for 2050. The SIP and the Integrated Sustainability Appraisal (ISA) seek to contribute to this end. This report provides an overview of the analysis conducted with respect to the ISA specifically, during the public consultation on the document that took place between 20 June 2022 and 12 September 2022.

1.1.2 Alongside the Strategic Investment Plan, TfSE produced the ISA, which seeks to promote sustainable development. The ISA takes into account the environmental, economic and social effects of the Plan, and was developed through a number of assessments and area studies. Key stakeholder views were sought via engagement sessions as part of the ISA development process.

1.2 Obtaining Feedback

1.2.1 As part of the online consultation conducted by TfSE on the SIP, a question was asked to encourage respondents to give their views on the findings of the ISA. To support this question the ISA was uploaded onto the Engagement HQ website with hyperlinks provided to the document. Furthermore, some participants choose to register their feedback to the question by emailing their response to the survey.

1.3 Survey Feedback Analysis

1.3.1 The question asked respondents "Do you have any comments on the Integrated Sustainability Appraisal?". As the survey question was qualitative, the analysis of the feedback shall be based entirely on thematic frequency. Qualitative analysis was conducted across the

Engagement HQ responses, as well as the responses submitted by email. The themes that are referred to in this report are themes that occurred frequently across the survey responses.

1.4 Engagement HQ Responses

1.4.1 406 consultation responses were submitted via the Engagement HQ platform. 140 of those responses included an answer to the ISA question. There were 209 individual downloads of the ISA file on the Engagement HQ site.

1.4.2 As can be observed in the table below, the most frequent theme in response to the question was that respondents would like to see greater focus on how the SIP will address environmental issues (mentioned 19 times, 14%)

1.4.3 Following that, the most frequent themes mirrored those across the wider SIP consultation:

- improvements to public transport (mentioned 12 times, 9%);
- the importance of active travel (mentioned nine times, 6%) and
- opposition to road building proposals (mentioned nine times, 6%).

1.4.4 Eight participants (6%) expressed their support for the ISA and eight participants (6%) stated that they felt that the ISA was too wordy and scientific.

Theme	No. of Unique Mentions	% of responses
Would like more focus on how the SIP will address environmental concerns	19	14%
Requests for improvements to public transport	12	9%
Emphasis on the importance of active travel	9	6%
Too much emphasis on road building	9	6%
Support the ISA	8	6%
Too wordy and scientific	8	6%
Participant has concerns about nature degradation	7	5%
Not enough evidence	7	5%
Need to have clearer targets	7	5%
Unclear how the SIP and ISA link	6	4%
Not enough consideration to rural communities	5	4%
Concerns around deliverability and must be implemented properly	5	4%

Some examples of feedback given with respect to these recurring themes are as follows:

- In terms of the most common theme (would like more focus on how the SIP will address environmental concerns), examples of respondent feedback included:
  - "Pleased that this has been carried out. We need to remember that maintaining healthy natural habitats in itself contributes to climate mitigation and

resilience, and that we are also facing a biodiversity-loss crisis as well as a climate crisis. Proposed measures which are likely to have significant negative impacts on the natural environment (notably, many of the highways measures) should be considered very carefully in this context."
    - "I am nervous that there is not sufficient emphasis on preserving the environment, particularly with regard to the construction of new roads"
    - "Sustainable transport needs to be a priority. For the last 70 years our streets have been dominated by motor traffic. There is a time and a place for that, but it is too imbalanced. We need to focus on the short local journeys which make up the majority of people's travel and get them, walking, wheeling, scooting and cycling and out of vehicles for those who can't and need to travel by car. "
- On the second most common theme (requests for improvements to public transport), examples of respondent feedback included:
    - "Test Valley Borough is identified in the Outer Orbital Area Study. The Council supports the improvement of transport connectivity and development in this region as well as with areas in the Inner Orbital Area Study, such as West Berkshire and Basingstoke and Deane."
    - "The whole plan hasn't considered everything that is needed. Needs to include reduction in traffic on local roads, (especially HGVs), improved and cheaper public transport giving connectivity between rural villages and towns."
- The third most frequent theme (emphasis on the importance of active travel), featured the following feedback:
    - "Rail, busses and active travel need prioritising over cars. It's essential."
    - "The assessment rightly points out that while the interventions on active travel and public have a positive impact on emissions, the road schemes have a negative impact. If the TfSE recognises this, why is the plan not amended accordingly?"

1.5 Other Responses

1.5.1.1 Nine of the 16 respondents that chose to email their survey responses, responded to the question on the ISA. There were no frequently recurring themes with respect to the question on the ISA when analysing the emailed survey responses. Generally, respondents that chose to share feedback found that the ISA was comprehensive and clear, however some respondents felt that it lacked clarity on how it would drive behavioural change, and the financial sustainability of the proposals.

1.5.1.2 The nine respondents can be categorised as the following stakeholder types: district authority, county council, unitary authority and transport organisation.

1.5.1.3 It is worth noting that some participants chose to engage with the consultation by emailing written responses to the SIP that did not fall within the structure of the survey. These responses were qualitatively coded. Within these responses, there were no recurrent themes that made specific reference to the ISA.

2.0 Conclusion

2.1 This report has highlighted some of the main themes surrounding the ISA that have been drawn from the public consultation. The data finds that many of the themes that have appeared across the consultation have also been expressed with respect to the ISA. These cross-cutting themes include that improvements to public transport are supported, that active

travel should be recognised as important and that proposals to build new roads are less supported.

2.2 The Engagement HQ site received 140 responses on the ISA, out of the 406 total respondents. Similarly, of the 16 respondents that chose to email their survey responses, 9 respondents gave feedback on the ISA. These lower response numbers could perhaps be reflected in the number of downloads of the ISA file, which stood at 209 downloads compared to 1,000+ for the full version of the Strategic Investment Plan.

2.3 Concerns surrounding environmental issues, as well as support for improving public transport and prioritising active travel, were frequently recurring themes that were expressed in response to the qualitative question on the ISA. These are themes that have appeared frequently across the consultation process.

2.4 With more specific relation to the ISA itself, there was support expressed for the ISA in some of the responses, however some found that the wording of the ISA was too wordy and scientific.

Report
October 2022

Summary of Integrated Impact Assessments

Transport for the South East
24137701
Our ref: 24137701

steer

Report
October 2022

Summary of Integrated Impact Assessment

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Tables

1 Introduction

1.1 Transport for the South East (TfSE) is the sub-national transport body representing 16 Local Transport Authorities (LTAs) and five Local Enterprise Partnerships (LEPs) in the South East. TfSE's Transport Strategy was adopted in 2020, with a vision and three goals based around Economy, Society and the Environment. An integrated Sustainability Appraisal (ISA) was undertaken alongside the Strategy[1].

1.2 An Integrated Sustainability Appraisal (ISA) was produced alongside the preparation of the Transport Strategy to promote sustainable development by assessing environmental, social and economic effects, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.

1.3 The ISA combined the following assessment processes:

- Strategic Environmental Assessment (SEA);
- Health Impact Assessment (HIA);
- Habitats Regulations Assessment (HRA);
- Equalities Impact Assessment (EqIA); and
- Community Safety Audits (CSA).

1.4 Following the Strategy, TfSE undertook a series of Area Studies and parallel workstreams to identify short-listed interventions for inclusion within TfSE's forthcoming Strategic Investment Plan (SIP), along with the evidenced case for their inclusion, in broad alignment with Department for Transport's Transport Analysis Guidance (TAG).

1.5 To ensure that each Area Study meets the vision, goals and priorities of the Transport Strategy, a non-statutory ISA was undertaken. Each ISA was embedded within the staged development of each Area Study.

1.6 ISA was undertaken for five areas:

- Outer Orbital
- Inner Orbital
- South Central Radial
- South East Radial
- South West Radial

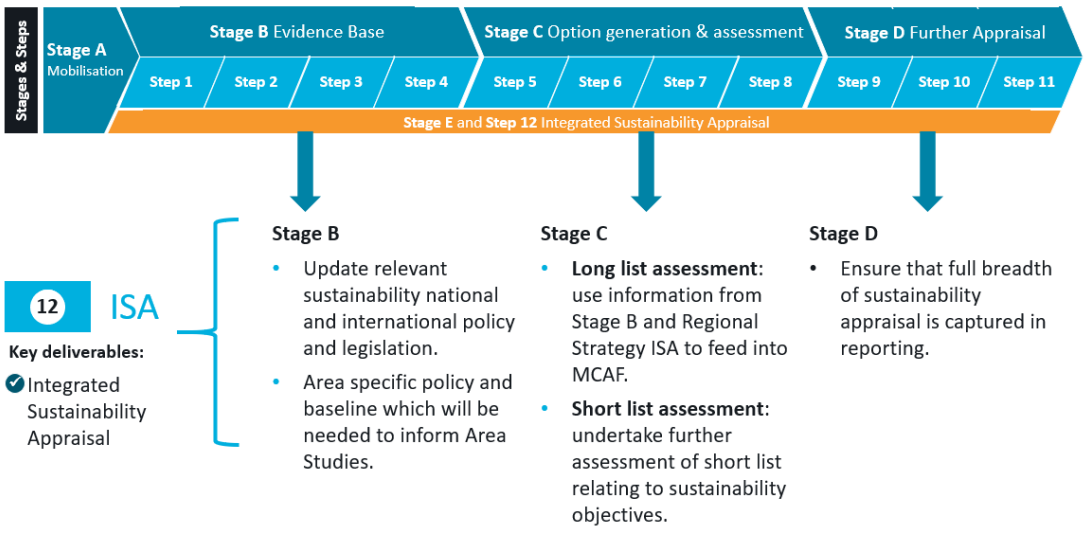
1.7 This report summarises the ISA results for the Area Studies for the TfSE Region.

[1] **https://transportforthesoutheast.org.uk/our-work/transport-strategy/**

2 Methodology

2.1 The ISA was embedded into the development of options as set out in Figure 1.

Figure 1 ISA and Option Development



2.2 Further information on how the ISA was embedded into the process is:

- **Stage B: Evidence Base** - A **policy review** was undertaken to update relevant international and national legislation and identify relevant local environmental policy to each Area Study. A **baseline review** was undertaken to identify key area-based environmental information, to sit alongside social, economic and transport data. The ISA Objectives developed for the Regional Strategy were reviewed for application to each Area Study. Issues and opportunities were used to develop a **Sustainability Appraisal Framework**.
- **Stage C: Option Generation and Assessment** - The information compiled in the Transport Strategy ISA including the assessment of strategic corridors and transport interventions informed the development and refinement of the interventions included within the **long list**. Using the evidence base and policy information gathered at Stage B, a policy alignment assessment was undertaken for the Multi-Criteria Assessment Framework (MCAF) to determine how well national and regional sustainability policies aligned with each of the interventions.
- **Stage D: Further Appraisal** - The Sustainability Objectives identified at Stage B were used to appraise each **short-listed intervention.** The assessment was informed by the MCAF findings as well as a GIS constraints exercise which highlighted **potential environmental, social and economic sensitives**, and the assessment of **general transport typologies**. The ISA report has identified key **mitigation, enhancement and monitoring measures** that should be considered for interventions being taken forward.

3 Evidence base

3.1 The evidence base was informed by the Stage B Evidence Base Report and comprised baseline information for each Area and a review of the policy context. It drew on information from the ISA of the Transport Strategy but includes further details specific to each Area.

3.2 Evidence used to assess the sensitivity of baseline information is presented in Table 1 below.

Table 1 Evidence used for sensitivity assessment

ISA Topic	Spatial Indicator
Natural Capital & Biodiversity	• Ancient woodland • Nature Improvement areas • Natural Areas • Priority Habitats • Marine Conservation Zones • Biosphere • Local Nature Recovery (LNR) • National Nature Reserve (NNR) • Ramsar sites • Special Area of Conservation (SAC) • Special Protection Area (SPA) • Site of Special Scientific Interest (SSSI) • Country Park
Historic Environment	• Listed Buildings • Parks and Gardens • Scheduled Monuments • Battlefield • World Heritage
Landscape	• Areas of Outstanding Natural Beauty (AONB) • National Parks • Greenbelt • Public right of ways (PRoWs) • Sustrans Routes (National, Regional and Local) • National Trails
Soils & Resources	• Best and Most Valuable (BMV) Land • Nitrate vulnerability Zones • Permitted Waste Sites

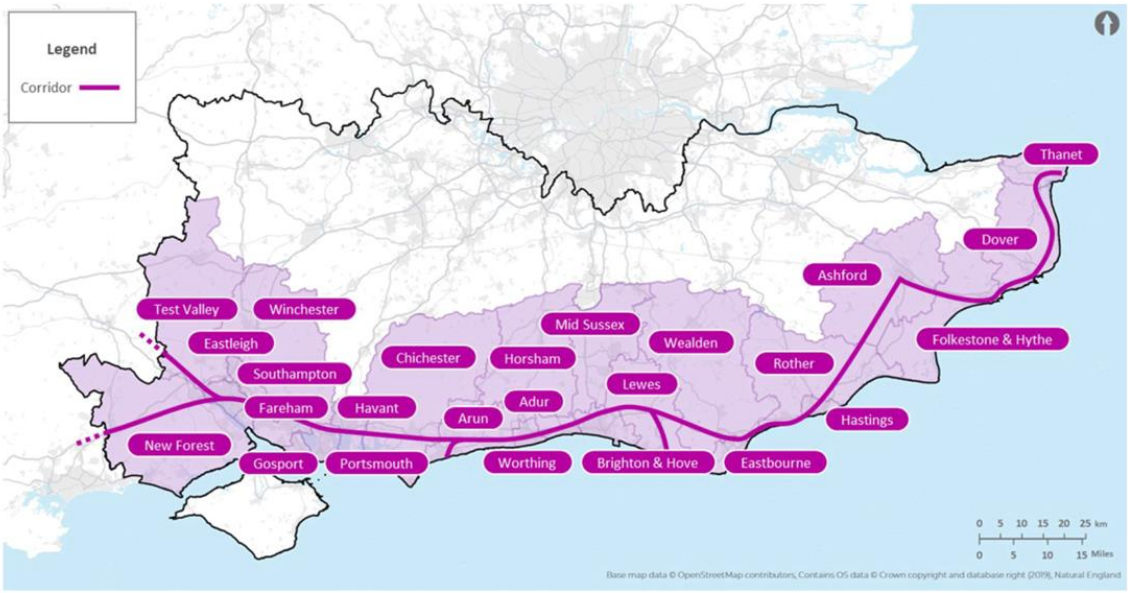
ISA Topic	Spatial Indicator
Water	• Water bodies • Aquifers • Groundwater Source Protection Zone
Air Quality	• Air Quality Management Areas (AQMA) • Clean Air Zones
Climate Change & GHGs	• Per Capita Emissions • Flood Zones • Flood Risk Areas
Noise	• Noise Important Area (NIA) • Defra Road Noise
Health and Equalities	• Excess Weight • Cycling frequency • Physically active • Unemployment • Index of Multiple Deprivation (IMD) - Overall • IMD - Health • Health Facilities Access • Education Access
Community Safety	• Killed or Seriously Injured (KSI) • IMD Crime • Accidents
Economy	• Economic Hubs • Major Employment Areas • Research Institutions • Enterprise Zones • Planned Employment • Planned Housing • Planned Mixed Use • Priority Sectors • Journey Time to Employment by Bicycle • Journey Time to Employment by Public Transport • Journey Time to Employment by Car

3.3 The review included international and national legislation as well as regional and local plans and policy. Plans specific to each Area Study included local development plans, transport plans and environmental plans.

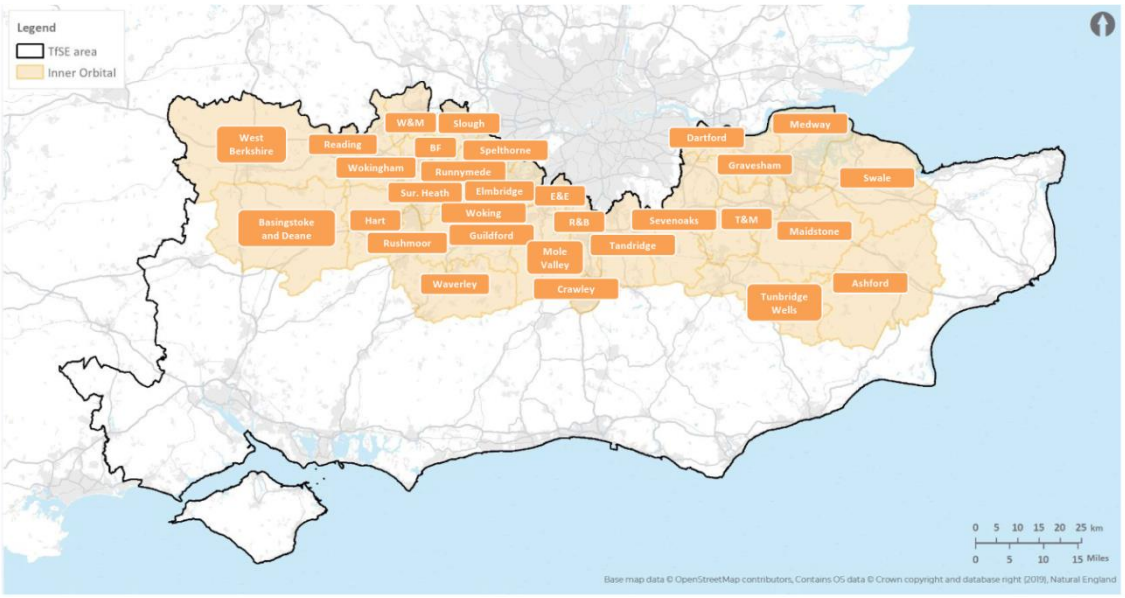
Overview of Study Areas

3.4 The South East Region was divided into five study areas described below.

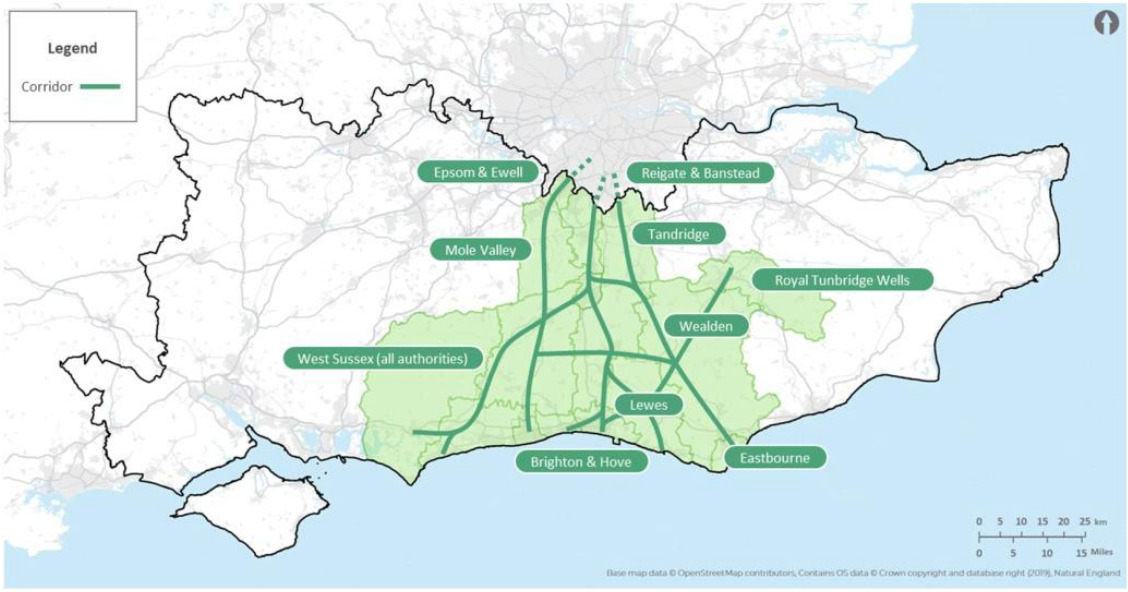
3.5 **The Outer Orbital (OOSA) Area Study** encompasses the strategic corridors along the coastline from the New Forest, Hampshire in the west, towards Thanet, Kent in the east. This area includes some of the largest, most productive areas in the South East as well as diverse and protected landscapes. However, the area also faces social challenges. Improvements in the area are required to improve transport connectivity and development in the region.



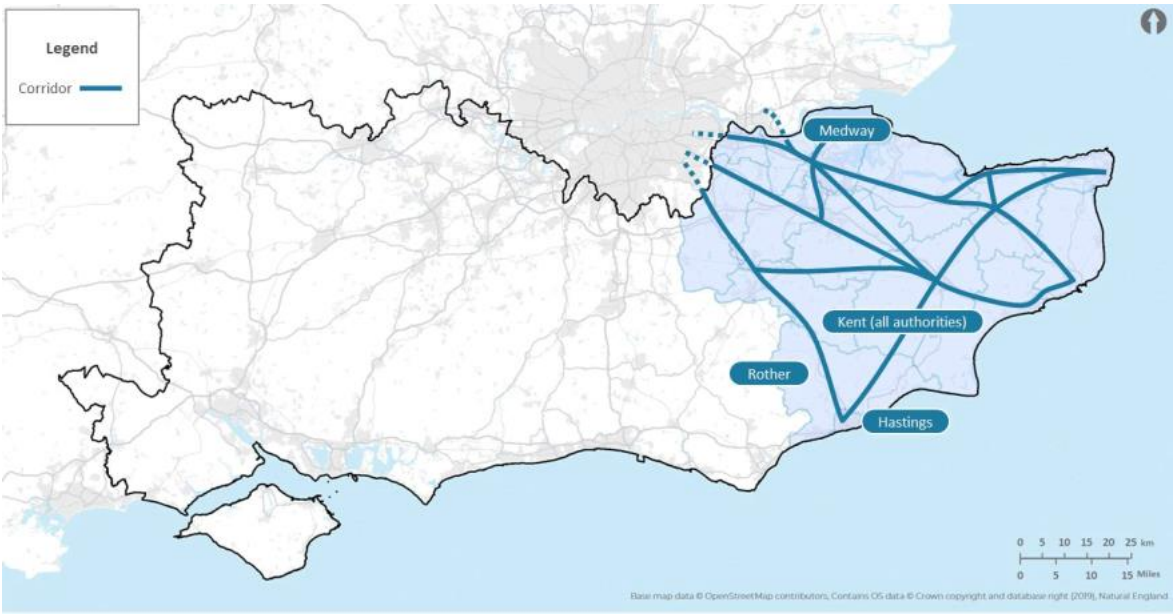
3.6 **The Inner Orbital (IOSA) Area Study** encompasses the key transport corridors that serve and connect the South East's Major Economic Hubs and international gateways around the southern outskirts of London. This area is predominately urban containing the UK's largest international airport whilst including a diverse range of protected landscapes. The area faces social challenges, with the need for reducing road congestion rates and improving transport connectivity and development in the region.



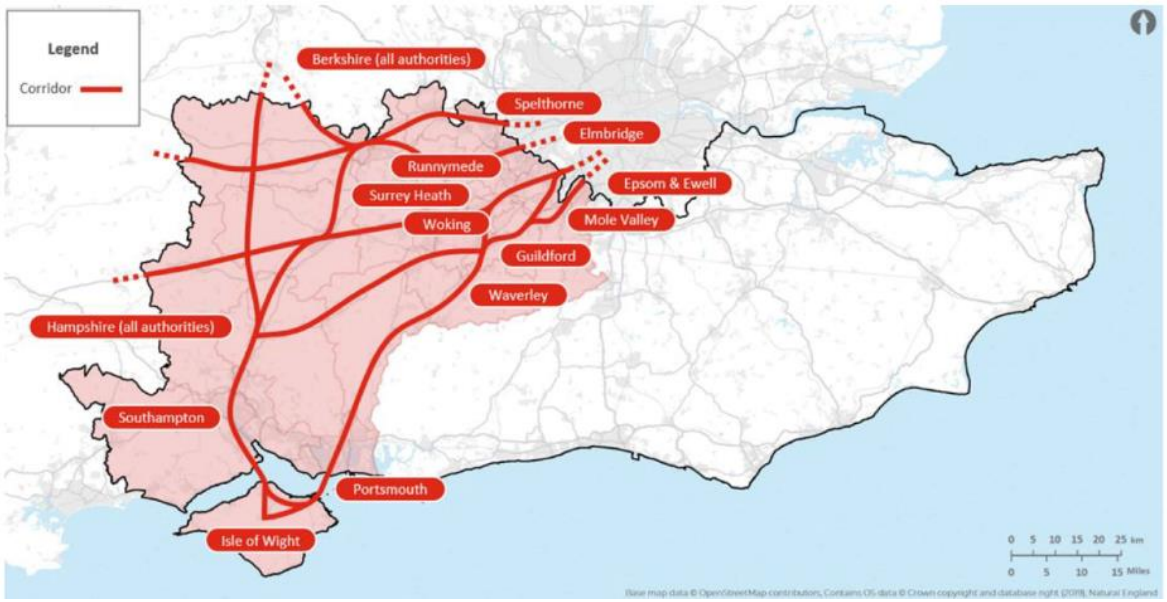
3.7 The **South Central Radial Study Area (SCRSA)** serves some of the largest and most productive conurbations in the South East, encompassing the London - Gatwick corridor in the north, extending into the south and expanding to connect much of the Sussex coastline with London. The SCRSA also includes three ports: Shoreham, Newhaven, and Littlehampton. It also boasts some of the most diverse landscapes in southern England, including the South Downs National Park. However, this area also faces challenges in terms of deprivation, particularly in some coastal communities, with additional constraints limiting economic activity, poor integration of rail networks to economic hubs, and long journey times.



3.8 The **South East Radial Study Area (SERSA)** encompasses the strategic corridors between London, Hastings, and coastal Kent/Medway. The major economic hubs in the SERSA include the largest settlements in this area, including the Medway Built Up Area (the third largest conurbation in the TfSE Area). The area also includes some of the busiest international gateways in the UK, most notably Dover and the Channel Tunnel. The SERSA is also home to some of the country's most natural and historic environments, including the Kent Downs AONB and High Weald AONB, Marine Conservation Areas and internationally designated sites of nature conservation.



3.9 The **South West Radial Study Area** (SWRSA) encompasses major economic hubs on the Greater London boundary and on the South Coast, as well as other major economic hubs within Berkshire, Surrey and Hampshire. The area includes a number of international gateways; Southampton Port and Airport, Portsmouth Port, and the ferry ports on the Isle of Wight. The major airports of Heathrow and Gatwick are located just outside of the SWRSA, with links to these hubs extending into the area. The SWRSA is an area of high economic productivity and prosperity, however it also contains some of the most deprived areas in the country. The SWRSA is also home to some of the country's most iconic natural and historic environments, including the Isle of Wight, New Forest AONB, and South Downs National Park.



Sustainability Appraisal Framework

3.10 Sustainability objectives were developed to assess the environmental, economic and social effects in each area. The Sustainability objectives are based on the policy review, baseline and sustainability issues and opportunities identified. The Sustainability Framework also aligns with Department for Transport's Transport Analysis Guidance – the Early Assessment and Sifting Tool (EAST)[2].

3.11 An overview of the Sustainability Appraisal Framework is provided below.

[2] Department for Transport. 2011. Early Assessment and Sifting Tool (EAST). Available at: **https://www.gov.uk/government/publications/transport-business-case**

Table 2 Sustainability Appraisal Framework

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Natural Capital and Ecosystem Services	Deterioration in quality, and severance/loss of connectivity of ecosystems. Effects on ecosystems with high (potential) ecosystem services provision, and/or those close to centres of population. There's a need to support the objectives of the Natural Capital Investment Areas (NCIA)[3].	ISA 1: To maintain and enhance the provision of ecosystem services from the Study Areas' natural capital and deliver environmental net gain.	Natural environment
Biodiversity	Loss, damage or fragmentation of statutory and non-statutory wildlife sites, priority habitats, marine conservation areas and wildlife corridors. Impacts on protected species and wider biodiversity.	ISA 2: Need To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the Study Area and deliver biodiversity net gain.	Natural environment
Historic Environment	Direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings.	ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement.	Heritage
Landscape and Townscape	Direct and indirect impacts on designated landscapes, including their settings. Erosion of the character and quality of the SE's landscapes.	ISA 4: To protect and enhance the quality of the Study Area's distinctive landscapes, townscapes and visual amenity.	Landscape, streetscape and urban environment

[3] Natural Capital Investment Areas are locations where more resources are needed to help nature and support more green infrastructure. In the OOSA, 12 NCIAs have been identified by the South Downs National Park. Improving green infrastructure in these 12 areas will help promote wildlife connectivity between protected landscapes in the Surrey Hills, High Weald, and Chichester Harbour AONB.

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Soils and Resources	Deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. Use of resources and production and disposal of waste in transport-related construction.	ISA 5: To promote the use of brownfield land and existing infrastructure in the region, protect geologically/ agriculturally important land, promote the sustainable use of resources and natural assets, and seek opportunities to deliver a circular economy.	Natural environment
Water Environment	Increasing development associated with a rising population (including transport infrastructure) affecting surface water runoff and can increase flood risk on a local and catchment scale. Increased traffic flows can add to contamination of surface water runoff.	ISA 6: To protect and enhance surface and groundwater quality; reduce and manage flood risk from all sources and coastal erosion risks by locating infrastructure in lower risk areas.	Natural environment
Air Quality	Increased usage of highways adding to local and regional air pollution. Increased usage of ports and airports adding to local and regional air pollution.	ISA 7: To protect and enhance air quality by reducing transport related emissions.	Air quality
Climate Change and GHG Emissions	Transport is the largest contributor to the UK's GHG emissions. Climate change (extreme heat, flooding and storms) can impact on the quality and safety of transport infrastructure.	ISA 8: To eliminate GHG emissions (including through encouraging modal shift, electric vehicle uptake, low carbon construction), and maximise resilience to climate change.	Carbon emissions – operational and embedded

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Noise and Vibration	Increased use of transport adding to noise impacts on human health due to stress and sleep disturbance, as well as annoyance. Increased use of transport adding to noise impacts on wildlife and designated sites. Transport trends changing future noise profiles and climate change affecting impact on population.	ISA 9: To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.	Noise
Population and Equalities	A growing population and associated increase in demand for travel. There are a number of places that are located within the top 10-20% of the most deprived areas nationally. Public transport provision for those in rural areas, for the elderly, for those in areas of deprivation, and for those who are socially isolated.	ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.	Social and distributional impacts
Health	An ageing population, with restricted access to private transport. Increasing problems of physical inactivity and obesity. Increasing use of private vehicles adding to air and noise pollution. There are disparities in life expectancy across the study areas. Mortality rate from COPD is significantly worse than the national average in four local authorities.	ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.	Wellbeing – physical activity

Topic	Key Sustainability Issues Identified	Sustainability Objective	Relevant EAST Criteria
Community Safety	Increasing crime levels on public transport. High levels of serious injuries and fatalities on the road network compared to the rest of the region and the UK. The number of people killed or seriously injured on the roads is significantly worse than the national average in 16 out of the 24 local authorities. Safety concerns for pedestrians and cyclists.	ISA 12: To promote safe transport through reducing accidents and improving security, as well as through regeneration of areas.	Wellbeing – injury or deaths
Economy	Links between transport and productivity in the SE region. Uncertainty around future demand for and supply of infrastructure, as well as the spatial and temporal distribution of movement. Levels of employment across vary across the South East.	ISA 13: To promote a strong economy through the transport network with opportunities for the population to access centres of employment, reliable journey times and increasing trade	Economic case

4 Assessment

Long-list Assessment

4.1 The ISA was embedded within the MCAF as set out below:

- Sustainability aspects formed part of the Strategic criteria. These included natural and historic environment, streetscape, climate change, fuel efficiency, embedded carbon, climate resilience, noise and air quality, health and wellbeing, severance, social deprivation, connectivity and physical activity.
- The database of international, national, regional and local policies, plans and documents created for the ISA for the Regional Strategy was reviewed and updated to identify key messages and policies of relevance.
- The MCAF grouped individual intervention options into transport typologies for a more efficient and transparent scoring and review process. Examples of typologies include active travel, highway infrastructure, public transport and railway infrastructure.
- The assessment within the ISA for the Regional Strategy was used as supporting information to ensure that the assessment of relevant sustainability aspects in the Strategic criteria were consistent, with quality assurance and moderation of scoring undertaken by topic specialists.

Short-list Assessment

4.2 Three key steps were undertaken to assess packages of interventions:

- **Sensitivity Assessment** - An initial sensitivity assessment was undertaken of the short-listed intervention options using spatial indicators for each of the Sustainability Objectives (Table 1).
- **Assessment of Typologies** - In order to maintain consistency, a baseline score was assigned for each of the typologies set out within the MCAF.
- **Assessment of Packages** – The assessment was then adjusted to reflect the individual interventions that make up each package.

4.3 It should be noted that interventions are still conceptual at this stage and further information such as land-take and design are not known. The assessment therefore makes assumptions that interventions would need to be developed within the framework of legislation reviewed in Step B. However, for some types of intervention such as highway improvements, legislation will be more challenging to meet, for example new limits on carbon emissions in relation to the Paris Agreement or biodiversity net gain in relation to Environment Bill and this is reflected in the assessment.

4.4 Additionally, it is assumed that best practice and current transport guidance, such as relevant design and safety standards will be applied to the development of transport interventions.

4.5 Similarly, the level of baseline information to inform assessment is limited. While the Area Studies have included local level information (such as local designations) to inform assessments, further detail would be needed at the project level, for example on habitat loss and creation to inform biodiversity net gain and natural capital assessment.

Habitats Regulations Assessment

4.6 The screening assessment was provided at a high level to reflect details and potential locations of interventions. Assumptions were made in relation to European sites which will require refinement as part of the HRA provided during the next tier of intervention development.

4.7 Zones of Influence (ZoI) could not be set at this point in time due to the lack of spatial information but direct and indirect pathways for effects including on functionally linked land have been considered. European sites including SPAs, SACs and Ramsar sites were identified for each Study Area, but there may be additional European sites outside of the Study Areas that fall within the ZoI for interventions.

4.8 Through screening for potential likely significant effects (LSE), it has not been possible to categorically demonstrate that the interventions will not have any LSE upon European sites either 'alone' or 'in-combination' with other plans or projects. In order to consider potential impacts in more detail, further information on the interventions and in-depth consultation with Natural England would be required. Notwithstanding the outcomes of future Appropriate Assessment and consultation with Natural England, recommendations include the following:

- Development will not be located within any European Site so that no direct habitat loss will occur;
- Wherever possible works will be avoided where there is a direct effects pathway to European sites (such as a European site downstream of a new road);
- Buffer zones will be provided between construction/improvement works and European sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors);
- There would be a general presumption against the permitting of construction/improvement works which generate adverse effects in proximity to European sites, which are sensitive to those effects, – e.g., where adverse impacts on the water environment are identified; and that improved access to European sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

ISA Results

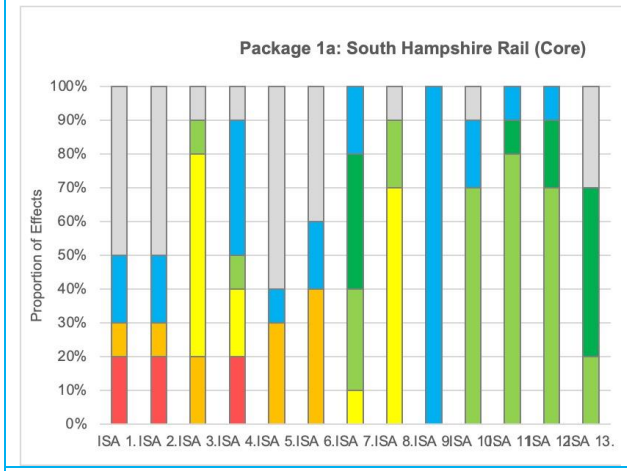
4.9 The conclusions of the HRA have been integrated into the assessment, the remainder of this section presents a summary of the results:

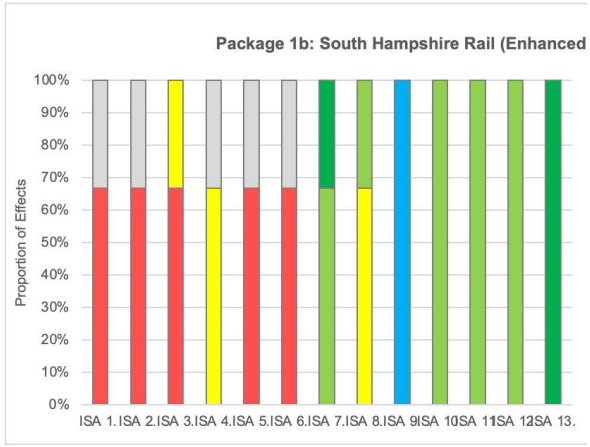
- An overview of the ISA for packages (containing multiple interventions) in each area.
- A description of overall performance against each Sustainability Objective.

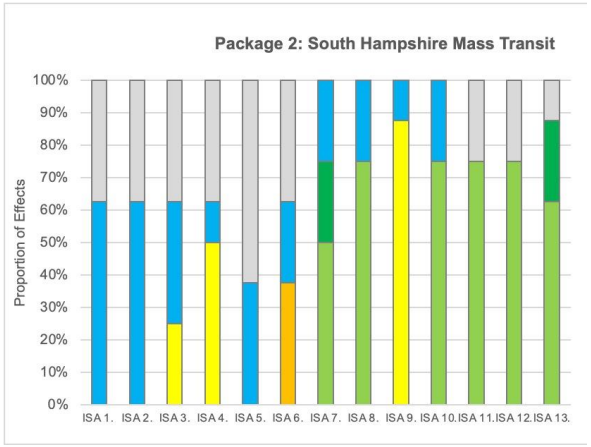
The following categories were used for the assessment:

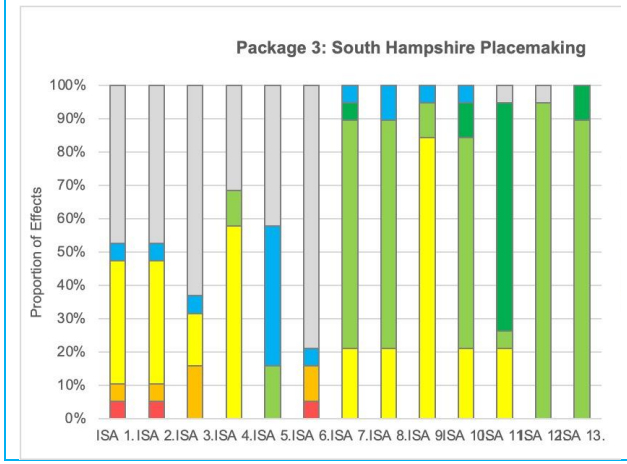
Key to Effects	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	- -
Potential for both positive and negative effects	+/-
Uncertain effects	?
Negligible or no effects	0

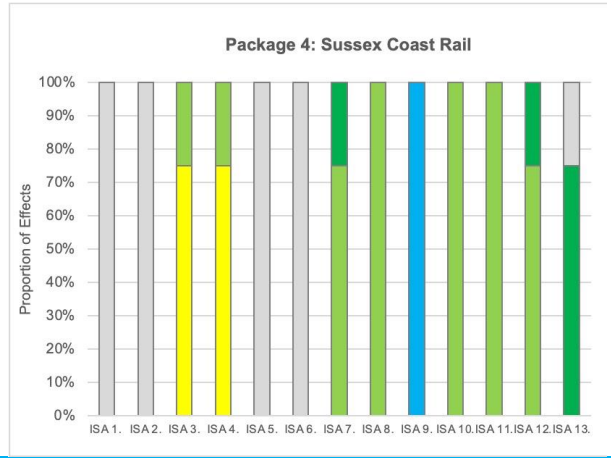
Outer Orbital Packages (without mitigation)

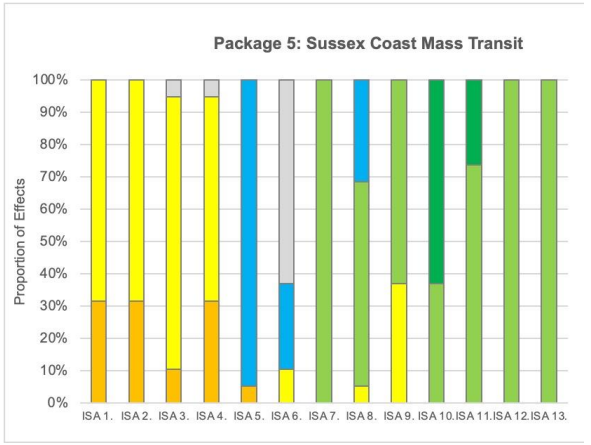


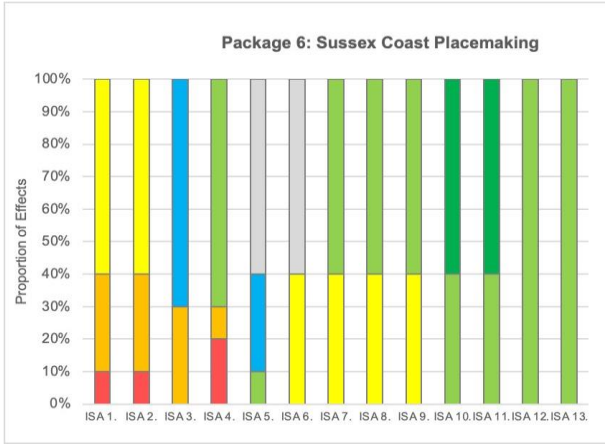


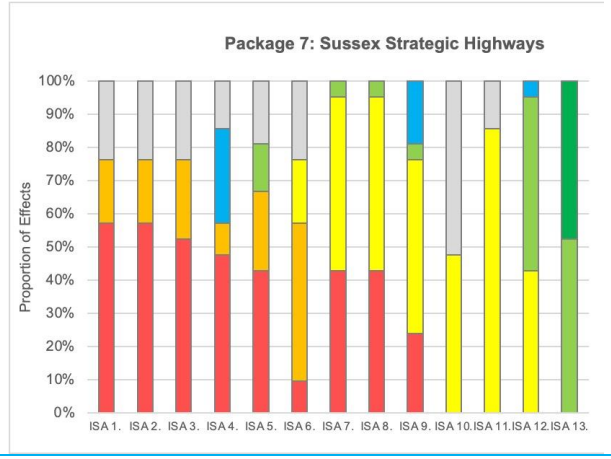




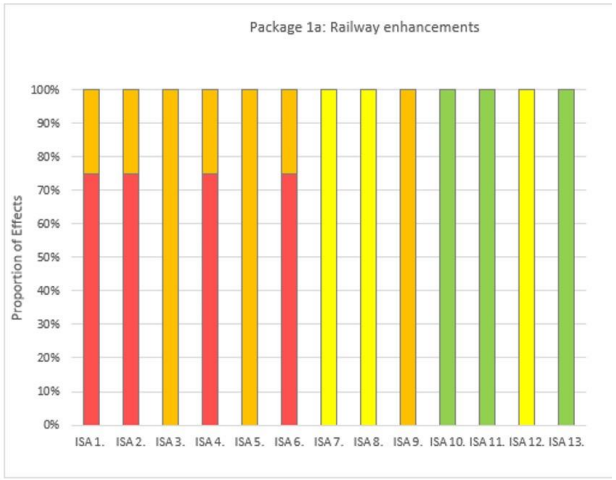


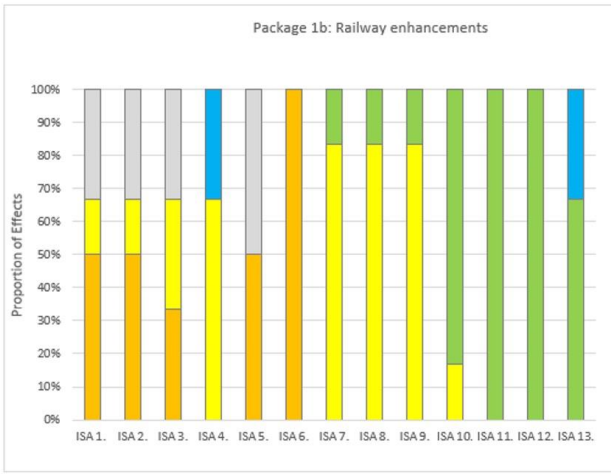


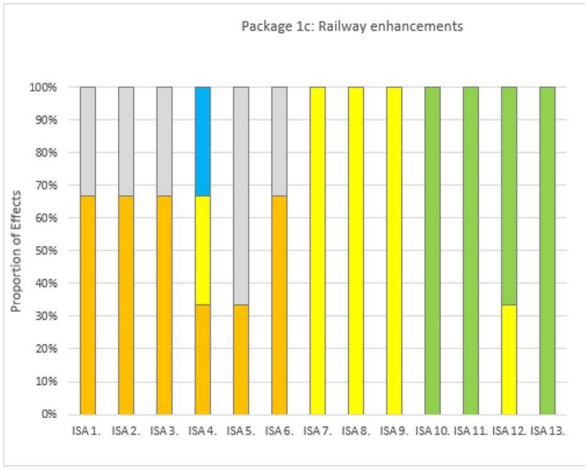

Package 6: Sussex Coast Placemaking
Proportion of Effects
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
ISA 1.
ISA 2.
ISA 3.
ISA 4.
ISA 5.
ISA 6.
ISA 7.
ISA 8.
ISA 9.
ISA 10.
ISA 11.
ISA 12.
ISA 13.

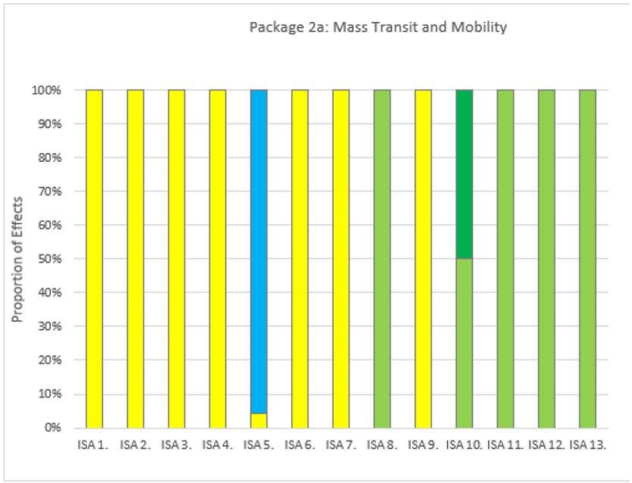

Package 7: Sussex Strategic Highways
Proportion of Effects
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
ISA 1.
ISA 2.
ISA 3.
ISA 4.
ISA 5.
ISA 6.
ISA 7.
ISA 8.
ISA 9.
ISA 10.
ISA 11.
ISA 12.
ISA 13.

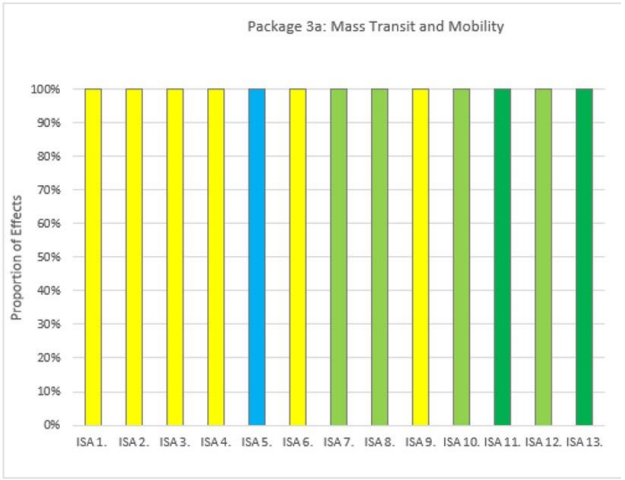
Inner Orbital Packages (without mitigation)

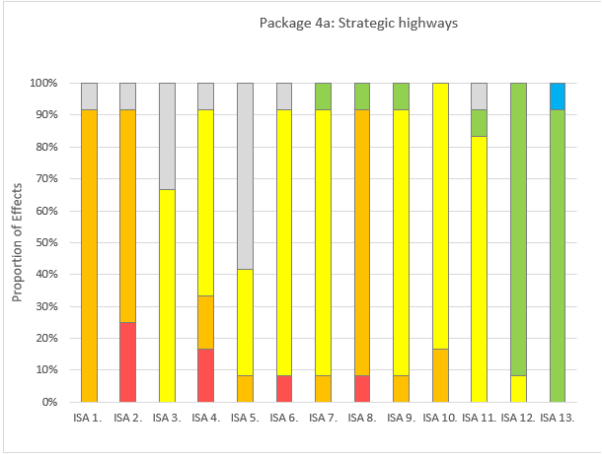


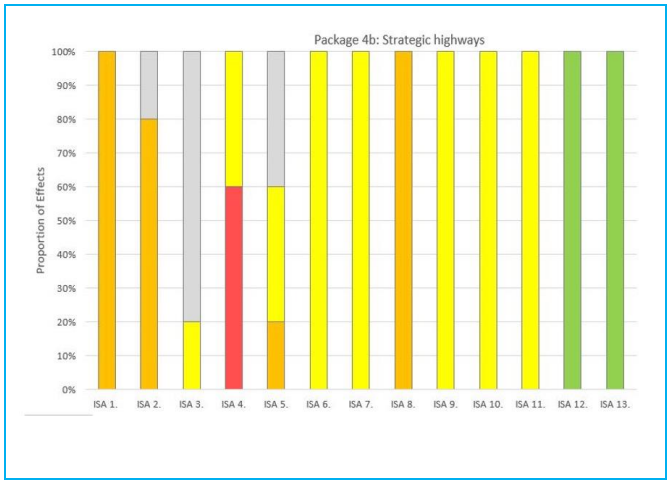




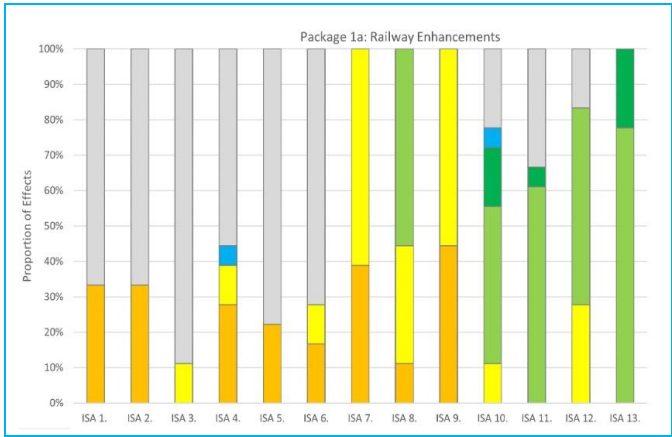


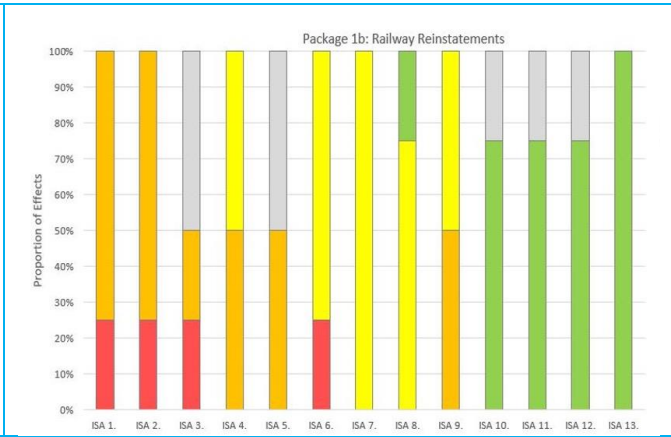


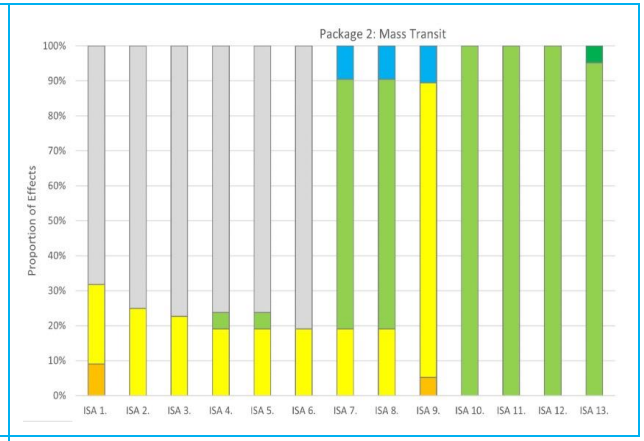


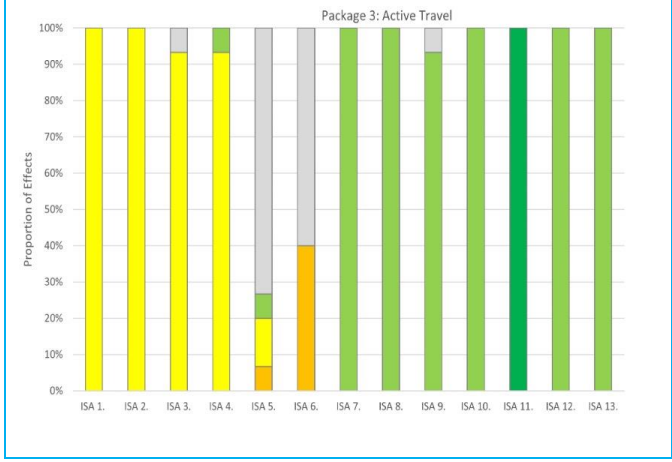

Package 4b: Strategic highways
Proportion of Effects
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
ISA 1.
ISA 2.
ISA 3.
ISA 4.
ISA 5.
ISA 6.
ISA 7.
ISA 8.
ISA 9.
ISA 10.
ISA 11.
ISA 12.
ISA 13.

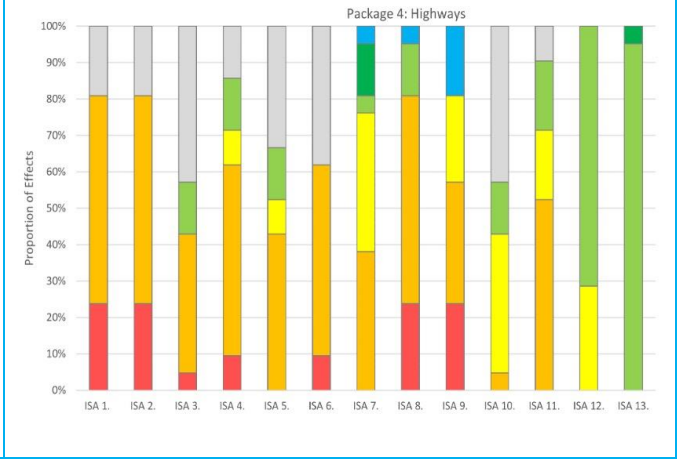
South Central Radial (without mitigation)



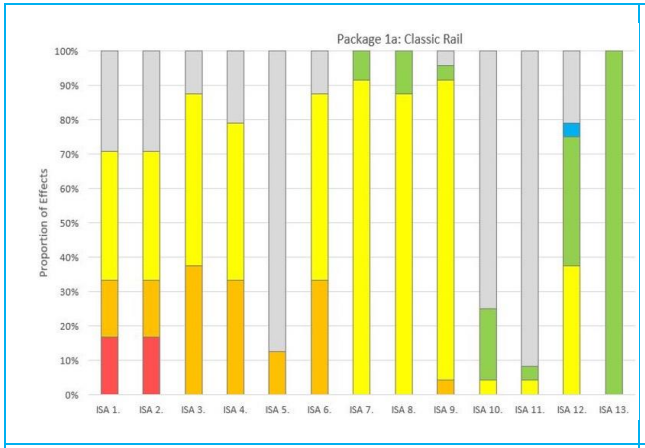


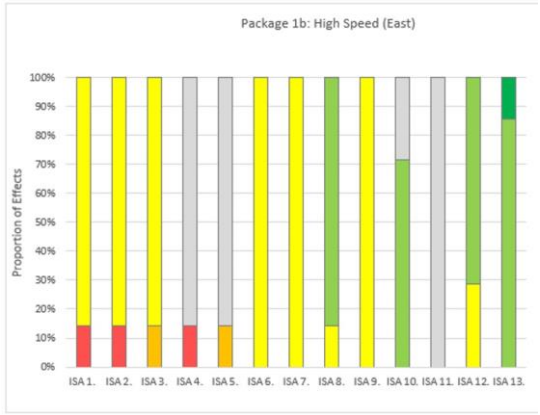


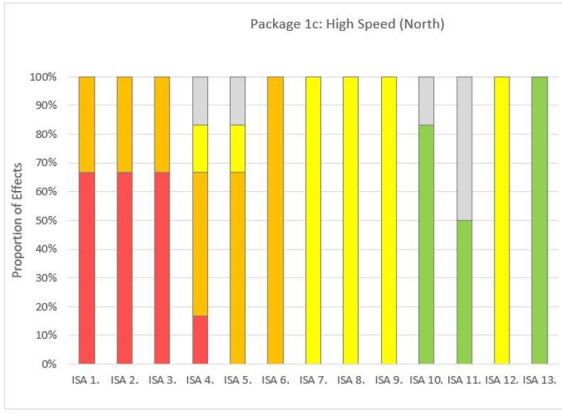


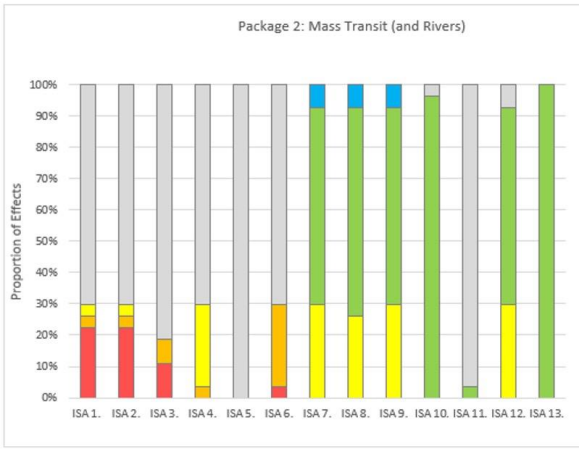


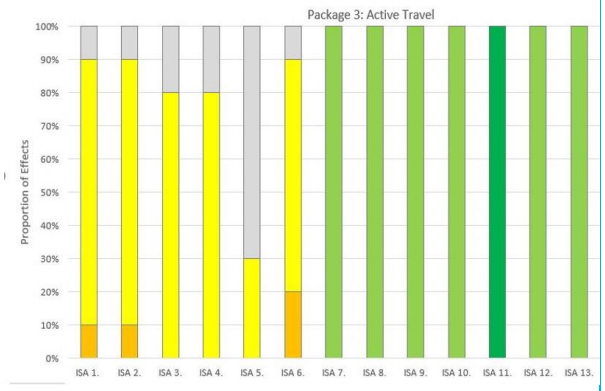
South East Radial (with mitigation)

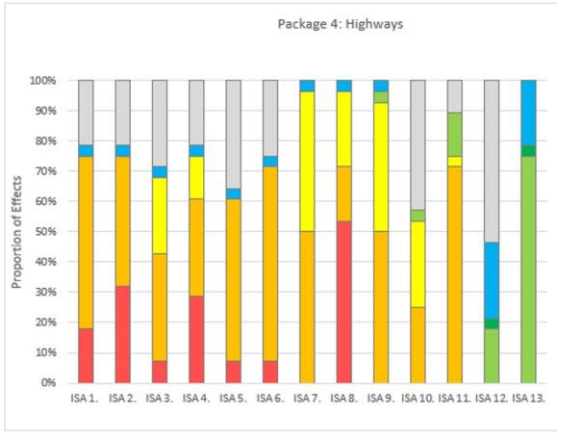




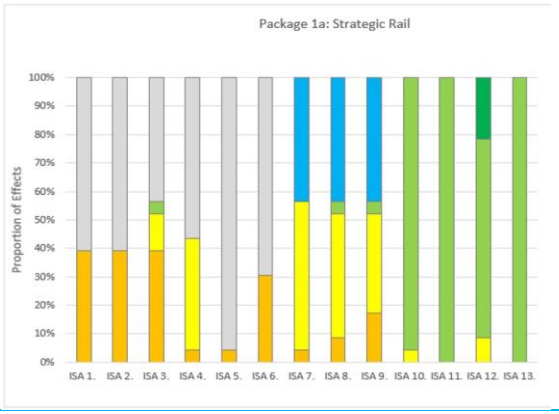


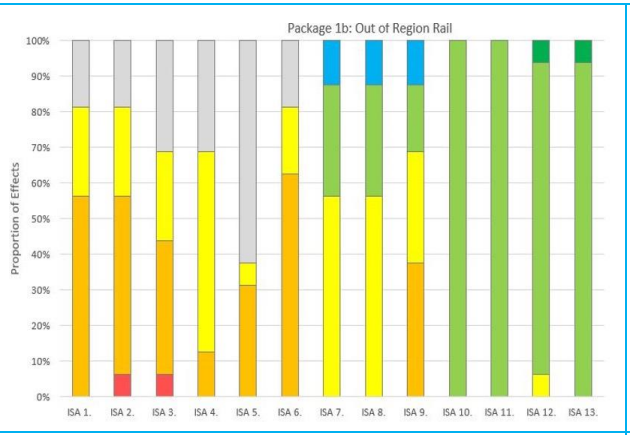


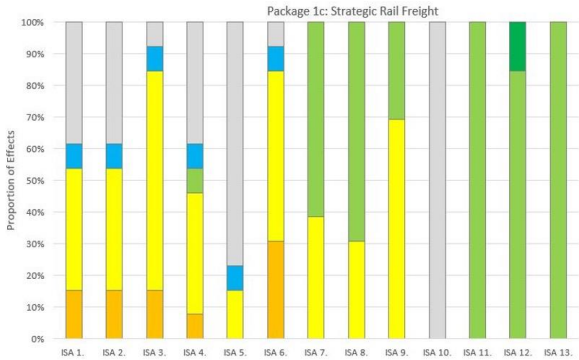


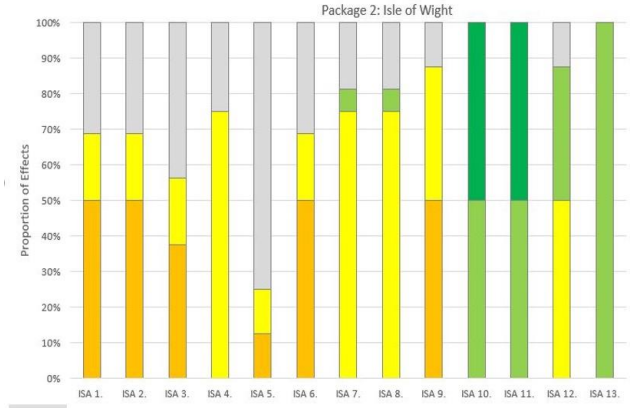


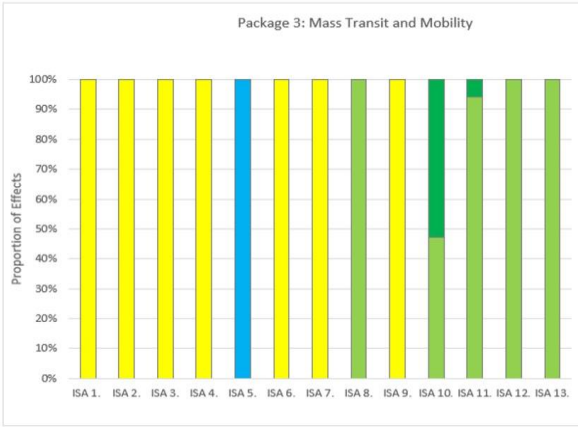
South West Radial (with mitigation)











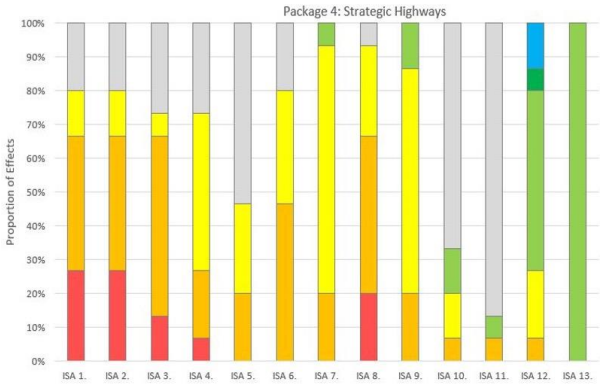


Table 3 ISA Assessment Summary

ISA Topic	Potential Intra-Project Cumulative Effects
Natural Capital, Ecosystem Services and biodiversity	The assessment of packages in all Areas has resulted in mixed effects on biodiversity and natural capital. Larger scale road schemes include A27 Lewes – Polegate, A27 Arundel, A26 Lewes – Newhaven, A264 Horsham – Pease Pottage, SER - Lower Thames Crossing, A28 Canterbury, A34 Resilience and A3 Guildford Upgrades. Large scale rail schemes include the Southampton Central Tunnel Solution, West Coastway CMSP, Southern Rail Links to Heathrow, Eridge – Royal Tunbridge Wells, HS1 Services to Eastbourne and Crossrail extension. Several of these interventions are likely to result in significant negative effects at this stage of assessment. Although many options are online with existing infrastructure, they could still result in the loss of land and lead to damaged and segregated habitats. The construction and operation of the 3rd Thames Crossing at Reading or Lower Thames Crossing has the potential to generate negative impacts on the surrounding River Thames aquatic ecology. At this stage, it was not possible to determine whether the interventions will give rise to definitive likely significant effects on designated European sites either 'alone' or 'in-combination' with other plans or projects. Consequently, in line with the precautionary principle, further detailed assessment would be necessary to satisfy the requirements of the Habitats Regulations. Active travel schemes (e.g. South Hampshire Placemaking) have potential to result in positive effects. Although new routes could involve small scale loss of habitat (could be larger with strategic mobility hubs), they could also be designed to enhance the biodiversity value, e.g. through creation of linking corridors, though new habitat would take time to establish. Improvements to existing routes create an opportunity to enhance habitats and ecological networks. Natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost of severed through a lack of maintenance or through other development. The improvements to public transport, for example Mass Rapid Transit (MRT), Bus Rapid Transit (BRT) and some Railway Enhancements could reduce the numbers of cars on highways in close proximity to environmental protected areas and generate positive impacts to biodiversity and natural capital by limiting the levels of transport noise, improvements to air quality and minimising disturbance to protected areas.
Historic environment	The assessment of packages has resulted in mixed effects on the historic environment. Larger scale road schemes (e.g. A27 Lewes – Polegate, A27 Arundel, Crawley Western Link Road, A28 Birchington-on-Sea and A21 Pembury – Hastings Bypasses) and larger scale rail schemes (e.g. Southampton Central Crossings – Woolston Tunnel and St Deny's Tunnel; Western and Southern Rail Links to Heathrow; Ebbsfleet Interchange; Ebbsfleet and North Kent Connectivity; Crossrail 2) are likely to result in some loss of land, which could potentially have particular negative effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance. New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact, particularly in areas of high heritage value (such as Arundel, Lewes and Brighton). However, as air pollution is a key factor in the degradation of surfaces of historical buildings and monuments, diverting HGVs and long-distance traffic away from built up areas could help to lessen the impact on historical assets and their unique settings. Interventions that result in the reduction in single occupancy journeys will help to reduce air pollution, which could help prevent further degradation of some of the Region's unique historic assets. The reduction in noise pollution and visual intrusion from lower levels of traffic in some areas could result in increased tranquillity, contribute to overall sense of place and the unique setting of heritage assets.

Landscape and townscape	The assessment of packages has resulted in mixed effects on landscape and townscapes. Larger scale road schemes (e.g. A27 Lewes- Polegate, A27 Arundel, A339 road upgrades Newbury and Basingstoke, 3rd Thames Crossing at Reading, A227 road upgrades, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, Lower Thames Crossing, A21 Pembury – Hastings, Herne Bypass, Maidstone Relief Road, A28 Canterbury, A34 Resilience and the A3 Guildford upgrades) and larger scale rail schemes (e.g. East Kent Connectivity HS1 Services to Eastbourne option and North Kent Connectivity) are likely to result in substantial loss of land and loss of visual amenity which could have significant negative effects on landscapes. These include protected landscapes such as the South Down National Park and Chichester Harbour, High Weald, Surrey Hills, Kent Downs and North Wessex AONBs. Conversely, provision of transport alternatives can reduce the number of cars and lessen the negative impact of traffic (M3 Junctions 6 and 7) on landscapes such as the National Park. New transport infrastructure projects often require components such as street fixtures, lighting, furniture, signage, and maintenance equipment, which can also have a major visual impact. However, there are also opportunities through the Railways Enhancement and Strategic Highways packages to provide enhancements where there are existing impacts from these components on the network. There are a number of schemes that provide positive placemaking opportunities (such as Packages for active travel schemes, MRT, BRT, ferry services and Strategic Mobility Hubs) which could result in positive cumulative effects. If mobility hub options make use of existing infrastructure, there is potential for positive effects due to efficient use of land. There is potential for improvement to access to PRoWs, Sustrans routes and national trails benefiting landscape and increased tranquillity. Increased access to towns and villages from MRT may have also have beneficial effects on place making, through shaping the public realm in order to maximise shared value by paying particular attention to the physical, cultural, and social identities that define a place, whilst supporting its ongoing evolution. However, townscape, landscape, sense of place could also be negatively affected if new infrastructure is built, for example green belt land throughout Guildford area.
Soils and Resources	The assessment of packages has resulted in mixed effects on soils and resources. There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. The following interventions are located adjacent to or within areas of high agricultural land value and therefore have resulted in negative effects: A29 Realignment, A27 Tangmere, A27 Fontwell, A27 Worthing, A27 Arundel, A33 road upgrades (Basingstoke to Reading), A339 road upgrades (Newbury and Basingstoke), M25 Junction 5 eastbound slip road to Sevenoaks, A227 road upgrades - A227/A25 and A227/A20 junction upgrades, Western Rail Link to Heathrow, Crawley Western Link Road, A2270/A2101 Corridor Movement and Access Package, A26 Lewes – Newhaven, A22 Uckfield Bypass, new station to the north east or Horsham, North Kent Connectivity, Maidstone - Sittingbourne HS1 Link, Isle of Wight (IoW) Restoring Railway Sandown-Newport, M4 Junction 10 upgrades and M3 Junction 8/A303. If infrastructure development makes use of existing road network through reallocation of road space, there's potential for significant positive effects, however, if land take is required along with significant infrastructure and resources, there's potential for negative effects. All schemes are likely to result in the use of resources and production and disposal of waste in construction. The significance of the impact on resources will be dependent upon the schemes selected, therefore a number of uncertain effects have been identified. If large scale construction-intensive schemes are taken forward such as the Southampton Central Tunnel Solution, the A27 Arundel, 3rd Thames Crossing at Reading Western and Southern Rail Links to Heathrow, A2270/A2101 Corridor Movement and Access Package and the Eridge - Royal Tunbridge Wells, there is likely to be negative cumulative effects. The promotion of sustainable resources and waste minimisation could reduce significance.

Water Environment	The assessment of packages has resulted in mixed effects on the water environment. Large scale road schemes have potential to increase surface water runoff and flood risk, impact on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related negative cumulative effects on potable water are likely to be limited. There is also potential for highway improvements to provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination. Potential negative effects on the water environment have been identified for all ferries and river services options within SER Package 2, which are attributed to increased operations and therefore increased pollution and contamination risk from ferries operating. In particular, the 3rd Thames Crossing at Reading has the potential to cause significant negative impacts to the aquatic ecology of the River Thames and surrounding lakes throughout the construction and operation phases. The Southampton Central Tunnel Solution, Fawley passenger ferries and the A3024 Northam Bridge LLM Scheme have the potential to result in negative effects on the Solent and Southampton Water Ramsar and SPA, through disturbance of sediments and deposition of nitrogen which could contribute to water eutrophication. The IO Southern Rail Links to Heathrow have the potential to result in negative effects on the South West London Waterbodies Ramsar and SPA (ecologically designated aquatic environments). The Uckfield – Lewes rail intervention and A2270/A2101 Corridor Movement and Access Package has the potential to result in significant negative effects on the River Ouse and local waterbodies through disturbance of sediments and deposition of nitrogen which could contribute to eutrophication. The SER contains a number of Ramsar sites and other internationally significant sites designated for their aquatic ecology, in close proximity to several interventions, specifically Rochester, the River Thames and Hastings and Marine Conservation Zones such as the Medway Estuary, Beachy Head East and Swanscombe sites. The SWR also contains many Ramsar sites and other ecological sites designated for their aquatic environments, which are located in close proximity to several interventions located in coastal regions, specifically Solent and Southampton Water and Portsmouth Harbour Ramsar sites and marine conservation zones around the Isle of Wight (namely Yarmouth to Cowes and Bembridge), which have the potential to result in negative effects.
Air quality	The assessment of the packages impact on air quality has identified a range of likely effects depending on the typology of interventions. Those interventions that support active travel, smart motorways, BRT, support of public transport and ultra-low emission zones will all contribute to improving air quality. Significant positive effects have also been identified for some interventions, for example, the A272/A283 AQMA demand management. These types of options will help encourage a modal shift, leading to reductions in air pollution from the transport network. This is likely to have additional beneficial effects on health and wellbeing, biodiversity natural capital and ecosystem services. However, interventions such as new highways or highway improvements, for example the A27 Chichester, A27 Arundel, Crawley Western Link Road, A34 resilience, A3 Guildford upgrades could increase uptake of vehicular traffic which could lead to negative cumulative effects.
Climate Change and Greenhouse Gases	As for air quality, the assessment has identified a range of effects depending on the typology of interventions within packages. There may be positive effects from transport schemes such as active travel, smart motorways, support of public transport and ultra-low emission zones, demand management (roadspace reallocation), electrification of railways and specific rail options including Grain Branch Services, New HS1 Services, BRT which will all contribute to improving greenhouse gas emissions.

	Conversely, the construction of road schemes such as such as A27 Chichester, A27 Arundel, 3rd Thames Crossing at Reading, A227 Road Upgrades, Crawley Western Link road, A21 Pembury – Hastings, A28 Birchington-on-Sea, Herne Bypass, Maidstone Relief Road, A228 Medway Valley, A34 Online enhancements, A3 Guildford Online enhancements and A3/A247 Ripley Junction could increase uptake of vehicular traffic which could lead to negative cumulative effects. These options are likely to have high levels of embodied carbon associated with both construction and operation. The vulnerability of the transport options will depend on whether the location and the resilience of the design and materials used to withstand chronic and acute effects of climate change (e.g., future precipitation and temperatures changes). Interventions within areas of flood risk include Western and Southern Rail Links to Heathrow, Reading - South Reading - Basingstoke (A33/B3031), Wokingham - Blackwater Valley MRT (A321 or B327/B3016), Mereoak (South Reading) Strategic Mobility Hub, Farnborough Strategic Mobility Hub, East Sussex Regional Cycleways, Surrey Regional Cycleways, West Sussex regional cycleways, A23 Gatwick – Crawley, A23/A27 Patcham Junction and major rail upgrades of SWML (Southwest Main Line upgrades Woking and London, South of Woking and Portsmouth line upgrades). Climate change generally negatively affects the operation of the rail and road network, for example, flooding, snowfall, high temperatures and wind. Climate change adaptation measures are likely to be specific to each development, but there may be benefits if implemented across multiple interventions.
Noise and Vibration	The assessment of packages has identified a number of uncertain effects on noise and vibration. There are likely to be negative effects arising from noise from increased development, particularly large road and rail schemes (packages for highways and major rail schemes) and some ferry operations such as IoW. There may be positive effects from transport schemes such as the electrification of rail lines, road toll, mobility hubs, ferry services and MRT, BRT, which all support a modal shift and contribute to reducing noise pollution. Active Travel and improvements to regional cycleways are likely to have a positive effect on noise and vibration as they will help to reduce the number of car users.
Health and Equalities	The assessment of packages has identified generally positive effects on health and equalities. Most options will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Greater connectivity will help communities gain greater access to jobs, services and facilities. Access to activities provides the potentiality for people to participate in education, work, social, leisure, cultural, etc. opportunities which in turn contribute to overall health and wellbeing. The association between health effects and exposure to air pollutants is now well established, with distinct health risks associated with exposure to particulates. Older people, infants and those with long term health conditions are the most likely to be vulnerable to the effects of air pollution. There is potential for some negative effects at certain locations associated with new road schemes (such as A27 Chichester, A27 Arundel, the 3rd Thames Crossing at Reading and Crawley Western Link Road) if these were to come forward in areas close to large receptors communities as well as negative effects from rail freight options (such as unlocking more rail freight paths via Salisbury and Trowbridge and introducing regular rail freight to the South West region). Conversely, active travel schemes and mass transit may reduce air pollution in some locations and if multiple interventions were to come forward there's potential for positive cumulative effects. These interventions provide an increased likelihood of uptake in active travel modes by improving accessibility, as well as being accessible to all social groups, including low-income groups.

Community Safety	The assessment of packages has generally identified positive effects on community safety. It is assumed that all schemes will be built to a high standard of safety. There may be potential for positive effects (depending on scheme design) on fear of crime and transport related accidents due to opportunities to improve safety standards on all forms of transport. Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. The removal of West Worthing Level Crossing, Totton Level Cross along with others, would result in significant positive effects. Several highway interventions have been designed to improve road safety such as A21 Pembury – Hastings and the longer-term Worthing solution, which should improve road safety by diverting long-distance and freight traffic away from densely populated, built-up areas. Other highway interventions, including the Lewes – Polegate scheme, will enable active travel interventions to be brought forward and improve safety in the villages of Wilmington and Berwick. Safety upgrades would also be delivered at the M3 Junction 8/A303, M4 Junction 10 and through the resilience of rail freight (to the Midlands and to address congestion). Active travel schemes (such as Package 3 -South Hampshire Placemaking and Package 6 – Sussex Coast Placemaking) would also result in positive effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. The longer-term Gatwick Diamond Freight Consolidation Centre should improve safety by improving freight handling centres and diverting freight traffic away from densely populated, built-up areas. Strategic Mobility Hubs (such as IO Package 3a) would result in positive community safety effects. An integrated transport system has the potential to result in higher demand for public transport and reduce the number of cars on the IOSA's highways. A reduction in cars will lead to reduced levels of congestion and subsequently the number of accidents and near misses, enhancing safety across the IOSA. Upgrades to existing Park and Ride schemes and integrating active modes with another aim of reducing highway trips in urban centres not only ensure greater community safety but improvements to public health and equality with greater accessibility to active modes of transport.
Economy	The assessment of packages has identified generally positive effects. The majority of schemes will provide greater connectivity, which is likely to have positive effects on the populations living in the study areas. Interventions may contribute to and enhance wider and long-term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres throughout the South East would benefit from increases in rail passenger numbers and more reliable rails services achieved though upgrades to stations, electrification and improved interchange. Access to employment centres could be enhanced through improvements to rail services as well, encouraging continued economic growth. Greater connectivity and capacity across the wider SE Region, including major airports, tourism to the South Downs National Park and access to and from London, contributing further to the local and regional economy. Stand out interventions that are likely to improve the economy significantly are the Lower Thames Crossing and Other HS1 Services Extend international services option. An increase in international services and connectivity from south of the river to the north of the River Thames will bring a substantial economic boost to the SERSA and the wider Region.

5 Mitigation and Monitoring

Mitigation

5.1 Mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

5.2 The mitigation and enhancement measures proposed in Table 4 are designed to avoid, reduce or enhance the effects identified as potentially significant (positive, negative or uncertain) which were identified through assessments of intervention packages on the ISA Framework Objectives.

5.3 Whilst ISAs typically identify mitigations, opportunities can also be identified. Many of the packages of interventions have positive sustainability outcomes and impacts, as during the planning and delivery of intervention, opportunities can be seized to enhance the impacts of interventions (e.g. increasing biodiversity). This is also in line with Section 62 of the Environment Act 2015 whereby (amended form text contained within the Act):

1. A National Park authority […] shall seek to foster the economic and social well-being of local communities within the National Park, but without incurring significant expenditure in doing so, and shall for that purpose co-operate with local authorities and public bodies whose functions include the promotion of economic or social development within the area of the National Park.
2. In exercising or performing any functions in relation to, or so as to affect, land in a National Park […] if it appears that there is a conflict between those purposes, shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park.

Table 4 Mitigation and Enhancement Measures

ISA Topics	Mitigation / Enhancement	Mechanism
All	Consider prioritising types of interventions in relation to meeting the transport mode hierarchy; for example, favouring behavioural changes and the reallocation of existing space before identifying new land take for transport solutions. All proposals should incorporate principles for place-making, biodiversity net gain, natural capital and ecosystem services.	Project level design and assessment

ISA Topics	Mitigation / Enhancement	Mechanism
Air Quality, Climate Change and GHG Emissions, Population and Equalities, Health.	New transport infrastructure or upgrades to existing infrastructure should include provisions for walking and cycling and connectivity to public transport modes. Air Quality Action Plans should be implemented as part of the Transport Strategies. These should include measures to complement interventions, such as promotion and encouragement of public transport. In general, measures to discourage individual car trips over other alternative transport modes (public transport) should be implemented.	Project level Equalities or Diversity Impact Assessment
Biodiversity, Historic Environment, Landscape and Townscape, Soils, Noise.	Design of new transport infrastructure should avoid landscape/ townscape, historic environment and nature conservation designations.	Environmental Assessments (e.g. EIA, HRA, LVIA)
Natural Capital and Ecosystem Services, Biodiversity	New transport infrastructure or upgrade to existing infrastructure should deliver a net gain in biodiversity and aim to contribute towards major new initiatives such as Nature Recovery Networks and large-scale woodland creation ambitions of the 25 Year Environment Plan and the upcoming Environment Bill. Interventions should consider environmental effects on natural capital and biodiversity early in the design stage and design out negative effects with measures such as avoidance and mitigation. In general, areas of previously undeveloped land should be avoided. Large scale road schemes should be considered only if no other alternative is suitable to address issues as they will involve an unavoidable element of natural capital reduction and fragmentation of habitats. Scheme proposals should consider biodiversity issues in their design and include considerations for reinforcing existing wildlife corridors, providing new biodiversity opportunities, restoring and connecting habitats.	Project level design and assessment Biodiversity net gain calculations (using the Defra Metric 3.0)[4]

[4] Natural England (2021) Biodiversity Net Gain Metric [Available at: http://publications.naturalengland.org.uk/publication/6049804846366720]

ISA Topics	Mitigation / Enhancement	Mechanism
Natural Capital and Ecosystem Services, Biodiversity	Where possible, development should not be located within any National Site Network (NSN) site (the replacement of the Natura 2000 network with a new network of SPA and SACs) site so that no direct habitat loss will occur, as well as avoiding works where there is a direct transmission pathway to NSN sites. Buffer zones should be implemented between construction works and NSN sites, with size and extent depending on the nature of effect and sensitivity of receptors. Improved access to NSN sites will be monitored and managed closely to ensure the integrity of the sites are not compromised. There would be a general presumption against the permitting of construction works generating particular adverse effects in close proximity to NSN sites.	Project design and assessment
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure.	Project level design and assessment Environmental Assessments, e.g. Landscape design and assessment, and Ecosystem Services Assessment
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. (Environmental net gain should be underpinned by biodiversity net gain).	Project level design and assessment Environmental net gain calculation (e.g. using the Ecometric)

ISA Topics	Mitigation / Enhancement	Mechanism
Natural Capital and Ecosystem Services, Biodiversity	Any design likely to have a significant effect on an NSN site (alone or in combination with other interventions), will be subject to assessment under part 6 of the Habitats Regulations. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66.	Environmental assessment
Landscape and townscape, historic environment	Design and optioneering should consider direct and indirect effects such as setting in relation to landscape quality and the historic environment. The design and implementation of larger interventions should go through the EIA process and/or other environmental assessment to quantify effects on receptors and seek to improve landscape conditions as part of design and mitigation measures. Interventions within AONB or National Parks e.g. New Forest should be carried out with cooperation from the relevant authority to ensure that they do not adversely affect the landscape character or status of the AONB. These authorities should be engaged as part of the implementation of the transport strategies.	Environmental assessment Design
Population and equalities, health, Community Safety	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Project level CSA, EqIA, HIA

ISA Topics	Mitigation / Enhancement	Mechanism
Population and equalities and Health	Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low-income households. This could include measures such as: Fair pricing for public transport and road user charging; Consideration of grants and exemptions for electric vehicles, clean air zones and other vehicle restriction and charging schemes; Engagement with protected characteristic groups specifically to ensure the needs of these groups are identified; Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low-income groups); and Ensure that active travel routes enable access for all users, including those with reduced mobility or disabilities.	Project specific EqIA and HIA for digital solutions and projects seeking behavioural change Disability Discrimination Act (DDA) compliance
Climate change and greenhouse gases, Waste and resources	Design should seek to achieve zero GHG emissions through reducing the need to travel by non-sustainable means, and efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging), and the maintenance of interventions to ensure they can withstand chronic and acute effects of climate change.	Carbon Footprinting; Lifecycle assessment; Design Future Mobility Strategy
Climate change, Soils and resources, Natural capital and ecosystem services	Design should seek to adapt to climate change, in terms of: location (avoiding areas of flood and erosion risk); working with natural processes (adopting natural flood risk management measures and Sustainable Urban Drainage Schemes alongside transport routes); use of materials (e.g., to with-stand extreme weather events); and provision of transport information.	Flood Risk Assessment; Geotechnical Assessment; Ecosystem Services Assessment; Design
Natural capital and ecosystem services, Water Environment, Biodiversity, Soils	Design should seek to ensure environmental protection, including avoiding damage to soils, water resources.	Drainage strategy and design; Project level design

ISA Topics	Mitigation / Enhancement	Mechanism
Historic environment	Preservation in situ (of unknown assets as well as known ones) should be considered earlier in the design stages, before route options are selected. The local distinctiveness of landscapes and heritage assets should also be considered in design. The design of interventions regardless of scale should be sensitive to adjacent heritage assets. In an urban setting, many assets will likely be directly adjacent to roads and subsequent intervention focuses. In a rural setting, the potential for buried heritage assets will be more prevalent. There is an opportunity to enhance the setting of heritage assets in urban environments with the provision of mobility hubs, improved public transport services and highway improvements. Opportunities for aesthetic and setting enhancements should be considered where practicable.	Environmental assessment; Design
Biodiversity, Natural Capital, Population and equalities and health	The incorporation of natural features such as tree planting, hedgerows and floral arrangements along walk/cycleways to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits.	Project level CSA, EqIA, HIA, BNG
Climate Change Soils and Resources and Water Resources and Flooding	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, the Civil Engineering Environmental Quality Assessment (CEEQUAL) and the Building Research Establishment Environmental Assessment Method (BREEAM). As flood risk is a key risk in relation to climate change, any intervention that introduces physical infrastructure (either new infrastructure or upgraded) should provide flood defence opportunities or flood risk benefit where practicable. Sustainable design and construction techniques should be promoted such as low energy lighting and low noise road surfaces. Where land take is required, preference should be given to brownfield land/ previously developed land.	Project level design and assessment

ISA Topics	Mitigation / Enhancement	Mechanism
Noise	Noise Action Plans and management plans should be implemented. These should include measures to complement interventions, such as promotion and encouragement of public transport, and provision of noise barriers or low road noise surfaces. New highway schemes have the potential to lead to significant negative noise effects to nearby receptors and introduce new receptors to negative noise effects. If alternative interventions are not feasible, then avoidance of receptors should be pursued alongside measures such as accompanying provision of shared and active transport facilities, and the prioritisation and promotion of these transport modes. Suitable mitigation measures to reduce noise for sensitive receptors including noise barriers and low road noise surfaces should also be incorporated into the scheme design.	Noise Action Plan Project level design and assessment
Water Environment	Ferries should consider design and fuel type and encourage responsible vessel practices and understanding of the distribution of marine mammals, to ensure that services will have the minimal impact on the environment. The incorporation of Sustainable Drainage Systems (SuDS) into all interventions where practicable. Avoidance of alteration and crossing of watercourses should be considered of any physical intervention. If avoidance is not possible a system to identify vulnerable watercourses with the potential to be affected by multiple interventions should be developed. Enhancement and restoration potential should be considered for interventions near watercourses.	Project level design and assessment

Monitoring

5.4 Monitoring should be undertaken on a plan to provide an important measure of the environmental outcome of the final plan, and to measure the performance of the plan against environmental objectives and targets. It will also identify any significant effects of implementation and where remedial action should be imposed. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.

5.5 At the previous Transport Strategy stage, TfSE proposed a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Strategic Priorities. TfSE will continue to track the progress made towards the outcome orientated key performance indicators, which are described Table 5 below. No new monitoring measures are proposed in this ISA though additional measures may be required at the local/project scale of interventions when these are further developed.

Table 5 Monitoring via key performance indicators

Strategic Priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	• The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).
More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.	• Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	• Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics delating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably.	• The percentage of allocated sites in Local Plans developed in line with Local Transport Plans.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	• Increase in the number of bus services offering Smart Ticketing payment systems. • Number of passengers using smart ticketing. • Number of passengers using shared transport.

Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	• Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Number of bikeshare schemes in operation in the area • Mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	• Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	• A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the SE area.
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier.	• Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	• Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	• Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	• A net reduction in the number of trip kilometres undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	• No transport schemes or interventions result in net degradation in the natural capital of the South East.
Use of the principle of 'biodiversity net gain' in all transport initiatives.	• Transport schemes or interventions to demonstrate environmental net gain.~~No transport schemes or interventions result in a net loss of biodiversity~~.
Minimisation of transport's consumption of resources and energy.	• Reduction in non-renewable energy consumed by transport.

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Agenda Item 7

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

Date of meeting: **14 November 2022**

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

Title of report: **Delivery of the Strategic Investment Plan (SIP)**

Purpose of report: **To provide an update on work to support delivery of the SIP**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to note the progress with:

1) **the development of a Delivery Action Plan for the SIP;**

2) **the development of an analytical framework to support business cases and the delivery of the schemes within the SIP and;**

3) **the development of a TfSE Monitoring and Evaluation Plan**

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1. Introduction

1.1 This report provides an update on three workstreams that will support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1 Delivering the SIP will require a number of partners, including TfSE, local transport authorities, National Highways, Network Rail and DfT, to work closely together to develop and deliver the schemes and policy interventions it sets out. A number of different approaches to bring forward schemes will also be required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress the work.

2.2 This report sets out the work that is currently underway to prepare for the delivery of the interventions, ensuring the required analytical tools are available, and for the reporting on benefits realisation arising from both place-based and global interventions included in the SIP.

3. SIP Delivery Action Plan

3.1 The SIP contains over 280 multi-modal scheme and policy interventions that are required to be delivered across the South East over the next 28 years, to realise the Vision for 2050 set out in the TfSE Transport Strategy. Delivery of this programme of interventions will require the input of a number of different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2 Work is underway to produce a Delivery Action Plan for the SIP. This will build upon the Area Studies Delivery Plan, and will aim to set out the current position with each of the proposed schemes, what the next steps are, who is best placed to undertake the next step and what analytical tools are available and required. This work is being undertaken as a natural extension to the Area Studies work, supported by Steer, and funded from the Area Studies budget.

3.3 A series of workshops with key delivery partners have been undertaken, which examined all the individual schemes in detail and discussed/confirmed with partners the following information:

- Is the scheme in a current programme? (yes/no)
- Stage of development and next steps
- Does the next step need to occur within the next 3 years?
- Who should be the lead delivery partner for the next step?
- Are resources available to undertake the work?
- Priority/Timescales
- Links to other SIP schemes
- What analytical tools are needed, and are these tools available?

3.4 The results of these discussions are being collated into a Delivery Action Plan for the SIP, setting out when, how and by whom the schemes will be progressed. This document will need to be regularly reviewed and updated and will then also form the baseline from which future monitoring and evaluation of the SIP delivery can be measured.

4. Analytical Framework

4.1 Regardless of the delivery route or partner, it is likely that the majority of the schemes within the SIP will require a business case to secure their funding. Developing the business cases will require a suite of analytical tools (an analytical framework) that are collectively capable of assessing the impacts, benefits, and costs of the schemes to provide the necessary assurance to DfT and other funding/delivery partners that the schemes are worthy of delivery.

4.2 TfSE's funding settlement for 2022/23 included an allocation of £300,000 towards the development of an analytical framework. The release of this funding was subject to further discussion with DfT about how this element of work will be taken forward. DfT have subsequently agreed to TfSE undertaking an initial small piece of scoping work, which will then inform further funding discussions and work on developing the analytical framework. Steer have been commissioned (via a direct award through the ESPO Framework) to undertake this initial Analytical Framework scoping work.

4.3 This scoping work will seek to identify:

- what elements an analytical framework will need to contain to support the delivery of the Strategic Investment Plan at pace;
- what local partners require of an analytical framework in broader terms (e.g., LTP development, scheme business case development);

- the extent to which this would align with an STB Common Analytical Framework or require additional investment; and
- at what pace the framework can and should be developed.

4.4 The outputs of this scoping work will be:

- An interim summary note of available tools and suitable tools for future strategy / implementation planning development and scheme / business case development, and;
- A route-map for the analytical framework development with a focus on the next three years

4.5 The scoping work has commenced and it is due to be completed by mid - December 2022. This will enable the outcomes of the work and a route-map for the development of the TfSE Analytical Framework to be presented to the Partnership Board in January 2023.

5. Monitoring and Evaluation Framework

5.1 A clear robust approach to monitoring and evaluation in needed to ensure the successful delivery of the interventions included in the SIP. It will be important to ensure this mechanism provides a clear line of sight from the transport strategy's vision through to intervention level objectives, via the Strategic Investment Plan. It will also be important to discern the outcomes and impacts of interventions at a regional level to understand how much they contribute to the SIP's (and wider TfSE) objectives.

5.2 The Transport Strategy set out the strategic priorities and the key performance indicators (KPIs) that are intended to show how the strategy is progressing. The Area Studies built upon this and used the 'theory of change' links between the investment or policy input at one end of a logic map through to the expected outputs and impacts/outcomes at the other end.

5.3 It is envisaged that TfSE seek to monitor the 'health' of the region against a number of key metrics which are linked to the outcomes and impacts the Strategy is seeking. This "State of the Region" annual monitoring could add considerable value to TfSE and our partners by providing an annual report which collates and presents a number of big-picture metrics (such as around the economy, environment and social inclusion) as well as more specific transport-led outputs which are directly linked to the stated objectives of the Transport Strategy and SIP. This annual report could set trajectories for those metrics and demonstrate each year whether the region as a whole is on or off trajectory.

5.4 This work is being undertaken by Steer as part of the SIP commission and further details will be presented to the Partnership Board in January 2023.

6. Conclusions

6.1 Board Members are recommended to note that the following three pieces of work are being undertaken to support the delivery of the SIP, and that further updates will be provided to the Partnership Board in January 2023.

- the development of a Delivery Action Plan for the SIP;
- the development of an analytical framework to support business cases and the delivery of the schemes within the SIP and;
- the development of a TfSE Monitoring and Evaluation Plan

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Agenda Item 8

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**14 November 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 deliver the technical work programme set out in the 2022/23 business plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to note the progress with:

1) **Ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP);**
2) **Developing an electric vehicle charging infrastructure strategy for the TfSE area;**
3) **Delivering TfSE's future mobility strategy;**
4) **Delivering TfSE's freight logistics and gateways strategy;**
5) **The joint work being progressed on decarbonisation; and**
6) **The work being progressed to develop local capability**

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1. Introduction

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

2. Bus Back Better

2.1 Working jointly with Transport East and England's Economic Heartland, TfSE submitted a bid to DfT for a project that would identify and deliver the support needed to assist local transport authorities (LTA) with the delivery of their BSIPs and EPs. The value of the bid was £100,000 per STB area, with a total project value of £300,000, which was awarded to TfSE in its role as lead STB for the work.

2.2 Following a competitive tendering exercise, Mott MacDonald were appointed to undertake the work, which commenced in July 2022. The work is overseen by a steering group consisting of officer representatives from the three STBs and DfT. The first stage of the work involved a questionnaire survey, issued to all LTAs and a number of bus operators in the three STB areas. This sought to identify what additional capability support it was felt LTAs needed to deliver their BSIPs. The results of these questionnaire surveys were workshopped with LTAs and bus operators (grouped by STB area) to identify the priority areas for support. An assessment framework was used to categorise the potential areas of support as either high, medium or low priority. A table showing this is included in Appendix 1.

2.3 A second questionnaire survey was issued in October 2022 to identify confirm the relative priority that should be given to each of the work areas and identify the preferred methods for delivering the support work. Options included, webinars, small group sessions,

written advice and 1-2-1 sessions with individual LTAs. The results of the engagement that has taken place to date will be used to identify the programme of support that will be available to the LTAs across the three STB areas. Delivery of this support will take place as part of the second stage of the project which is due to be completed by the end of March 2023. A further progress update on the work will be provided to the Board at their meeting in January 2023.

3 Electric Vehicle Charging Infrastructure Strategy

3.1 In October 2021, TfSE submitted a bid to the DfT for £100,000 to develop an EV charging infrastructure strategy as part of the package of bids for additional in-year funding. Following a competitive tendering exercise in summer 2022, Arcadis were appointed to undertake the development of the strategy and accompanying action plan. Work has now commenced on the initial stages in the development of this strategy which has involved a review of existing level of charging point provision across the TfSE area. A questionnaire has also been developed and shared with LTAs to identify the progress of their own local EV infrastructure charging strategies and any data that may be available from these.

3.2 A key component in the development of the strategy focuses on engagement with a wide range of stakeholders. An EV Charging Infrastructure Strategy Steering Group has been set up in order to review and validate the deliverables of the strategy. In addition, the first meeting of the EV Charging Infrastructure Forum has also taken place which aims to bring together and facilitate dialogue between LTAs, Distribution Network Operators (DNO), Charge Point Operators (CPO) and fleet operators to assist the roll out of public charge points across the TfSE area.

3.3 Later stages of the work will involve producing forecasts for the likely uptake of EVs across the TfSE area and demand for charge point infrastructure. An update on the work, which is due to be completed in January 2023 will be provided at the Partnership Board meeting in January 2023.

4 Future Mobility Strategy

4.1 Since the last Partnership Board meeting in September 2022, a second meeting of the Future Mobility Forum has taken place. Invitees to the meeting on 10 October included all local transport authorities and LEPs, National Highways, Network Rail and a variety of private and public sector representatives. Speakers at the meeting were from WorkfromHub - a start-up company seeking to create small work hub spaces at transport hubs - and a presentation on the ongoing Smart Mobility Living Lab in London. The next Future Mobility Forum scheduled for 16 January 2022.

4.2 The implementation of the future mobility strategy is being supported by WSP consultants. Following agreement with ESCC's Procurement Team, this arrangement is being extended into 2023. The consultant will provide the following support to TfSE to continue to progress the implementation of the future mobility strategy until March 2023:

- organising and supporting the meetings of the future mobility forum;
- support for forum activities between meetings, including servicing any new future mobility forum working groups/sub-groups, undertaking small specific technical pieces of work identified through the forum's work and providing advice;
- building and maintaining links with future mobility research bodies (separate from the forum);

- providing advice and support on how TfSE might best be involved in potential future mobility pilot projects; and
- preparing specifications for specific future mobility-related technical work and studies identified as priority work areas in the future mobility strategy.

4.3 Updates on progress with this work will be provided at the January 2023 meeting of the Partnership Board.

5. Freight, Logistics and Gateways Strategy

5.1 Following the launch of the freight strategy at the ITT Hub event at Farnborough in May 2022, work is underway to begin implementing the strategy. Work recently commenced on a small study to quantify the scale of the lorry parking issue across the South East and how this could be addressed. This work has been awarded to AECOM and will extend the work that AECOM have recently completed for the DfT and National Highways identifying the scale of the lorry parking problem on the Strategic Road network.

5.2 The TfSE freight forum that was originally established to oversee the development of the freight strategy is to be reinvigorated. Following consultation with ESCC's Procurement Team, arrangements will be put in place to enable qualified consultants to provide support to arrange freight forum meetings and support the work of the forum and its sub-groups between those meetings. Specifications will be drawn up for further technical studies that will take forward the implementation of the freight strategy including :

- a property market review to provide greater insight into the impact of current trends on logistics land and property provision and to provide some forecasting of likely future demand in the TfSE area;
- a study on the future role of coastal shipping and inland waterways for freight transport;
- develop of an initiative to address public sector "freight blindness" and ensure a greater levels of awareness of the needs of the freight sector amongst public sector bodies; and
- production of a freight consolidation guide to provide clear, evidence-based guidance on consolidation centres, including lessons learned from previous experience.

5.3 TfSE is currently participating, along with England's Economic Heartland and Transport East, in a study investigating where there will be a need across the highway network for alternative fuelling stations providing both EV charging and hydrogen for the road freight vehicles. The work has been procured by Midlands Connect, who have already had the same work completed in their own area. The first phase of the work is now under way and will provide base data and a spreadsheet model to be used to identify possible locations to offer these alternative fuels. A questionnaire was issued to freight operators in the region to understand the benefits and challenges associated with a shift to alternative fuels and technologies as well as gathering insights from fleet operators about freight movements across the East and South East of England. The second phase will consider how to begin to identify more specific locations suitable for new facilities. This will be undertaken with a range of stakeholders, including local transport and planning authorities. A further update on progress with this work will be provided to the next meeting of the Partnership Board in January 2023.

6. Decarbonisation

6.1 As was reported to the Board in September 2022, the Government's Transport Decarbonisation Plan (TDP) published in July 2021, places a requirement on local transport authorities to identify how their Local Transport Plans (LTPs) will deliver ambitious, quantifiable carbon reductions in transport to achieve net zero emissions. The STBs joint workstream on decarbonisation - led by England's Economic Heartland - seeks to help local transport authorities with their decabonisation work. This activity has focused on two aspects. Firstly, how the carbon reduction potential of both individual interventions and broader programmes associated with updated Local Transport Plans (LTP) can be quantified. Secondly, the development of a decarbonisation assessment tool that LTAs can easily use to determine the decarbonisation potential of the policy tools and levers available to them.

6.2 TfSE, Transport East (TE) and England's Economic Heartland (EEH) are working collaboratively to develop a decarbonisation assessment tool. This is funded from the additional grant funding that the DfT invited STBs to bid for in October 2021. The value awarded was £100,000 per STB, with a total project value of £300,000. A consortium consisting of WSP, City Science and Steer have been appointed to undertake the work. The project has commenced with a 'scoping stage' to set out and engage on an implementation plan that reflects latest situation and stakeholder views and requirements. This will be followed by further work stages to identify baseline carbon emissions in each of the three STB areas and then develop the tool. The work is due to be completed by the end of February 2023 and a further progress update will be provide to the Board at their meeting in January 2023.

7. Local capability

7.1 TfSE was awarded funding from the Department for Transport (DfT) in January 2022 with the aim of identifying the support that LTAs need to accelerate the delivery of their Local Transport Plans and related programmes. Following competitive tendering , Arup were appointed to undertake the work. The first phase of work sought to identify local transport authority capability gaps and how these could be addressed.

7.2 Following extensive engagement with local transport authorities to identify gaps and solutions, Board members considered the proposals at the September Board meeting agreeing that the following proposals would be supported.

7.3 The projects that are to be taken forward include communications training for Wokingham Borough Council (£30,000) and strategic optioneering and communications training for Brighton and Hove City Council (£40,000).

7.4 A joint proposal was submitted by the Solent authorities (Isle of Wight Council, Portsmouth City Council, Southampton City Council and Hampshire County Council). This aims 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 has been awarded £102,000 of funding.

7.5 A proposal from Kent County Council for training on the production of quantifiable carbon assessments has also been funded. It proposes 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.

7.6 Hampshire County Council submitted a proposal to develop guidance and advice documents to support the delivery of local transport plans. Discussions with Hampshire indicated that the proposal was scalable to fit with the quantum of funding available. Hampshire has been allocated £60,000 as a pilot to progress some initial work on the 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 by Hampshire County Council and made available through the Centre of Excellence to all authorities in the region. The remainder of the Hampshire proposal could be progressed through the Centre of Excellence in collaboration with TfSE in future years.

7.7 Funding for each project must be committed by March 2023. All the projects will be monitored by Transport for the South East and with progress being reported to the DfT. TfSE is currently working with the accountable body to issue grant funding agreements. An update on the progress of the local capability projects will be provided at the Board meeting in January 2023.

8. Financial considerations

8.1 The Bus Back Better, EV charging Infrastructure strategy, decarbonisation and local capability work are being funded from the additional in year funding awarded to TfSE in January 2022. The future mobility and freight strategy implementation work are being funded from the DfT grant funding for 2022/23.

9. Conclusions and recommendations

9.1 The Partnership Board is recommended to note the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Board at their meeting in January 2023.

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Appendix 1 – Prioritised Bus Back Better Support Areas

Higher Priority Options		
Topic	**Scope**	**Potential Delivery Format(s)**
Fares and ticketing	Provision of advice on fares, ticketing, inter-operability, integration, operator engagement, and delivery. This could be broken down into more discrete support packages or topic areas, e.g.: •Fare levels (affordability versus revenue); •Fare structures (including proposals for simplifying fares); •Bench-marking; •Concessions; and •Revenue modelling.	•Webinar(s) for LTAs and operators. •Written advice note.
Alternative / low emission fuels	Provision of advice on alternative and low emission vehicles (notably electric and hydrogen fuel vehicles) covering issues and opportunities, technological solutions, funding, and procurement.	•Webinar for LTAs and operators. •Written advice note. •Engagement with DfT.
Bus infrastructure guidance and road-space design	Development of regional level guidance focusing on bus stop infrastructure, mobility hubs, and guidance on delivery.	•Written advice note with case studies/references. •Design Panel. •Toolkit. •Webinar(s) for LTAs..
Presenting a strong case and influencing decision makers	Advice on how to build support for bus improvements and road-space reallocation.	•Brochure/note on the benefits of bus improvements and reallocation of road space, with case studies. •Webinar, which could involve LTAs that have been successful in influencing decision makers. •1 to 1 sessions including site visits and/or presentation to case study areas for local politicians.

Medium Priority Options		
Topic	**Scope**	**Potential Delivery Format(s)**
Collaborative working and bus forums	Delivery of LTA Bus forums across all three STB areas to support knowledge sharing and networking.	•Facilitate and arrange initial sessions and create written advice for how to organise, run and make these successful.
Rural hubs and integration	Advice on the elements that contribute to a successful multi-modal transport hub, in both rural and urban contexts.	•Written advice with examples.
Demand Responsive Transport (DRT)	Advice on the elements that contribute to a successful DRT scheme, and how to approach establishing DRT schemes. This would include a summary of the key issues and opportunities to consider(e.g., back-office functions, payment service providers, GDPR, cross-boundary services).	•Webinar(s) to interested group, involve successful scheme operators/LTAs. •Written advice/research note with case studies, references to guidance.
Low cost and quick wins	Provision of examples of low cost/ quick wins for LTAs, particularly targeting those without BSIP funding. Example topics include: •Improved service information; •Simplified timetabling; •Legible ticketing; •Traffic signal timing changes; •Stakeholder engagement; and •Marketing scope.	•Advice note. •Webinar to interested LTAs. •Case Studies could include TfL Bus Priority team. •1 to 1 and small group sessions. •Small group sessions with similar requirements.

Lower Priority Options		
Topic	**Scope**	**Potential Delivery Format(s)**
Data analysis, monitoring, and evaluation.	Provision of advice and best practice examples of data analysis for BSIPs as well as Key Performance Indicators for monitoring and evaluation. This could include data and metrics for patronage, customer satisfaction, and operating performance. This could also include advice on appropriate software tools, regional level metrics, and catchment analysis.	•Written guidance note with case study examples. •Webinar(s) to interested group of LTAs. •Toolkit which LTAs could utilise to collect data and monitor bus usage easily. •Explore coordination with national DfT work on this –could get additional funding /support.
Marketing	Provision of marketing materials to encourage bus use and best practice guidance.	•Written advice/research note with case studies, references to guidance. •Toolkit.
Funding mechanisms	Provision of advice and best practice examples for generating funding for bus service improvements from third parties. This could be linked to the influencing local decision makers topic.	•Written advice/ research note with Case studies. •Webinars for LTAs and key decision makers.
Project delivery and governance	Provision of advice on the delivery and governance of bus schemes.	•Written advice / research note with case studies, references to guidance.
Cross-border services	Provision of advice on cross-border topics including pricing, marketing and regional collaborative working.	•Written advice / research note. •LTA Bus Forum.

Agenda Item 9

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**14 November 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**

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 the promotion of the draft strategic investment plan consultation, ongoing stakeholder engagement outside of the consultation and upcoming events.

2. Recent communications and engagement activity

The strategic investment plan

2.1 Following the close of the draft strategic investment plan consultation which ran from 20 June to 12 September we have worked with engagement consultants ECF, the TfSE technical team and Steer to understand and analyse the consultation responses and develop the consultation report. This has involved analysing and summarising key stakeholder responses, preparing responses to change requests, and verifying these in the updated SIP document.

2.2 Presentations to cabinet and committee colleagues continue and will be complete by the end of Dec ‘22. The aim of these sessions is to inform those Councillors of the SIP process and content, aiming to enable a smoother sign off procedure as the final plan is taken through Councils’ democratic processes.

3. Ongoing stakeholder engagement

3.1 Engagement work is ongoing in relation to our additional work streams, with stakeholder meetings held for the bus back better, electric vehicle charging

infrastructure and freight and logistics projects. We are working with the lead consultants for each project to develop and support further engagement opportunities as the projects progress.

3.2 The Universities roundtable took place on 4th October and included an update on the SIP consultation and on work to develop an Electric Vehicle Charging Infrastructure Strategy. Plans are being developed for a face to face meeting hosted at Brighton University in December at which presentations and discussions will cover active travel and Centres of Excellence. As always, board members are welcomed and encouraged to attend this interesting forum if they would like to.

3.3 The next meeting of the private sector stakeholder group is likely to be in early 2023.

3.4 The communications & stakeholder engagement group have continued to liaise virtually since the end of the SIP consultation and will next meet in November to discuss the outcomes of the SIP consultation and next steps as we work towards the launch of the final SIP in March 2023. A proposal for this launch will be presented at the next board meeting,

3.5 Work is ongoing to ensure that our stakeholder groups are operating in the most efficient manner, with the risk of stakeholder fatigue being closely monitored. Our most recent mapping exercise shows that:

- We currently manage 20 active stakeholder groups, covering everything from task and finish technical steering groups to the partnership board.
- Over the last 2 years, 14 task and finish stakeholder groups (relating primarily to the area studies work) have been initiated and closed.
- C. 400 individuals are involved in one or more of our current groups, representing c. 200 organisations or institutions.
- We have over 3,400 individuals and 1,200 organisations registered on our stakeholder database.

4. Upcoming events and speaker slots

4.1 Previous events/speaker slots

- 6 October, Rupert Clubb presented at tCI Connect, hosted by The Consultation Institute
- 11 October, Lucy Dixon Thompson presented at the Consultation and Stakeholder Engagement for Infrastructure conference

4.2 Future events/speaker slots

- 2-3 November 2022 – TfSE will participate in panels discussions at Highways UK
- 8 December 2022 – Cllr Keith Glazier speaking at Westminster Forum conference (virtual)
- 13 October 2022 – Rupert Clubb speaking at Business Service Association roundtable
- 5 June 2023 – STB conference

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.

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Agenda Item 10

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

Date of meeting: **14 November 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**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to

1) **Note the current financial position for 2022/23 to the end of September 2022;**

2) **Note the update on grant funding from the Department for Transport;**

3) **Note the progress on the recruitment of additional staffing resource; and**

4) **Agree the local contributions for 2023/24.**

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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 September 2022 and sets the forecasts for the end of the financial year. It also provides an update on the grant funding agreement from the Department for Transport and the recruitment process for TfSE.

2. Budget Update

2.1 Members of the Partnership Board agreed the proposed 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 includes staffing costs and support costs, including communications and engagement activities and operational costs.

2.2 Appendix 1 sets out the spend position at the end of Quarter 2 against the agreed budget. This also sets out the current forecast to the end of the financial year.

2.3 The main elements of expenditure to date relate to delivering the technical programme, including the wrap up of the Area Studies and supporting delivery of the Strategic Investment Plan consultation, and staffing costs. The total spend to date is just over £1m with just over £700k on the technical programme.

2.4 The forecasts in the paper have been updated to reflect the forthcoming staffing changes (see recruitment update below) and the latest update on DfT grant funding. The current forecast for end of year expenditure is almost £3.5m, compared with an expected income of £3.9m.

2.5 This results funding carry forward of £92k that will be allocated to the delivery of the TfSE technical and operational programme in 2023/24. The TfSE reserve will remain unchanged.

3. DfT Grant Funding 2022/23

3.1 As set out in the indicative grant letter from the DfT (March 2022), TfSE was awarded £1.725m for financial year 2022/23. The letter was clear that the grant funding would be released upon receipt of the TfSE Business Plan. The Board approved the Business Plan at the May 2022 meeting and it was subsequently submitted to DfT.

3.2 DfT reviewed the Business Plan and confirmed the release of £1.175m of the grant funding. Subsequent discussions with the DfT about the release of the balance of a further £250,000 for the Centre of Excellence and £300,000 for the analytical framework identified that TfSE had made good progress against both work streams, but further engagement with DfT and all seven STBs was needed to agree next steps.

3.3 As agreed at the September 2022 Partnership Board meeting, TfSE officers have worked with the DfT to secure draw down of smaller amounts of funding against both work streams to enable background research to continue. This entails £40,000 for the centre of excellence, which will enable TfSE to work with its constituent authorities to scope the remit of the project, and an initial £20,000 for the analytical framework to develop a pathway for its development. The Partnership Board will be updated on both work streams at future meetings.

3.4 Discussions continue with DfT about the remaining balance of the TfSE grant. It is hoped that this will be rolled onto the 2023/24 grant allocation to enable TfSE to progress both work streams at pace.

4. Staffing Update

4.1 As outlined to the Partnership Board in May 2022, the expanded technical programme means that 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 commenced work on establishing a staffing complement to put in place the capacity and capability to deliver the work programme.

5. Local Contributions for 2023/24

5.1 Constituent authorities have made an important financial contribution to TfSE, which has funded a small staffing complement. This is welcomed, particularly in recognition of the challenging times faced by local authorities.

5.2 It is evident that DfT wish to see local contributions continuing to form part of TfSE's approach to funding and welcome the local contributions made to date. TfSE received an indicative funding allocation for 2023/24 in March 2022 and the advice from DfT is to use this as the basis for business planning for 2023/24.

5.3 Currently constituent authorities have paid a contribution for 2022/23 financial year of £58k for county authorities and £30k for individual unitary authorities. It is proposed to continue this into the 2023/24 financial year and for the amounts to stay the same.

5.4 The amount levied in total will amount to £498,000, which makes an important contribution to staffing costs. A full budget proposal and accompanying business plan will be presented to the Partnership Board for consideration in January 2023.

6. Conclusions and recommendations

6.1 The Partnership Board are recommended to note the financial position to the end of September 2022 and the current position on grant funding for 2022/23 from the Department for Transport.

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

6.3 Members are also asked to agree the local contributions for 2023/24.

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Appendix 1: TfSE Budget update – end of Quarter 2

	Budget	Actual YTD	Forecast	Notes
EXPENDITURE				
Salaries (including on-costs)	850,000	326,457	850,000	
STAFFING	**850,000**	**326,457**	**850,000**	
Transport Strategy	80,000	0	80,000	
Area Studies	563,407	449,528	563,407	
Strategic Investment Plan	147,293	107,827	147,293	
SIP consultation	40,000	19,000	40,000	
SIP publication	30,000	0	30,000	
Thematic studies	200,000	0	200,000	
Decarbonisation Pathways	41,400	23,500	41,400	
BBB - analytics	12,590	12,590	12,590	
Project View	20,000	0	20,000	
Future Mobility	24,000	17,766	24,000	
Freight and Logistics	55,350	49,597	55,350	
Analytical Framework	300,000	0	20,000	Forecast adjusted to reflect draw down from DfT
EV Charging Strategy	100,000	0	100,000	
Bus Back Better	300,000	0	300,000	
Local Capacity and Capability	300,000	19,860	300,000	
Supporting DfT priorities	530,000	0	530,000	
Other costs	30,000	11,525	30,000	
Centre of Excellence Development	250,000	0	40,000	Forecast adjusted to reflect draw down from DfT
TECHNICAL PROGRAMME	**3,024,040**	**711,193**	**2,534,040**	
Events	30,000	9,454	20,000	
Communications	40,000	0	30,000	
Website	10,000	50	6,000	
Stakeholder Database	6,000	0	6,000	
Media Subscriptions	2,500	408	2,500	
COMMUNICATIONS/ENGAGEMENT	**88,500**	**9,912**	**64,500**	
TfSE Governance	45,000	0	30,000	
Operational expenses	25,000	18,352	25,000	
OTHER	**70,000**	**18,352**	**55,000**	
TOTAL EXPENDITURE	**4,032,540**	**1,065,915**	**3,503,540**	
FUNDING				
22/23 Contributions	498,000	488,333	498,000	
DfT Grant	1,725,000	1,175,000	1,235,000	
Brought Forward From 21/22	2,170,792	2,170,792	2,170,792	
TOTAL FUNDING	**4,393,792**	**3,834,125**	**3,903,792**	
CARRY FORWARD				
TfSE Reserve	**361,252**		**361,252**	
Funding Carried Forward			**91,973**	

Agenda Item 11

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

Date of meeting: **8 November 2022**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 8 November 2022 and inform the Board of the Transport Forum's recommendations.**

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 8 November 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. SIP Update and Next Steps

2.1 The strategic investment plan was presented to the Forum, noting that it has been the result of five years of extensive work, developing an evidence base and utilising stakeholder engagement to inform and shape the document that we are now pleased to present.

2.2 The Forum members were updated on the final results from the 12-week public consultation, that closed on 12 September. They were presented the headline consultation outcomes, noting that of the 641 consultation responses, 422 were completed via the survey platform, 88 were written responses via email or letter, and a further 131 were received via the Transport Action Network (TAN) campaign. It was noted that TfSE were pleased with the response rate and geographical spread of the consultation.

2.3 The forum received the qualitative responses that were addressed during the consultation and that stakeholder comments have been reviewed and appropriate changes have been made as a result.

2.4 It was explained that there had been a new section incorporated to the SIP to offer clarity on what the SIP is and what it is not; signposting to the supporting

documents for further details on packages; revision of monitoring indicators to better reflect the potential role that TfSE would play in monitoring and evaluation of the SIP; and an expansion of 'next steps' section to outline how the SIP itself will be taken forward and periodically refreshed.

2.5 The forum were advised some interventions had been updated to include name changes, timescale, level of development and consequent amendments to mapping that will feature in the desktop published version, and how these interventions are presenting.

2.6 The key emerging themes were presented and the detail on the approach, response and/or rationale behind each request. More information can be found within the presentation on our 8 November Transport Forum webpage.

2.7 The next steps were set out for the progress of the SIP, which will be to present the final draft SIP to the TfSE Board on 14 November, after which constituent authorities will have the opportunity to take it through their governance processes (if required). A desktop published version is to be produced, incorporating the changes to maps and text. Pending approval of the SIP at the March '23 Board, it is intended to submit the SIP to government.

2.8 The Forum was invited to comment on the presentation, where several queries were raised. Regarding local active travel plans, it was noted that these are best placed within the local authorities as they know their residents' requirements and political context. It was noted there will be an element of uplift offered via the centre of excellence regarding active travel and any further upcoming guidance, to ensure that all authorities are best placed to benefit from future funding opportunities or bidding processes.

2.9 TfSE noted that the strategic road network (SRN) and major road network (MRN) allows for effective movement of goods and people. TfSE aim to support this by enabling better public transport, rail and bus, and reducing private car usage via behavioural changes that will be delivered as a result of the SIPs global packages.

2.10 Support was offered by Sustrans on the recognition and emphasis on active travel, with particular emphasis on first and last mile journeys. They further recognised the multi-modal nature of highways, and suggested some further clarity is offered within packages to set out what modes they support.

2.11 The Chairman thanked the membership for their involvement within the consultation and subsequent forums, noting that it is key for Transport for the South East to ensure the understanding of plans across all stakeholders.

2.12 The Forum welcomed the update on the development of the SIP delivery plan and will receive further updates as this work progresses.

3. Conclusions and recommendations

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

3.2 The Forum members welcomed the opportunity to see in some detail, the consultation response on the SIP, and the opportunity to discuss the amendments that have been included in the final draft.

3.3 It is recommended that the Board note and discuss the comments regarding the Forum's feedback on the SIP.

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Transport for the South East

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