| Report to: | **Partnership Board – Transport for the South East** |
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| Date of meeting: | **23 January 2023** |
| 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:**
  (1) **note the progress with the ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP);**
  (2) **note the progress with the development an electric vehicle charging infrastructure strategy for the TfSE area;**
  (3) **note the progress with the delivery TfSE's future mobility strategy;**
  (4) **note the progress with the delivery TfSE's freight logistics and gateways strategy;**
  (5) **note the progress with the joint work being progressed on decarbonisation;**
  (6) **note the progress with the work being progressed to develop local capability; and**
  (7) **Agree:**
  - **to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of the second stage of the electric vehicle infrastructure strategy**
  - **to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of further future mobility strategy and freight strategy related study work**

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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      As reported to the Board In November 2022 TfSE is leading a joint project with Transport East and England's Economic Heartland, to 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.

2.2     The work is being overseen by a steering group consisting of officer representatives from the three STBs and DfT. The first stage of the work involved a questionnaire surveys and a workshop,  involving LTA officers and bus operators

(grouped by STB area) to identify and prioritise the additional capability support it was felt LTAs needed to deliver their BSIPs. This engagement activity was also used to 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.  A prospectus setting out the support that is to be provided and the timetable for its delivery has been developed with information available on the support programme on the TfSE website and bi-weekly newsletters.  A table showing the scope of the support to be provided is included in Appendix 1.

2.3     Delivery of the support packages has now commenced as part of the second stage of the project  which is due to be completed by the end of April 2023. A further progress update on the work will be provided to the Board at their meeting in March 2023.

### 3.  Electric Vehicle Charging Infrastructure Strategy

3.1     As reported to the Board at their meeting in  November 2022 TfSE has been awarded  £100,000 to develop an EV charging infrastructure strategy with Arcadis having been appointed to undertake the work. To date, Arcadis have produced several technical working papers which include information on the current status of EV infrastructure rollout for across the south east. An EV baseline has been established for the TfSE area which incorporates a review of the existing level of EV uptake and charging point provision. Work is currently underway on producing forecasts for the likely uptake of EVs across the TfSE area and demand for charge point infrastructure.

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. The second meeting of the EV Charging Infrastructure Forum has taken place 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. At this meeting of the forum, attendees were invited to share feedback on the current challenges and barriers that they are facing with EV infrastructure rollout across the south east.

3.3     Later stages of the work will involve finalising the forecasting element of the strategy before the process of drafting the formal strategy and action plan commences.

3.4     A methodology to enable the impact of the electrification of vehicle fleets on electric charge point provision and power supply to be determined is also being developed in consultation with a representative group of vehicle fleet operators and their representative organisations. A further stage of the work to be commissioned separately will involve the application of this methodology. Members of the Partnership Board  are recommended to agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of this second stage of the development of the electric vehicle infrastructure strategy

3.5    A final draft of the strategy and accompanying action plan will be presented to the Partnership Board in March 2023 for approval.

## 4.    Future Mobility Strategy

4.1    The implementation of the future mobility strategy is being supported by WSP consultants. The arrangement for their contract extension into 2023 had been agreed with the accountable body. They will be providing the following support to TfSE to continue to progress the implementation of the future mobility strategy until May 2023:

- organising and supporting the meetings of the future mobility forum (next meeting in early February);
- setting up and supporting a working group on future mobility in rural areas;
- providing advice and support in key technical areas including the development of an approach to monitoring and evaluation and the development of pilot projects.

4.2    WSP will also be preparing specifications for the following future mobility-related technical work and studies identified as priority work areas in the future mobility strategy:

- a shared knowledge hub;
- mode propensity tool;
- future propulsion strategy.

Members of the Partnership Board are recommended to agree to delegate authority for the procurement of these studies to the Lead Officer, in consultation with the Chair.

4.3    Updates on progress with this work will be provided at the March 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 started 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 was awarded to AECOM and will extend the work that AECOM have recently completed for the Department for Transport (DfT) and National Highways identifying the scale of the lorry parking problem on the Strategic Road Network. Phase 1 of the project has commenced.

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 procurement specialists from the accountable body, arrangements have been put in place to request quotations from suitably qualified consultants to manage a future programme of freight forum meetings and support the work of the forum and associated sub-groups between those meetings. As part of this work, specifications

are also to 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 level 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 the benefits of consolidation, including lessons learned from previous experience.

Members of the Partnership Board are recommended to agree to delegate authority for the procurement of these studies to the Lead Officer, in consultation with the Chair.

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 currently 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 has been 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.   Analysis of the questionnaires is due to be completed before Christmas 2022. The questionnaire results will be presented by Atkins/ Cenex in their report before Christmas 2022.

5.4   The second phase of this work 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 March 2023.

## 6.    Decarbonisation

6.1     As was reported to the Board in November 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. A consortium consisting of WSP, City Science and Steer have been appointed to undertake the work. Work to identify baseline carbon emissions and trajectories to net zero emissions in each of LTAs in the three STB areas is underway. Work is also progressing on the development of the carbon assessment the tool which LTAs will then be able to use to assess the carbon reduction potential of the proposals to be included in their local transport plans.

6.3     The draft guidance on the development of Local Transport Plans, incorporating guidance on how LTAs should assess the carbon reduction impacts of their proposals, was due to be published for consultation before the end of 2022. The timetable for releasing the final version of this guidance is yet to be finalised and a verbal update on this will be given at the Board meeting on 23 January 2023. The aim is to have the carbon assessment tool ready for use by LTAs once the final version of the guidance is published in the first quarter of 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 2022 Board meeting agreeing that the following proposals would be supported.

7.3     The projects that are being 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. Mark

Welch is engaging with local authorities in the TfSE area to encourage sign up to a course of the officer's choosing.

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. They are also recommended to agree to agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of the second stage of the electric vehicle infrastructure strategy and further technical studies related to the delivery of the both the future mobility strategy and the freight strategy.  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**

Table showing Support Packages to be delivered, high level summary of content and delivery mechanisms

| Support package | Content | Delivery mechanisms |
|---|---|---|
| Fares and ticketing | This support package will help LTAs:<br>• gain an increased level of understanding of best practice and a greater competence on bus fares and ticketing issues, including;<br>– fare levels (affordability vs revenue)<br>– fare structures<br>– ticketing models<br>– benchmarking fare levels and structures/models<br>– concessionary fares<br>– revenue modelling<br>• work closely with bus operators and increase their confidence in developing and implementing fares and ticketing schemes<br>• to confidently proceed with development of fares and ticketing improvement schemes in their local area, which can be captured in their Enhanced Partnership plans and schemes | • Fares and ticketing advice note \| w/c 30 January 2023<br>• Fares and ticketing webinar \| w/c 6 February 2023<br>• Dedicated follow up time \| w/c 13 and 20 February 2023 |
| Data and analysis, monitoring, and evaluation | This support package will help LTAs:<br>• understand which data metrics to use in different circumstances e.g. to build a convincing business case, or to measure a project against its objectives.<br>• understand how to monitor<br>– the number of users by day/service/individual journey<br>– service | • Toolkit \| w/c 27 March 2023<br>• Advice note \| w/c 27 March 2023<br>• Webinar \| w/c 3 April 2023<br>• Dedicated follow-up time \| w/c 10 and 17 April 2023 |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | – behaviours and perceptions of bus and non-bus users<br>• identify the right data sets particularly where information already exists or where primary data collection is required<br>• identify the most cost-effective methods of collecting data and the common pitfalls<br>• understand when qualitative data should be used<br>• set relevant SMART objectives to enable success to be evaluated<br>• improve the quality of future BSIP submissions and funding requests and evaluate existing BSIP performance | |
| Low cost and quick wins | This support package will help LTAs:<br>• identify effective quick win and or low-cost schemes that enable an increase in the number of bus initiatives to be delivered<br>• develop a communication strategy that can be applied to a range of schemes that deliver bus improvements<br>• establish appropriate criteria for evaluating and monitoring the success of quick win schemes<br>• identify and evaluate low cost schemes that can be delivered through a better allocation of existing capital or revenue budgets or make the best use of established funding sources (for example S106 contributions) | • Group discussions x 3 \| w/c 12 and 19 December 2022<br>• Webinar \| w/c 13 February 2023<br>• One-to-one sessions (1hr) x 8 \| February and March 2023<br>• Advice note \| mid-March 2023 |
| Building a strong case | This support package will help LTAs:<br>• develop a clear understanding of the importance of road-space reallocation in improving bus service | • Webinars<br>• One-to-one sessions \| w/c 28 January 2023 |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | reliability and journey times and how these drive increases in patronage<br>• communicate and demonstrate benefits of reallocating road space to bus services using a suite of materials including; copy, graphics, graphs, charts and tables that can be used on LTAs' own materials into the future<br>• demonstrate the benefits of improved bus services for regional communities<br>• understand typical key players in local communities and how to address their concerns effectively<br>• develop greater skills in influencing and negotiating with stakeholders | • Advice note \| w/c 13 February 2023 |
| Bus Infrastructure guidance | This support package will help LTAs:<br>• explore alternative, compliant design solutions to help implement road infrastructure that aligns with the BSIP priorities<br>• examine competing demands for road space and identify an approach to assessing where bus infrastructure improvements should be prioritised, within the context of emerging local transport plans<br>• identify realistic delivery time frames for the implementation of different types and scales of bus infrastructure<br>• develop a checklist of requirements to build a clear evidence base on the benefits and impacts of proposed bus infrastructure | • Briefing with LTAs \| w/c 13 February 2023<br>• Technical note \| w/c 6 March 2023<br>• Webinar \| w/c 13 March 2023 |
| Demand Responsive Transport | This support package will help LTAs: | • Technical note, covering:<br>– How typical DRT schemes |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | • develop a better understanding of demand responsive transport (DRT) scheme design through case studies in urban/suburban and rural areas.<br>• increase their knowledge on how to create a commercially successful scheme. | operate in a range of scales and contexts<br>• Case study examples of DRT and community schemes with a particular focus on:<br>– Scope, including geographical extent and areas services (urban or rural)<br>– Fares and ticketing arrangements, including fare structure and booking system, financing arrangements and lessons learned during implementation |
| Rural hubs and integration | This will support package will help LTAs:<br>• examine a set of examples of rural transport hubs that reflect a variety of mode interchange and levels of service that can be used as a strategic basis for future proposals within their areas<br>• develop a list of requirements when writing proposals for future interchange hubs<br>• see first hand what is achievable through pursuit of lowest-possible-cost implementation of rural interchange hubs | A technical note covering:<br>• best practice multi-modal interchanges for small rural settlements of various sizes and typologies, from small villages to coastal settlements<br>• typical infrastructure requirements and specifications in multi modal rural interchanges<br>• cost effective approaches to developing multi-modal rural interchanges and integrating rural transport services |
| Funding mechanisms | This support package will help LTAs: | Technical note covering: |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | <ul><li>increase their awareness and understanding on the range of bus service and infrastructure funding types available</li><li>improve their approach to successful bid writing for individual funding streams through written guidance provided in the Technical Note with advice on accessing multiple funding streams outlined</li><li>broaden their understanding of the range of potential bus infrastructure improvement proposals they could pursue through scheme funding applications</li></ul> | <ul><li>different funding mechanisms that have been utilised for different bus systems, to understand more about the respective suitability for different types of funding mechanisms for LTAs and operators</li><li>case studies of successful bids for various funding mechanisms, including bids to government funding streams as well as funding acquired via private initiatives</li></ul> |
| Collaborative working and bus forums | This support package will help LTAs:<ul><li>collaborate via regional quarterly forums with LTAs across STB geographies learn from each other by providing clear structures of responsibility and accountability of bus services, and communicating how and when different forums are occurring</li><li>develop an appropriate approach to engaging with bus Operators, to build collaborative and long-term working relationships around delivering bus improvements (in conjunction with a wider Communications Strategy developed as part of Support Package 3 Low Cost and Quick Wins).</li></ul> | <ul><li>First quarterly bus forum \| w/c 23 January</li><li>Second quarterly bus forum \| w/c 17 April</li></ul> |
| Marketing | This support package will help LTAs:<ul><li>better understand travel needs (e.g. identifying potentials users based on market segmentation) and provide imaginative marketing based on aspects that</li></ul> | Technical note that will cover:<ul><li>different case studies that explore successful marketing schemes, looking at pre-journey marketing (such as market segmentation and</li></ul> |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | would appeal (e.g. price, journey time and convenience)<br>• identify data, research and best practice to better understand the bus market<br>• overcome widespread poor perceptions of bus use and considering how lapsed or first time bus users could be attracted<br>• identify connections between potential users and their local services to explain how bus services could be beneficial to them e.g. demonstrating positive comparisons with car use (e.g. avoiding car parking, overcoming delays, comparable end-to-end journey times, fares and true car cost calculators.)<br>• design branding to fulfil these requirements | how to target certain elements of bus travel to different groups)<br>• case studies of well designed bus branding |
| Alternative/low emission fuels | This support package will help LTAs:<br>• increase their understanding of a range of alternative fuels available and how applicable they are for their specific region/network; This will be done through over the course of the programme outlining guidance related to Hydrogen, CNG, Electric and Biofuel with a discussion being held on the relative appropriateness for these different types in the region<br>• increase their understanding of appropriate funding and procurement mechanisms including understanding issues around state aid. This will look to cover both leasing and outright purchasing options. The appropriateness of different mechanisms will be indicated in the written guidance | A webinar and technical note that will cover:<br>• specialist advice in relation to the availability and maturity of fuel and technology options<br>• different specifications and requirements for vehicles based on different fuel types<br>• bus fleet, network and operational considerations<br>• funding and procurement models<br>• governance and workforce requirements and integration with wider fleet vehicles (eg, waste vehicle fleets) |

| Support package | Content | Delivery mechanisms |
|---|---|---|
| | <ul><li>be able to work with operators to establish their roles and responsibilities when transitioning to alternative and low emission fuels</li><li>Improve their understanding of the steps required to transition their whole bus network to alternative / low emission vehicles</li></ul> | |