Transport for the South East
Partnership Board

Agenda

26 September 2022

Microsoft Teams – Virtual

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 (sub for Cllr Amy Heley) 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 Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
Vince Lucas South East LEP (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 Alan Jarrett, Leader, Medway Council		

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
- Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport, Isle of Wight Council

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

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting** ***(p4-13)***	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
5	**Lead Officer's Report** ***(p14-16)***	Rupert Clubb
6	**SIP Consultation Progress Update** ***(p17-19)***	Lucy Dixon-Thompson
7	**Local Capability** ***(p20-28)***	Emily Bailey/Kate Fairhall
8	**Centre of Excellence** ***(p29-34)***	Emily Bailey
9	**Decarbonisation** ***(p35-149)*** - Decarbonisation pathways report - Update on joint STB decarbonisation assessment tool	Mark Valleley/Steven Bishop
10	**Technical Programme Update** ***(p150-153)*** - Bus Back Better - EV Infrastructure Strategy - Future Mobility - Freight, Logistics and Gateways Strategy	Mark Valleley
11	**MRN Update** ***(p154-160)***	Sarah Valentine
12	**Communications and Stakeholder engagement update** ***(p161 169)***	Hollie Farley
13	**Finance Update** ***(p170-173)***	Rachel Ford
14	**Governance Group Update** ***(p174-211)***	Cllr Tony Page
15	**Transport Forum** ***(p212-215)***	Geoff French
16	**Responses to Consultations** ***(p216-252)***	Rupert Clubb
17	**AOB**	All
18	**Date of Next Meeting** 14th November 2022 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
Elan Morgan	Transport for the South East
Joseph Ratcliffe	Kent County Council
Simon Duke	Surrey County Council
Lyndon Mendes	Surrey County Council
Nikki Nelson-Smith	National Highways
Pete Boustred	Southampton City Council
Kate Martin	Southampton City Council
Ellie Williams	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Richard Kenny	Hampshire County Council
James Hammond	Folkestone & Hythe District Council
Andy Rhind	DfT
Peter Duggan	DfT
John Hall	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
13 June 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 Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr David Monk Leader Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Cllr Eamonn Keogh Cabinet Member for Transport and District Generation Southampton City Council	Cllr Elaine Hills (sub for Cllr Amy Heley), Brighton & Hove City Council
Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Vince Lucas South East LEP (jointly representing LEPs)
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Geoff French CBE Chair Transport Forum	Alex Williams, Director of City Planning Transport for London

Apologies:
- John Halsall, Route Managing Director for South East, Network Rail
- Cllr Alan Jarrett, Leader, Medway Council
- Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
- Cllr Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council
- Cllr Amy Heley, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council
- Cllr Edward Heron, Executive Lead Officer for Transport and Environment Strategy, Hampshire County Council
- Daniel Ruiz, Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
- Cllr Colin Kemp Portfolio Holder for Infrastructure Woking Borough Council (jointly representing District and Borough Councils)
- Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure Surrey County Council

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

Officers attending:
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
Peter Duggan, DfT

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 John Hall from DfT, Director for Regions, Cities and Devolution. 1.3 Cllr Glazier introduced Cllr Eamonn Keogh, who replaces Cllr Jeremy Moulton as Board Member for Southampton City Council. 1.4 Cllr Glazier also introduced Vince Lucas, from the South East LEP and will be the LEP representative at the Board today. 1.5 Cllr Glazier welcomed Cllr Elaine Hills who is substitute for Cllr Amy Heley (BHCC).	
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. Governance	
4.1 Rupert Clubb (RC) introduced this item and asked the Board to agree the recommended appointments of the Chair. 4.2 It was agreed by the Board that Cllr Keith Glazier be elected as Chair, who subsequently led the appointments for the Vice-Chair, Chair of the Transport Forum and co-opted Board Members. 4.3 Appointments and voting rights were agreed by the Board as per the recommendations. 4.4 The Board discussed arrangements for holding future board meetings, either in person or virtual. The benefits of holding the meeting in	

both forms were discussed, and the Board agreed that they were content to proceed with holding meetings in both formats and the agenda items could determine which format would be best. 4.5 It was noted that Partnership Board Members will be issued their register of interest forms by TfSE secretariat. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: (1) Nominate and elect a Chair and Vice-Chair for the period of one year; (2) Agree to co-opt for a period of one year to the Partnership Board: a. The Chair of the Transport Forum; b. Two people nominated collectively by the Local Enterprise Partnerships; c. A person nominated by the National Parks and other protected landscape designations; d. Two people nominated by the District and Borough Authorities; and e. A representative from National Highways, Network Rail and Transport for London. (3) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives, the Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes; (4) Appoint for a period of one year the Chair for the Transport Forum; (5) Consider future meeting arrangements for Partnership Board; and (6) Note the request for members of the Partnership Board to complete the register of interests forms.	
5. Statements from the public	
5.1 Cllr Glazier confirmed that no statements from the public have been submitted ahead of today's meeting.	
6. Area Studies Update	
6.1 Sarah Valentine (SV) introduced this item and guided the Partnership Board members through the key parts of the paper. 6.2 SV reminded members that at previous Partnership Board Meetings, Board Members received an update on the progress of the Area Studies. Since then, the Strategic Progress Outline Cases (SPOCs), draft Area Study documents, including the thematic papers and geographical based documents, have been reviewed by local transport authorities and other key partners.	

6.3 SV further informed that as the area studies have been nearing completion, they have been used to feedback into the SIP and form a crucial part of the evidence base to underpin the draft document. 6.4 The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to note the progress made with work on the area studies.	
7. Working towards a Strategic Investment Plan	
7.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper. 7.2 RC reminded the Board that the Strategic Investment Plan (SIP) forms the final part of the Transport Strategy, which was published in June 2020. It brings together the outputs from the area studies and the thematic strategies to make a compelling case for investment in the South East. It is supported by a significant body of evidence, including the area studies, future mobility strategy, freight strategy and thematic papers. 7.3 RC updated the Board on the progress of the SIP and noted that the intention of today's SIP presentation was to seek Partnership Board approval, so that TfSE may proceed with their three-month public consultation. 7.4 RC invited Steven Bishop (SB) of Steer and Ben Carlton-Jones (BCJ) of KPMG to present the final draft SIP for the purposes of consultation. 7.5 SB presented the Board with an overview of the draft SIP, including the case for investment in the South East, the packages of interventions and the costs and benefits. BCJ provided further information on the funding and financing approach. 7.6 RC led the Board through the governance requirements of the SIP. This is linked to the evolution of TfSE as an organisation to focus on business case development, scheme development, advocacy, securing funding and building capacity within our local areas. 7.7 The Board had opportunity to discuss the SIP and the following comments were put forward. 7.8 It was noted that the SIP does include some schemes that are aimed at improving existing roads and that this is essential to increase multi-modal opportunities such as public transport and active travel. It was further noted that through the global policy of road user charging, though an ambitious plan, addresses the disparity in cost between public transport and private vehicle usage.	

7.9 A further comment raised was a request for a baseline to be included as part of the business-as-usual statistics, to clearly demonstrate that while there are positive increases for modes such as public transport.

7.10 While it was suggested to have the total cost of the SIP disaggregated by mode, SB noted that it would prove disadvantageous as some modes have overlap ie, highways improvements support mass transit and that the SIP has a focus on showing multi-modal solutions. It was further noted that a clear breakdown of cost it is featured in Table 1 of the executive summary and also features in the area studies, which will be published on the TfSE website.

7.11 Regarding the Integrated Sustainability Appraisal (ISA), it was suggested that it should go further and consider opportunities. The ISA was seen as a positive, which offers opportunity for natural corridor developments, and to pull this through in the narrative.

7.12 It was further suggested that the ISA refers to Section 62 of the Environment Act in terms of the duty that public bodies have.

7.13 Additionally, the narrative should have a heavier focus on public health benefits, in that reduction of car dependency will improve air quality and increase active travel. This will lead to a healthier population, cities and region. It was noted that while health is a huge theme within the SIP, it needs to consider whether it goes far enough.

7.14 It was noted that there is a gap between land use planning and transport planning, recognised by DLUHC, which is why it is imperative that TfSE work with local authorities and their local transport plans.

7.15 It was confirmed that we will be engaging with MPs and there will be a parliamentary reception held at Portcullis House on Wednesday 22 June.

7.16 While decarbonisation is a key component of the SIP, it was noted that the packages of interventions alone cannot get us to net zero carbon alone. The incorporation of the global packages recognises that we need national policy to help us get there. Further, it was noted that the SIP is not a route map to net zero. It tests measures so when there are new developments (such as rollout of new technologies) which sit outside of the TfSE region, they can sit alongside the plan to reach net zero together.

7.17 It was noted that the publication of the SIP will be timely to be able to feed into RIS evidence bases, to aid translating this into local transport plans.

7.18 The recommendations were **agreed** by all Partnership Board members.

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

(1) Note the progress on the tasks associated with the development of the Strategic Investment Plan; and (2) Agree that the draft Strategic Investment Plan and associated Integrated Sustainability Appraisal (ISA) is approved for a three month consultation period.	
8. SIP Consultation	
8.1 Lucy Dixon-Thompson (LDT) introduced this item and guided the Partnership Board Members through the paper. 8.2 LDT presented the proposed consultation approach with Judith Hewitt (JH) of ECF, and explained the rationale behind the approach to the survey. 8.3 The Board were reminded of the timeline for the consultation of the SIP, highlighting that during the period between June and September, constituent authorities will have the opportunity to take their consultation responses through their democratic processes if required. 8.4 Once the consultation closes, responses will be analysed and reviewed, with the revised final draft SIP presented to the Partnership Board on 14 November. 8.5 Pending approval, constituent authorities will then have the opportunity to take the final SIP through their democratic process, ahead of it being formally adopted at the Partnership Board meeting on 13 March and submitted to government before the end of the month. 8.6 It was further noted that the Board will receive a communications pack, so that they may publish the consultation on their social media channels and websites. 8.7 The recommendations were **agreed** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: (1) Approve the approach outlined within this paper to the public consultation on the SIP, and; (2) note the engagement and communication activity that is planned to support the SIP consultation.	
9. SIP Communications and Engagement	
9.1 Hollie Farley (HF) introduced this item and guided the Partnership Board Members through the paper.	

9.2 HF provided the Board with an update on recent communications and engagement activity, including preparation for our forthcoming consultation on the draft SIP, and other activities. 9.3 HF informed the Board on the progress of TfSE's upcoming events, including the MP reception at Portcullis House and the SIP launch event on 5 July in Guildford. It was noted that TfSE have obtained good support for the MP reception on 22 June and encouraged members to promote the event to their local MPs. 9.4 The recommendations were **agreed** by all Partnership Board members. ***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.	
10. Local Capability	
10.1 Emily Bailey (EB) introduced this item and guided the Partnership Board Members through the paper. 10.2 EB reminded the Board of the bid for funding earlier this year, where we were successfully granted £300,000 to support the DfT in their priority workstream: Local Capacity and Capability. 10.3 EB noted that after discussions with the DfT, that the focus of the work should be given to the capability gaps in local authorities. 10.4 EB introduced Kate Fairhall (KF) of Arup, to outline the approach that was taken to identify capability gaps in the region. An initial workshop was held with the local transport authorities to identify gaps in capability, to enable us to inform a survey that would later be issued for completion. 10.5 An assessment methodology was used to rank importance of skills and existing capability on the surveys returned. It was realised that local authorities felt that all skills were both important, but that they already have high capability in those areas. 10.6 KF detailed that while a number of proposed solutions to capability gaps were identified, seven proposals have the potential to be taken forward to solution phase and put forward to a work programme. It was noted that there was high support for a regional centre of excellence to be established in order to support these capability gaps. 10.7 Finally, it was noted that TfSE would be presenting the findings of the survey to the Department for Transport (DfT) on 14 June, to seek approval for the proposed work programme, and authorisation to commence development on the centre of excellence platform.	

10.4 The recommendations were **agreed** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: (1) Note the outcome of the procurement exercise; (2) Note the outputs of findings from the survey engagement with Local Authorities within the TfSE geography; and (3) Agree the proposed work programme.	
11. Responses to Consultations	
11.1 Rupert Clubb (RC) put forward to the Board the proposed responses to consultation that TfSE intend to respond to. 11.3 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) Port of London Authority - The Thames Vision: Consultation Spring 2022; (2) Department for Transport and Office for Zero Emission Vehicles – Consultation on ending the sale of new, non-zero emission buses, coaches and minibuses; and (3) Hampshire County Council – Local Transport Plan (LTP4)	
The following items were taken as read:	
12. Lead Officer's Report	
12.1 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 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 2021/22 to the end of May 2022; and	

(2) Note the progress on the recruitment of additional staffing resource.	
14. Additional Workstreams	
14.1 The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATION:*** The members of the Partnership Board are recommended to note the progress that has been made with the four additional Department for Transport / STB work streams on decarbonisation, local capacity and capability, bus back better and electric vehicle infrastructure strategy development.	
15. MRN/LLM Update	
15.1 The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: 1) note that the revised list of priority schemes agreed at the March 2022 Board meeting was submitted to the Department for Transport 2) note that the DfT's MRN Programme review is ongoing and no announcement on the outcome has yet been made	
16. Technical Programme Update	
16.1 The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: (1) Note the progress with ongoing work on defining the future ambition for bus services in the TfSE area; (2) Note progress with TfSE's ongoing decarbonisation work; (3) Note the progress with the launch of TfSE's Freight Logistics and Gateways Strategy; and (4) Note progress with the work that has been initiated on the implementation of TfSE's Future Mobility Strategy**.**	
17. Governance Sub-Group Update	
17.1 Cllr Tony Page (TP) introduced this item and guided the Board through the paper. 17.2 It was noted that the group would continue its meetings for the foreseeable, while the constitution is reviewed by ESCC's legal team.	

17.3 The recommendations were **noted** by all Partnership Board members. ***RECOMMENDATIONS:*** The members of the Partnership Board are recommended to: (1) Note the discussions at the recent meeting of the Governance sub-group; (2) Agree the proposed amendments to the constitution, a final version of which will be presented to the Board for agreement in autumn 2022; and (3) Note the support from the accountable body's legal team.	
18. Transport Forum	
18.1 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.	
19. AOB	
19.1 No other business was raised.	
20. Date of Next Meeting	
20.1 It was noted that the date for the next Partnership Board meeting will be the 26th September 2022, 9:00-12:00pm.	

Agenda item 5

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**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 March-June 2022

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1. Introduction

1.1 The focus of work for TfSE in recent months has been concentrated on the development of the strategic investment plan (SIP) alongside its programme of engagement as we prepare for consultation in summer 2022. Since the Board met in June 2022, we have also commissioned several pieces of work to support the DfT in their additional workstreams.

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.

2.3 The draft SIP is the culmination of a significant and rigorous programme of work and has been out for a 12 week consultation, which will be outlined further in Item 6.

2.4 We will begin our consultation response analysis and use this to refine our current SIP, to ensure we reflect the feedback received. This will be presented to the Board in November.

2.5 At present (as of 22nd August), we have received 236 responses to the consultation. 81% of responses are residential, a further 8% are on behalf of a group, organisation or government body, 4% business owner/operator, 3% visitor, 1% MP and 4% other. We

anticipate an increase of responses from government bodies and MPs towards the end of the consultation.

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 Chief Officers of the STBs met on 14 July to discuss STB responses to the GBRTT legislative framework consultation, Centres of Excellence and how best to support LTAs and have developed an approach to ensure STBs are able to speak with a single voice on issues such as road pricing, future funding, skills and capacity. As outlined in agenda item 12, 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.

2.8 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. More information can be found in agenda item 12.

Events

2.9 In the last month, we have held four separate consultation events to talk to people first-hand about the draft Strategic Investment Plan, how it was developed, the packages of interventions within it and the potential options for funding this £45 billion investment plan.

2.10 Baroness Vere was our keynote speaker at our 5 July event in Guildford, which was the formal launch for our SIP. All of the presentations from the day were recorded, and access to them can be found on our YouTube.

2.11 Further information on our events can be found in agenda item 8.

TfSE Team

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

2.13 Sarah Valentine has been appointed as our Head of Analysis and Appraisal. Sarah will be building her team to support the development of our analytical framework which will contain the data analysis, modelling and appraisal tools that will support scheme business cases to support LTAs and the implementation of the SIP.

2.14 Our Transport Strategy Manager, Tiff Lynch, will be leaving TfSE at the end of the month onto pastures new. We are grateful for Tiff's work over the last couple of years to support the development of the SIP.

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

Contact Officer: Emily Bailey
Tel. No. 07840649245
Email: Emily.bailey@eastsussex.gov.uk

Agenda Item 6

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Strategic Investment Plan – Consultation**
Purpose of report:	**To update the board on the SIP public consultation.**

RECOMMENDATIONS:

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.

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1. Introduction

1.1 This paper sets out the approach that was taken to the digital-led programme of public consultation on the draft Strategic Investment Plan (SIP) and accompanying draft Integrated Sustainability Appraisal (ISA).

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

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

1.4 The Board approved the consultation draft of the SIP at their meeting in June 2022 and the public consultation was launched on 20 June 2022.

1.5 The overall approach to the public consultation was hybrid in nature, composed of both physical and digital elements and gathered feedback on the SIP from a wide range of partners, stakeholders and members of the public.

1.6 ECF, an independent specialist community engagement consultancy, was instructed by TfSE to deliver the digital consultation and is now in the process of analysing consultation responses.

1.7 A full Consultation Report and Summary Report will be produced by ECF and will be presented at the next Board meeting in November.

1.8 A wide range of communication and engagement activity was delivered in parallel to the consultation. This is detailed in the communication and engagement update report, agenda item 8.

2. Consultation approach

2.1 The consultation was delivered digitally for a period of 12 weeks from 20 June to 12 September 2022. Feedback was primarily captured in the form of 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).

2.2 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.

2.3 The full presentation of the quantitative and qualitative analysis will be presented to the Board at their meeting in November. This analysis is being undertaken independently by ECF to ensure a fully transparent and objective end-to-end consultation process.

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

3. Emerging consultation outcomes

3.1 The consultation ran for a 12 week period from 20 June to 12 September 2022. Given the timescales associated with producing this paper (i.e. prior to the consultation close) a full verbal update on consultation progress will be provided to the Board at the meeting.

4 Conclusion and recommendations

4.1 The Partnership Board are recommended to note the approach taken to the SIP consultation.

4.2 The Partnership Board are recommended to note the high-level emerging outcomes from the consultation, presented by verbal update at this meeting.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Lucy Dixon-Thompson
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Agenda item 7

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Local Capability**
Purpose of report:	**To update the Board on the outcome of Stage 1 of the Local Capability Tender and agree the list of requests for support from local transport authorities.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the outcome of the progress of the Local Capability workstream; and

(2) Agree the funding allocation as set out in Option 1.

(3) Agree to delegate authority to Lead Officer to undertake discussions with Solent Transport about their proposal and, in the event that the proposal cannot proceed as planned, delegate authority to the Lead Officer to implement Option 2.

(4) Note the pipeline of proposals to be explored in more detail as part of the Centre of Excellence or in a future funding round.

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1. Introduction

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

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

2 Background to Project

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

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

2.2 TfSE were successful in the submissions across the four workstreams and as part of the local capability work stream have been granted funding to put in place

arrangements to support local authorities to deliver their Local Transport Plans. TfSE bid for £200,000 for this work stream but was awarded £300,000 as part of the grant settlement in January 2022.

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

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

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

3. Proposed funding allocations

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

Rules of assessment

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

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

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

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

Option 1:

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

3.4.2 A joint project was submitted by the Solent authorities, including Isle of Wight, Portsmouth City Council, Southampton City Council and Hampshire County Council, to support the delivery of their existing Solent Regional Transport Model (SRTM) through a scoping study to understand the requirements for future modelling and to undertake an update of model reference cases to help with business case development. The project scored well and under this option it is proposed that the project is awarded the full £102,000 that requested.

3.4.3 However, there is potential for this project to align with TfSE proposed work on the common analytical framework and further discussions are required prior to full confirmation of this funding allocation.

3.4.4. A proposal from Kent County Council for training in quantifiable carbon assessments has also been funded. It is proposed that the training places would be made available to authorities from across the region and funding of £18,000 will be made available. This equates to 40% of the original proposal.

3.4.5 Hampshire County Council submitted a proposal for up to £1million to develop guidance and advice documents to support local authorities in the delivery of their local transport plans. The funding requested was higher than the funding available and discussions with Hampshire indicated that the proposal was scalable. Under option 1, it is proposed that Hampshire is allocated £60,000 as a pilot to progress some initial work on guidance documents. TfSE would be involved with scoping the work and setting parameters for the guidance, but delivery of the work will need to be resourced appropriately by Hampshire County Council and made available through the Centre of Excellence to all authorities in the region. The remainder of the Hampshire proposal would be progressed through the Centre of Excellence and in collaboration with TfSE in future years.

Option 2:

3.4.6 This option sets out a funding proposal should the Solent Transport modelling work be unable to progress within the required timescales. Under this option, Wokingham and Brighton would still receive 100% of their allocation and the £102,000 allocated to Solent in option 1 would be reallocated to Kent and Hampshire to scale their proposals as appropriate.

3.4.7 Under this option, discussions would continue with Solent to see how the modelling tool could be supported through the TfSE work on the Common Analytical Framework or through other channels.

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

<u>Conditions</u>

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

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

4 Pipeline proposals

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

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

5. Conclusion

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

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Appendix 1

Option 1: allocation of funding including Solent Transport

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

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

Option 2 – funding without Solent Transport bid

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

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

Appendix 2 – pipeline proposals

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

Agenda item 8

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Centre of Excellence**
Purpose of report:	**To update the Board on the development of a proposed Centre of Excellence**

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.

1. Introduction

1.1 TfSE set out proposals in its Business Plan for 2022/23 to start the development of a Centre of Excellence. The aim of this would be to support local transport authorities (LTAs) in addressing capacity and capability challenges, with particular focus on the delivery and implementation of local transport plans.

1.2 The Levelling Up White Paper, published in February 2022, set out proposals for regional centres of excellence. The Department for Transport (DfT) have since indicated that sub-national transport bodies (STBs) will be tasked with establishing and operating centres of excellence in their regions.

1.3 The DfT have requested further information from TfSE on how a proposed centre of excellence would operate in the south east and to demonstrate that it has the support from constituent authorities.

1.4 The purpose of this paper is to set out the high-level proposals for a centre of excellence, including how local authorities will be involved in the co-design and next steps.

2 Background to Centre of Excellence

2.1 In February 2022, the government published the Levelling Up White Paper, which included a commitment to explore regional centres of excellence that would provide bespoke support to LTAs. The DfT have subsequently set out expectations that STBs would take responsibility for developing and operating centres of excellence in their region. This activity would need to be funded through existing DfT grants to STBs.

2.2 The report into the future of TfSE, agreed by the Board in October 2021, identified a role for TfSE in supporting improved capacity and capability to meet the future needs of the region's stakeholders. Alongside the local capability and capacity work stream, awarded by DfT in January 2022, TfSE had already started to develop ideas around a centre of excellence concept and reflected this in the Business Plan, agreed by the Board in May 2022.

2.3 The Business Plan identified that £250,000 of the DfT annual grant would be allocated to activities supporting the development of a Centre of Excellence in 2022/23. It is also intended to recruit a dedicated project manager role to support the centre of excellence later this autumn, with a view to the role commencing early 2023. This would also be funded through the DfT annual grant.

2.4 The DfT have considered the TfSE Business Plan and have indicated £250,000 intended for the centre of excellence development, would be released subject to agreeing further details on how it would be used.

3. Engagement with Local Authorities

3.1 Through the ongoing work on local capability, discussions have been held with LTA officers to get their views and insight into how a centre of excellence would be utilised and to gauge support for the proposal.

3.2 To date, the concept has received broad support with LTA officers recognising that it could offer bespoke tools, guidance and advice on the delivery and implementation of local transport plans. However, it is clear that further work will be needed to define the scope for the centre of excellence and to ensure that a robust development plan is put in place to ensure that it evolves over time and continues to meet the changing needs of LTAs.

3.3 The types of support that the centre of excellence could offer include: convening best practice and resource coordinators; providing tools and expertise; facilitating procurement of specialist services; and the opportunity for peer review. This could cover a wide range of topics that would support the delivery of LTPs, such as business case development and producing good bids, development of pipeline schemes, Quantifiable Carbon Reduction support and ongoing delivery of some of the short-term work on electric vehicle infrastructure and local capability.

3.4 There is a desire for the centre of excellence to be co-designed. This process would need to involve LTAs and the DfT to ensure that the content of the centre of excellence enhanced and supported the existing tools and guidance available at national and local level.

4. Proposed approach to Centre of Excellence development

4.1 The first phase of the centre of excellence development will be broken down into two stages:

a. Understanding the needs of LTAs – as highlighted above, the centre of excellence will need to be co-designed with LTAs and DfT. This stage would assess the existing tools and guidance available to LTAs, the gaps that need to be filled, setting out a development plan for the tool (i.e. what would be achieved in first 12 months and how it would adapt over time), how it would be used, etc.

b. Designing a platform – the centre of excellence will not initially have a physical presence. It is likely to be an online tool, but the precise nature of this will need to be defined following the assessment of the LTA needs. An appropriate provider would be tasked with scoping a solution and build an appropriate platform. This should be scalable to reflect changing needs over time and for potential roll out to other STB areas and it will need to be easy to access, use and maintain.

4.2 The main content development will take place from 2023 onwards, with the scope of the centre of excellence expanding as TfSE's own capacity and capability expands. However, it is clear that there are already a number of existing tools and guidance that can be built into the development of the centre of excellence, including ProjectView, future mobility tools and freight work.

4.3 TfSE has agreed, through discussions with DfT, to take responsibility for the convening of a joint STB group to consider the collective approach to the regional centres of excellence. This will offer an opportunity for STBs to share best practice, identify areas for further collaboration and possible opportunities to streamline procurement processes and encourage efficiencies. The first meeting of the group will take place late September 2022.

5. Next Steps

5.1 Following agreement of the Partnership Board, a short proposal will be submitted to DfT seeking the release of the £250,000 grant funding to support the initial development of the centre of excellence (appendix 1).

5.2 Once DfT have approved the funding, TfSE will then start the procurement process to bring in appropriate suppliers to deliver phase one of the centre of excellence. The procurement processes of the accountable body would be followed for this activity and the Board are asked to agree to delegate authority for this exercise to the Lead Officer.

5.3 TfSE would initially look to populate the centre of excellence with existing tools, such as ProjectView, but would also aim to start commissioning bespoke content, focused on the areas identified by LTAs, early in 2023/24.

6. Conclusion

6.1 The Partnership Board is recommended to note the proposed approach to the development of the Centre of Excellence and agree that a proposal should be submitted to DfT to draw down the additional funding for this. The Board are also asked to agree to delegate authority for the procurement of stage one of the centre of excellence development, subject to receipt of the funding from DfT.

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Proposal to DfT for TfSE Centre of Excellence

TfSE set out proposals in its Business Plan for 2022/23 to start the development of a Centre of Excellence. The aim of this would be to support local transport authorities (LTAs) in addressing capacity and capability challenges, with particular focus on the delivery and implementation of local transport plans.

The Levelling Up White Paper, published in February 2022, set out proposals for regional centres of excellence. The Department for Transport (DfT) have since indicated that sub-national transport bodies (STBs) will be tasked with establishing and operating centres of excellence in their regions.

DfT have requested further information from TfSE on how a proposed centre of excellence would operate in the region and to demonstrate that it has the support from constituent authorities. This is required to release the £250,000 grant funding that TfSE would like to utilise to support the initial stages of the development of the Centre of Excellence.

The purpose of this paper is to set out the tangible activities that TfSE intends to deliver in 2022/23 and to provide an overview of how the Centre of Excellence would be developed over the remainder of this spending round period.

A Regional Centre of Excellence

To date, the concept has received broad support with LTA officers recognising that it could offer bespoke tools, guidance and advice on the delivery and implementation of local transport plans. However, it is clear that further work will be needed to define the scope for the centre of excellence and to ensure that a robust development plan is put in place to ensure that it evolves over time and continues to meet the changing needs of LTAs.

The types of support that the centre of excellence could offer include: convening best practice and resource coordinators; providing tools and expertise; facilitating procurement of specialist services; and the opportunity for peer review. This could cover a wide range of topics that would support the delivery of LTPs, such as business case development and producing good bids, development of pipeline schemes, Quantifiable Carbon Reduction support and ongoing delivery of some of the short-term work on electric vehicle infrastructure and local capability.

There is a desire for the centre of excellence to be co-designed. This process would need to involve LTAs and the DfT to ensure that the content of the centre of excellence is enhanced and supported the existing tools and guidance available at national and local level.

Links with the Local Capability Project

TfSE was awarded £300,000 in January 2022 to support LTAs in the delivery of their LTPs. Following discussions with DfT and the local authorities, it was intended that the funding will be allocated to individual authorities to help address capability gaps that impact the delivery of their LTPs.

The process of identifying suitable projects to support is ongoing. Arup were appointed in March 2022 to develop a light touch assessment methodology and to work with local authorities through the process of workshops and a survey to identify capability gaps and the solutions that could address them. Subsequent work is underway with the 16 LTAs to take forward proposals into funding 'bids' that will be assessed, with some projects expected to be funded following the Partnership Board meeting on 26 September 2022.

The capability projects that will be funded will be expected to be applicable to across the region, and the findings would be shared with/could be rolled out to other authorities.

The proposal for the TfSE Centre of Excellence would continue the local capability work, but it goes beyond the scope of the existing project and would evolve into a regional, shared resource.

It will provide a platform (likely to initially be virtual, but to be confirmed following discussions with LTAs) to store the capability work centrally and make it available to LTA across the region. It would also act as a tool for sharing knowledge and best practice and could be developed as a conduit for authorities to seek support and feedback from each other. It could also offer the scope to develop procurement support (such as a framework that LTAs could access and draw down consultancy support) and host access to the wealth of data and intelligence that TfSE is starting to develop. The funding for 2022/23 will allow the development of the Centre of Excellence platform to commence, as set out below.

Intended activities for 2022/23

- Secure high level support from constituent authorities at the September 2022 Partnership Board meeting;
- Procure consultants to deliver phase 1 of the centre of excellence development:
  a. Understanding LTA needs –
     - delivery of LTA workshops (involving DfT) to understand specific needs and expectations from the centre of excellence;
     - understand existing guidance and advice, identify gaps and where bespoke solutions are required in the region;
     - review best practice from other centres of excellence at a national and international level;
     - create a development plan for short, medium and long term to set out how the CoE will develop to meet changing needs.
  b. Scoping and developing the platform
     - Using information and evidence from the LTA workshops to scope an appropriate solution.
     - This should be scalable to reflect changing needs over time and for potential roll out to other STB areas;
     - It will need to be easy to access, use and maintain.
- Complete Phase 1a by end of January 2023;
- Commence procurement of Phase 1b in February 2023, with a view to completing the work by early summer 2023

- Recruit a project manager to support the centre of excellence by January 2023[1]

In addition to the areas above, which will be funded through the DfT grant funding, TfSE will take responsibility for the convening and management of a joint STB centre of excellence group for the first year of operation, after which time the role would be rotated around other STBs. This will offer an opportunity for the seven STBs to share best practice on the development of their individual CoEs, but also identify areas for further collaboration, joint procurement, or sourcing expertise from within the STB network.

Further development in 2023/24 and 2024/25

The TfSE work plan for future years includes further commitment to develop the Centre of Excellence. Once the platform has been developed, attention will turn to developing content and ensuring that LTAs are able to utilise the Centre of Excellence to best effect.

Recent engagement with LTAs in the TfSE area has demonstrated a broad level of support for the Centre of Excellence. Topics that LTAs are keen to see covered includes:

- Quantifiable Carbon Reduction
- Active Travel including Cycling schemes (Design and Modelling)
- Data/ Transport Modelling & Scheme Development
- Procurement/ Contract management
- LTP guidance
- Business Case Development
- Emerging Technologies
- Communication and Collaboration

This list is broader than the topics that will be covered through the Local Capability work, so TFSE will prioritise developing regionally specific advice, guidance and support in these areas. The platform will also allow LTAs and TfSE to share best practice and eventually evolve into the opportunity to provide peer-to-peer support.

TfSE will also start to explore the potential for the Centre of Excellence to offer a procurement framework that would allow LTAs to draw down consultancy support for these priority areas.

TfSE will also explore how it can work with specialist organisations, such as Active Travel England, to deliver some of the requirements. This will help to avoid duplication with guidance and advice available at a national level.

Further details of the plans for the future development of the Centre of Excellence will be included in the TfSE Business Plan 2023/24.

[1] The Centre of Excellence Project Manager will be funded through the TfSE staffing budget, rather than the £250,000 for the Centre of Excellence development.

Agenda Item 9

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Decarbonisation**
Purpose of report:	**To seek approval for the Transport Decarbonisation Pathways Report,and provides an updates on the development of a joint decarbonisation assessment tool**

RECOMMENDATIONS:

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.**

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1. Introduction

1.1 The purpose of this report is to seek approval for the Transport Decarbonisation Pathways Report setting out the scale of the transport decarbonisation challenge in the TfSE area. The report also provides an assessment of the scale of the impact of different types of measures available to national, regional and local government in following pathway to net zero emissions. The report also provides an update on development of a decarbonisation assessment tool that is being produced jointly with other Sub-national Transport Bodies.

2. Decarbonisation Pathways Report

2.1 TfSE and its constituent authorities are committed to decarbonisation. TfSE and the majority of its constituent authorities are committed to achieving net zero by 2050 in line with central government commitments, although some authorities have more ambitious targets.

2.2 In order to better understand the potential trajectories to net zero and action that will be needed to follow them, TfSE commissioned Steer to undertake a technical study to explore these issues. The objective for the study were as follows:

- Quantify the scale of the transport decarbonisation challenge in the TfSE area.
- Identify different potential trajectories to net zero using different approaches based on national policy using regional transport models, as well as other tools that identify trajectories to net zero.
- Identify and model options and scenarios that reduce carbon emissions from surface transport in the TfSE area and assess their impact in following the identified trajectories to net zero.
- Qualitatively assess the high level impacts of those policies on people, places and movement in the South East.

2.3 A copy of the Decarbonisation Pathways Report that has been produced by Steer is included in Appendix 1. Steven Bishop from Steer will be in attendance at the Board Meeting on the 26 September 2022 to give a presentation on the report.

2.4 The key conclusions set out in the report include the following:

- The trajectories to net zero based on a carbon budgeting approach demonstrate the significant reductions in the levels of emissions that will be required to meet the commitments in the Paris Climate Change Agreement, particularly during the 2020s, where reductions of between 9% to 29% are required by 2026, and reductions of between 27% to 58% reduction is required by 2030
- In order to accelerate the pathway to net zero, the extent of intervention is vast and requires immediate action to its fullest extent across most areas of intervention. This will require urgent collective intervention between all levels of the public sector, working with the private sector, academia and research institutions, and the third sector.
- From a transport perspective the main factor in defining a pathway to net zero carbon is identifying the interventions required to reduce the overall number of trips made by petrol and diesel fueled forms of transport, shift the mode of travel used to zero emission modes, and to reduce vehicle emissions to zero.
- In addition to transport interventions, wider spatial planning, energy, and digital network investment will be needed, as well as the co-ordination of public service delivery and sustained behaviour change, along with financial and regulatory incentives.
- Political ambition for net zero and the scale and urgency of the changes required to get there makes it imperative to bring residents and businesses along with the changes required, along with the decisions required to enable and promote change.

2.5 A copy of the draft report was circulated to TfSE's Transport Strategy Working Group for comment before being finalised. Members of the Partnership Board are recommended to agree the Decarbonisation Pathways report included in Appendix 1.

3. Joint STB Decarbonisation Assessment Tool

3.1 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. Futher to this, the TDP states that future local transport funding will be conditional on local areas being able to demonstrate how they will reduce emissions over a portfolio of transport investments through their LTPs.

3.2 The Department for Transport are currently drafting guidance that will set out how local transport authorities should go about identifying the carbon impacts of the interventions in their LTPs. This will be subject to consultation in the autumn alongside the revised guidance on LTPs.

3.3 The STBs have established a joint workstream on decarbonisation led by England's Economic Heartland that seeks to help local transport authorities with their decabonisation work. This activity has focussed 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 and 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.

3.4 Working jointly with Transport East (TE) and England's Economic Heartland (EEH), TfSE supported a collaborative bid to develop a decarbonisation assessment tool. The DfT are involved in the work to ensure that it complements the approach to qualifying the carbon reduction impacts of local transport interventions to be set out in their forthcoming guidance.

3.5 The bid for funding submitted in October 2021 as one of a number submitted in response to an offer from DfT to bid for additional in year funding to work on their support four key priority work areas. The value awarded was £100,000 per STB, with a total project value of £300,000. EEH have recently completed a tendering exercise and have appointed a consortium consisting of WSP, City Science and Steer to undertake the work. An inception meeting was held earlier this month and work on the development of the tool has now commenced. An update on the progress with this work will be provided at the next Partnership Board meeting.

4. Financial considerations

4.1 The cost of the Decarbonisation Pathways study was £50,500, which is being met from part of the 2021/22 grant settlement that was carried forward to 2022/23. The cost of TfSE's contribution to the development of the decarbonisation assessment tool (£100,000) is being met from the additional DfT in year funding awarded to TfSE in January 2022.

5. Conclusions and recommendations

5.1 The Partnership Board is recommended to approve the Transport Decarbonisation Pathways Report included in Appendix 1 and to note the progress with the development of a decarbonisation assessment tool that is being produced jointly with a number of other STBs.

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TRANSPORT FOR THE South East

Decarbonisation Pathways Report

Version 3.0

September 2022

Contents

1. Purpose, process, jargon buster and data sources

Background to the report

Transport for the South East (TfSE), in their role as the Sub National Transport Body for South East England, have commissioned this Decarbonisation Pathways work to quantify both the scale of the TfSE area's transport decarbonisation challenge, and the scale of impact of different types of measures available to national, regional and local government.

Study purpose

TfSE and its constituent authorities are committed to decarbonisation. All authorities seek to reach net zero by 2050 in line with central government commitments; some have more ambitious targets. This study is intended to:

- **Quantify the scale of the transport decarbonisation challenge.** This means understanding not only the scale of transport emissions and how far and how fast they need to reduce over time, but also what types of journeys and vehicles are emitting the most carbon.
- **Identify trajectories to net zero** using different approaches based on national policy using regional transport models, as well as other national and local trajectory tools.
- **Identify and model options and scenarios that will decarbonise surface transport in the TfSE area.** Assessing their impact in delivering emissions reductions and following identified trajectories.
- **Qualitatively assess the impacts of those policies on people, places and movement in the South East.** Having identified the policies that are necessary to achieve net zero, the external impacts of these policies on the economy and land use of the South East will be assessed at a high level.

Background to the report

Technical Scope

This decarbonisation assessment covers tailpipe emissions of surface transport in the TfSE area. This means that neither embodied carbon – the emissions generated in the process of building transport infrastructure such as roads and cars – nor non-surface transport emissions (e.g. from aviation and maritime), are included. These are out of TfSE's scope for this study. Similarly, emissions caused by the generation of electricity that is then used to power vehicles is not included in the scope of this work: the work is predicated on the energy sector reaching net zero by 2050 using renewable energy.

Surface transport emissions are produced by the vehicle kilometres travelled within the South East by short and long-distance journeys that start, finish or pass-through the South East, whether by motorcycle, car, van or lorry. They include freight, business, leisure and commuting journeys.

This study only looks at greenhouse gas emissions, which cause climate change. For the transport sector, carbon dioxide accounts for about 99% of total greenhouse gas emissions. These emissions are therefore referred to throughout this report as carbon dioxide, carbon, CO_2 and CO_2e (CO_2 equivalent). Other emissions which lead to poor air quality, such as PM2.5, are not part of this work.

Geographical Scope

TfSE covers 16 constituent authorities in the South East of England, including eleven unitary authorities (Bracknell Forest, Brighton & Hove, Isle of Wight, Medway, Portsmouth, Reading, Slough, Southampton, West Berkshire, Windsor and Maidenhead, and Wokingham) and five upper tier authorities (Hampshire, East Sussex, Kent, Surrey, and West Sussex).

Surface transport carbon emissions are a function of:

Number of trips

x

Vehicle kilometres

x

CO_2 emissions per km by type of vehicle / engine

x

Speed factor

To calculate surface transport carbon emissions, we need to understand:

- How many trips are made in the TfSE area
- How long these trips are
- What type of vehicles are making these trips (motorcycles, cars, vans, lorries, trains)
- What fuel these vehicles are using and how efficient the engines are
- What speed the vehicles are travelling (this can be approximated from the type of road vehicles are driving on)

Structure of the report

Structure and Contents

The report is set out as follows:

- **Chapter 1** outlines the purpose of the work, explains the process behind the results, data sources, and provides a jargon buster.
- **Chapter 2** describes the national and regional background to this report and how it was developed.
- **Chapter 3** covers Stage 1 and Stage 2 work, which together sets the decarbonisation challenge that TfSE faces. This chapter assesses transport's total contribution to emissions, identifies what actions to reduce emissions are already under way from central government and quantifies the gap between the impact of these actions and the reductions required. The output is a series of policy objectives that, taken together, are necessary to decarbonise transport.
- **Chapter 4** covers Stage 3 work, where policy packages are developed to meet these objectives, and modelled into scenarios.
- **Chapter 5** presents Stage 4 work, evaluating these policy packages against people, place and movement types across the TfSE area.
- **Chapter 6** sets out key findings and recommendations

Chapter 1: purpose, process and jargon buster

Chapter 2: national and regional context

Chapter 3: setting the decarbonisation challenge for the South East

Chapter 4: identifying policies to meet the challenge

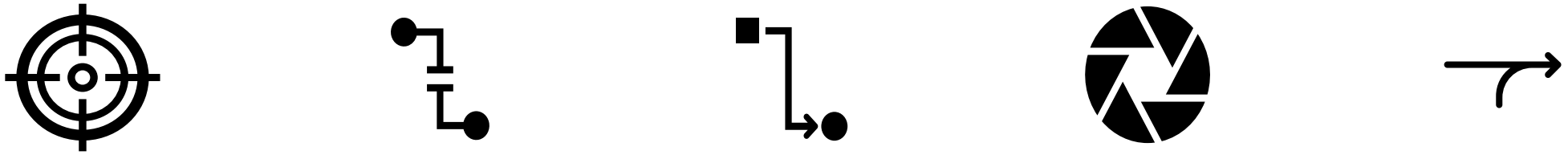
Chapter 5: assessing impacts of policies on people, places and movement

Chapter 6: Recommendations and Next Steps

Project process

This report provides a summary of the work undertaken to quantify the decarbonisation challenge for the TfSE area. Figure 1.1 below shows the four stages and steps that this work involved.

Figure 1.1: Overview of the Decarbonisation Pathways process



1. Baseline assessment	2. Policy gaps	3. Options identification, assessment, iteration	4. Application to people, place, movement	5. Recommendations and next steps
Baseline assessment	Identify key national and regional policies	Suggest scale changes to national / regional policies	Develop people, place, movement hierarchy	
Define core Trajectory	Test policies	Suggest options and assess against Multi Criteria Assessment Framework	Reporting	
Define alternative trajectories	Quantify gap between impact of existing proposed policies and carbon targets	Quantify emissions impacts through SEELUM		

Project process

Stages 1 & 2: Baseline assessment and policy gaps

The first two stages of work were aimed at understanding the scale of the decarbonisation challenge that the TfSE area faces. They answered a series of questions:

- How much carbon is surface transport in the TfSE area likely to emit between now and 2050?
- What types of journeys drive these emissions?
- How effective are current policies likely to be in reducing those emissions?
- If current policies are insufficient, what future policy objectives are required to reach net zero?

To answer the Stage 1 & 2 questions, we formulated five trajectories, with different policy assumptions.

Stage 3 & 4: Options identification and application to people, place and movement

Emissions reduction option identification included an examination of:

- How existing areas of intervention/policies could be adjusted/extended to reduce emissions further
- How new interventions/policies could be introduced and scaled
- Interventions/policies phasing and wider delivery (e.g. geography/rate of delivery).

These options have been collated into coherent policy packages, recognising the interdependencies between them.

The packages of options ("pathways") have been tested to assess how each package supports the region in achieving each trajectory.

TfSE's analytical framework has been used to:

- assess policy options by priority and timescale; and
- develop and assessed packages of options – "Scenarios" – using the South East England Economy and Land Use Model (SEELUM).

Model outputs will then be converted into quantum of tailpipe emissions using DEFRA's Emissions Factors Toolkit, where appropriate.

Different areas within TfSE's geography will have different opportunities/challenges and needs regarding decarbonisation. Different areas or places will have different "legacy" carbon emissions which are already embedded into their transport network and movement patterns, some areas remain heavily carbon intensive while other areas have progressed substantially down their own decarbonisation "pathway". Different socio-demographic groups might have different emission profiles and differing potential to reduce emissions from their travel and connectivity. Different movement types (e.g. longer distance orbital movements across the regions vs. inter-urban travel) have different constraints and potential when it comes to their ability to deliver net zero emissions.

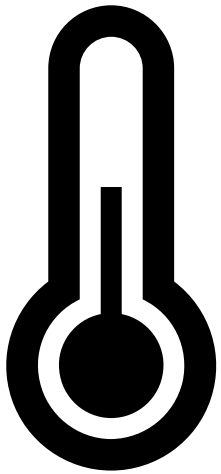
As such, the assessment will consider how interventions' potential (e.g. scale of impacts or relevance) differs for different people, places, and movement types. This report presents a decarbonisation hierarchy, or framework, bringing together:

- People: using the personas developed for TfSE's Future Mobility Strategy.
- Place: using up to six place types building on previous TfSE work (e.g. Transport Strategy and Future Mobility Strategy) and wider work from organisations such as the RTPI.
- Movement: categorisation of journey types used in the TfSE Transport Strategy.

Finally, further consideration of the deliverability, costs and revenues of implementing different localised options for demand management involving pricing mechanisms.

Jargon buster

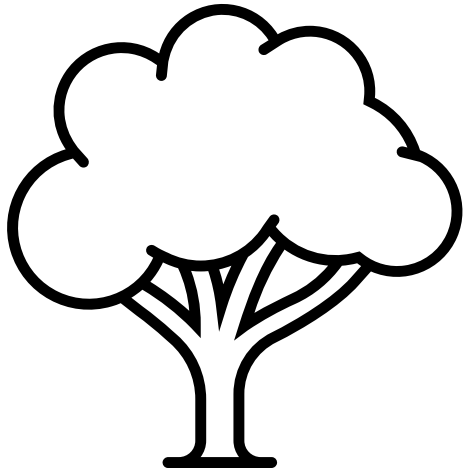
Some terms will be referred to frequently throughout this report. These include:



Carbon, carbon dioxide/CO_2, CO_2e

Carbon is a chemical element which forms a vast range of compounds, including carbon dioxide (CO_2). CO_2e is the emission of this greenhouse gas through the combustion of fossil fuels, with its properties partially responsible for continued global warming.

Transport constitutes the greatest proportion of greenhouse gases by sector[1] and as such policies and initiatives to reduce both the number and length of journeys by low-occupancy vehicles emitting high levels of carbon are required.



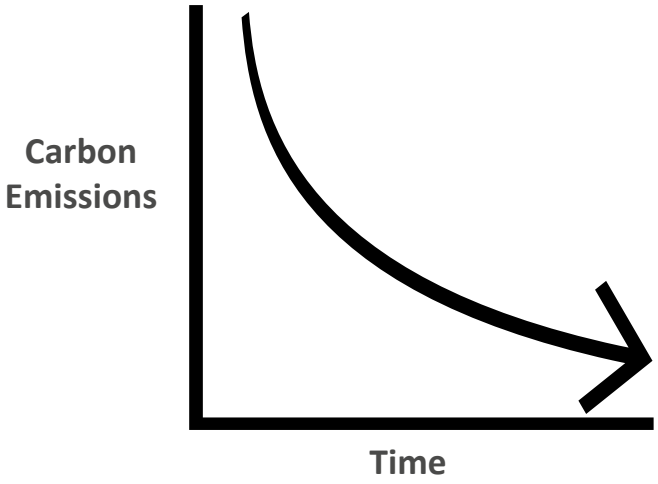
Decarbonisation

This refers to the suite of measures by which the transport sector will reduce its carbon footprint and enable local authorities to work towards net zero. This includes private cars, commercial and freight vehicles and rail.

The challenge in decarbonising the transport sector varies greatly between development contexts and demographics, journey and vehicle types. The shift to electric cars in the UK is continuing to take place but this needs to accelerate. The challenge for a shift to electric commercial and freight vehicles continues due to technological infancy.

Jargon buster

Some terms will be referred to frequently throughout this report. These include:



Trajectory

A curve identifying how future levels of carbon emissions need to be reduced to meet a carbon budget or an identified zero emissions target date.

Trajectories can either show an extrapolation of carbon emission trends or be designed to meet a carbon budget target, such as those produced by the Climate Change Committee and the Tyndall Centre.

The area underneath these trajectories is as important as the start and end point: the area underneath represents the total carbon that will be emitted over time.

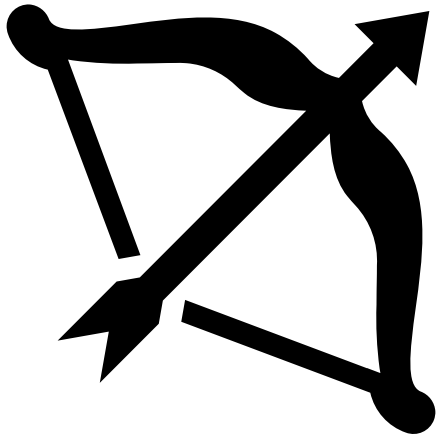
Pathway

An action plan detailing what policies are required and when they need to be introduced in order to meet a defined trajectory.

In the TfSE context, this includes local and regional policies identified in the parallel thematic studies, as well as 'global' interventions (e.g. national road charging, 'global' local interventions).

Jargon buster

Some terms will be referred to frequently throughout this report. These include:

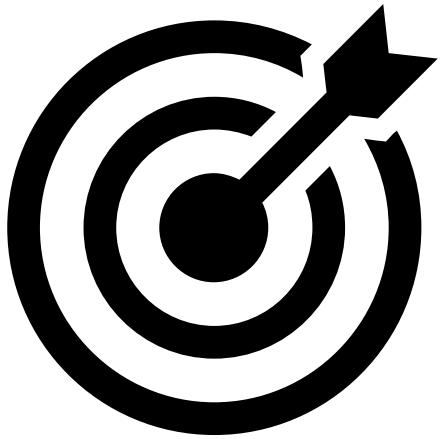


Policy

Policies are principles of action set by local, regional and national government.

In this context, they can include:

- Investing in infrastructure (e.g. electrifying railways)
- Subsidising certain modes of transport (e.g. community bus services)
- Charging for certain behaviours (e.g. parking charges, road user charging).
- Banning certain activities (e.g. sale of internal combustion engines).



Policy objective

Policy objectives are the aims that the policies are trying to achieve.

For example, the policy objective of introducing bus priority measures it not just reduce bus journey times but to encourage greater usage of sustainable modes of transport.

In this work, Stage 1 and 2 identify the policy objectives that need to be achieved; Stage 3 identifies the policies that could be introduced to meet those objectives; and Stage 4 considers their external effects.

Jargon buster

Some terms will be referred to frequently throughout this report. These include:

Fleet mix

The fleet mix describes what percentage of total vehicles is made up of what type of vehicle.

We need to understand what powers vehicles (electricity, hydrogen, petrol, diesel etc.), what type of vehicles there are (cars, vans, lorries, heavy goods vehicles) and their size as well as on average how far each of these vehicles is driven, in order to estimate total carbon emissions.

Carbon budget

The amount of carbon that can be emitted while meeting identified carbon reduction commitments such as following a pathway that aligns with Paris Agreement objectives.

The objectives aim to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial level and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

This concept means that the earlier reductions start, the later we can reach net zero with a fixed spending limit of carbon. Like a credit card, if we spend some of the carbon budget now it means we have to spend less in the future.

At current emissions rates, the UK has approximately 6 years of carbon budget left, according to Tyndall Centre analysis.

Data sources - empirical

National Travel Survey

The National Travel Survey is conducted every year by the Department for Transport (DfT). It is a household survey, meaning it provides empirical data.

We have used the National Travel Survey (NTS) data from 2015-2019, before travel patterns were significantly impacted by the COVID-19 pandemic, to understand the type, purpose and mode of journeys that cause the most emissions currently.

The NTS gives much more detailed data for household travel for trips, mode and purpose than National Highway's South East Regional Transport Model (SERTM), and being empirical rather than modelled, is likely to be more accurate.

As historical data, it does not contain forecasts of future travel. For future forecasts we have, therefore, used SERTM and SEELUM for this purpose.

Furthermore, this survey lacks in several key areas, such as excluding most freight trips, it being difficult to get raw data / cross-tabulate, and not being reliable at local authority level due to sample sizes.

DfT Road Traffic Statistics

Database consisting of highway-based traffic data split by region and local authority.

Further disaggregation into vehicle kilometres by mode, and by road type.

Uses Annual Average Daily Flow counts and link-lengths published in a web-based tool by the DfT.

BEIS Local Authority Emissions Data

The Department for Business, Energy and Industrial Strategy (BEIS) publishes a yearly inventory of both recorded and projected annual greenhouse gas emissions and split by Local Authority, facilitating them to monitor progress against any local level targets.

This emissions data is subsequently disaggregated by sector, and for transport: road type, rail and maritime.

Data sources – transport model / emissions calculators

South East Regional Traffic Model

The SATURN-based South East Regional Traffic Model (SERTM) was created by Highways England (now National Highways) in 2015, to understand the impact of the Road Investment Strategy 2 (2015-2020). It is Transport Analysis Guidance "compliant".

This model estimates use of the Strategic Road Network in 2021, 2026, 2031, 2036, 2041 and 2050. It includes all A and B roads, and those C roads that play an important role in feeding the main network.

We have used SERTM to understand the number and type of journeys made in the future on the road network. This allows us to calculate the number of vehicle kilometres travelled by type of vehicle, which when cross-referenced with the Emissions Factor Toolkit (see next page) gives us the amount of carbon emitted by vehicle and journey type.

DEFRA Emissions Factors Toolkit

The Emissions Factors Toolkit is published by the Department for Environment Food & Rural Affairs (Defra) to assist local authorities in carrying out Review and Assessment of local air quality as part of their duties under the Environmental Act 1995.

The Emissions Factors Toolkit has been designed to allow users to calculate road vehicle pollutant emission rates for oxides of nitrogen (NOx) and Particulate Matter (PM10 and PM2.5), for a specified year, road type, vehicle speed and vehicle fleet composition. Carbon dioxide (CO_2) emission rates can also be calculated for petrol, diesel and alternative fuelled vehicles.

We took the fleet mixes available in the EFT and applied an average factor for each vehicle type based on average speeds from DfT data. These averages were then applied across all journeys by that vehicle mode.

For the purposes of this study, carbon dioxide equivalent (CO_2e – which in addition to carbon dioxide includes a conversion of methane and other "greenhouse gases" in carbon dioxide equivalents in terms of impact) was the pollutant category of focus when calculating the level of emissions and potential impacts relating to the introduction of various schemes compared to estimated baseline values.

Although we have been verbally assured that the latest Emissions Factor Toolkit (version 11 released in November 2021) includes the ban of sale of internal combustion engines in 2030, by 2050 this toolkit estimates only 44% of vehicles are electric. This would mean over half the car fleet is over 20 years old, which we do not think credible. We have therefore used the EFT on the assumption that it does not include the ban of sale of internal combustion engines.

Data sources – transport model / emissions calculators

South East Economic & Land Use Model

SEELUM is a bespoke transport and land use model that simulates the interaction of transport, people, employers and land-use over periods of time.

SEELUM is a customised application of Steer's Urban Dynamic Model (UDM), which was originally developed over twenty years ago to explore the relationship between transport and economic activity and regeneration. The UDM has been applied widely in the UK, including for Transport for the North, West Yorkshire, Leeds City Region, Merseyside, Humberside, North East Scotland, and the Oxford to Cambridge corridor.

The UDM's primary use is to test how investment in transport, sometimes coupled with changes to land-use policy, will affect the economic performance of a region, city or urban area. It does this by simulating how changes in connectivity affect how attractive different locations are for employers and/or households to locate in, how they respond, and what the consequences are (see Figure 1.2 overleaf).

For example, if travel costs rise in a particular area (say, due to an exogenous input), depending on the other options available, people may change their mode of travel, change where they live or change where they work. In the extreme, if there are no other viable options to access work, people can become unemployed. Similarly, businesses can relocate to an area if transport costs reduce, increasing their accessibility to the potential workforce.

SEELUM includes internal models of highways, bus and rail services, walk and cycle, all connecting places together and influencing their relative advantages as places to live or work. It incorporates planned land-use changes and investment in transport infrastructure or services.

SEELUM generates a set of outputs allowing detailed examination of how and why conditions change in the simulated area. This includes travel patterns, volumes and mode shares and the changes on CO_2 emissions from transport activity.

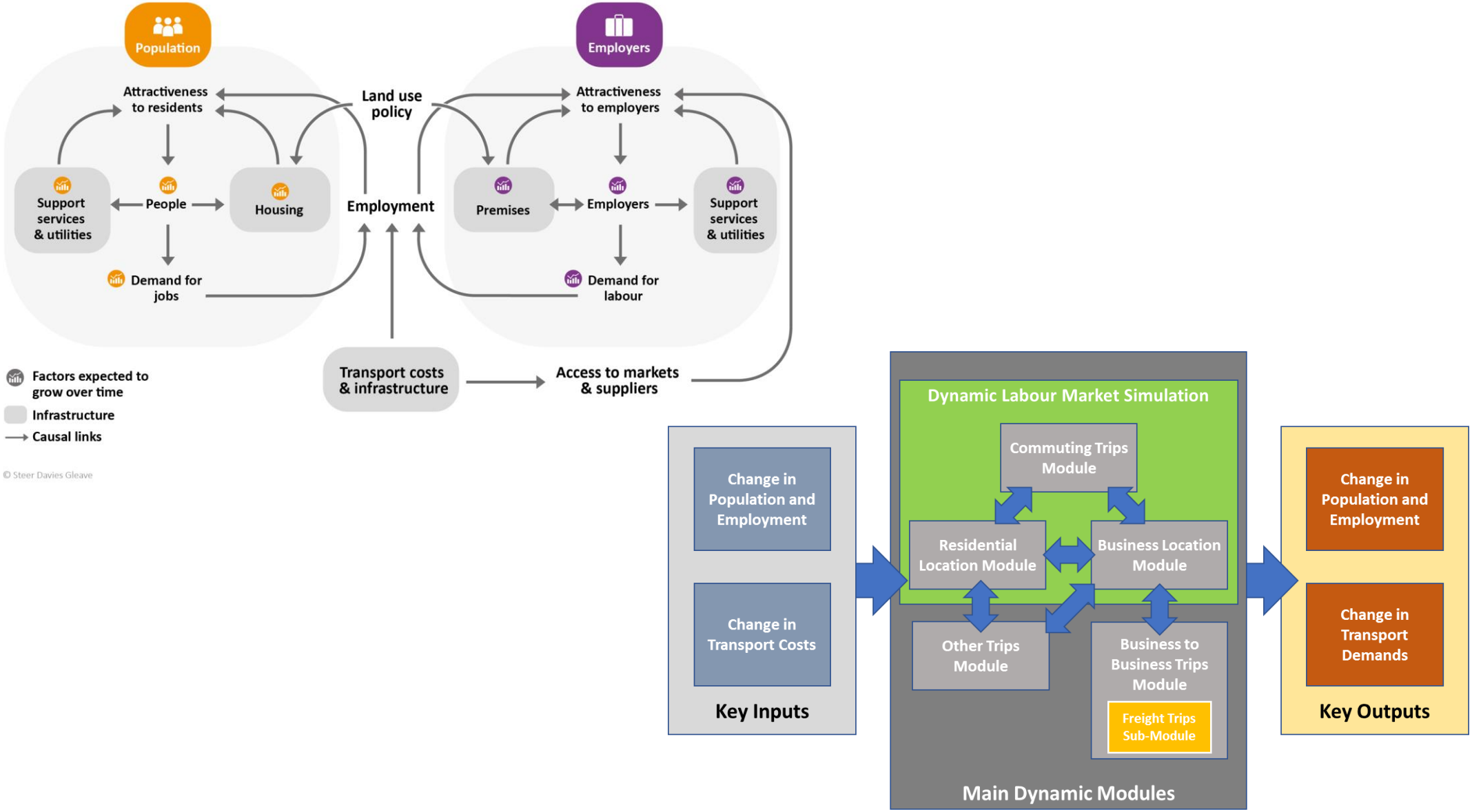
The images on the next page show an approximation of SEELUM's internal workings.

In Stages 1 and 2, we have used a combination of SEELUM and SCATTER to understand the effect on carbon emissions of meeting transport policy objectives, such as mode share targets, trip reduction targets and fleet mix changes.

Stages 3 and 4, then identify policy options that can be used to achieve these objectives, and assess their impact on people, place and movement throughout the South East.

Data sources – transport model / emissions calculators

Figure 1.2: SEELUM internal workings



Data sources – "budget" based trajectories

Committee on Climate Changes 6th Carbon Budget Balanced Pathway

The UK government has legally committed to the 6th carbon budget (total emissions limit for the 5-year interval from 2033 to 2037). Meeting the budget will require a reduction in all sector emissions of 63% between 2019 and 2035. In their Balanced Pathway, the CCC suggest that the transport sector's contribution to this reduction should include a reduction of 70% in surface transport emissions between 2019 and 2035, with more limited reductions from aviation and shipping

Their balanced pathway utilises UK budget-based trajectories to reach net zero carbon by 2050, limiting global temperature rise to below +2˚ Celsius.

It also utilises disaggregated data for surface transport emissions, split by vehicle type and km driven.

DfT's Transport Decarbonisation Plan

The DfT's Transport Decarbonisation Plan was published in July 2021 and showcases the DfT's pathway to net zero via a combination of multi-modal transport decarbonising and 'key enablers'. Those relevant to TfSE and local authorities include the promotion of alternative fuels and improved vehicle efficiencies, greater efficiencies in the freight and logistics sectors and enhanced integrated land-use and transport planning.

The strategy set outs several trajectories for each mode, which consist of published GHG emissions and followed by forecasts derived from modal-specific policy impacts and demands. For the purposes of this report the sum-totals have been utilised from the subsequent net zero strategy – for the upper and lower bounds.

Tyndall Centre for Climate Change Research

The Tyndall Centre is a partnership of UK universities bringing together researches across disciplines to develop sustainable responses to climate change.

They have developed a Carbon Budget Tool for use by all local authorities, which presents climate change targets based on commitments in the United Nations Paris Agreement. Carbon budgets are an estimate of the total quantity of CO2-equivalent emissions that can be allowed in order to stay within the Paris Agreement target of capping global warming at 1.5 degrees Celsius this century. For each authority, a total carbon budget is set and subsequent % reduction in annual emissions required to reach net zero based upon the recommended pathway.

Total emissions per authority varies based on several factors, including geographic and demographic size alongside levels of carbon-intensive strategic road, rail and port-related infrastructure.

SCATTER Tool

SCATTER is a local authority focussed emissions tool, built to identify pathways to zero carbon emissions. This allows local authorities to set targets in line with the Paris Climate Agreement.

It generates a greenhouse gas emissions inventory following the Global Protocol for City-wide Greenhouse Gas emissions for a local authority area.

The use of this tool helps to develop an understanding and development of a credible decarbonisation pathway in line with emissions reduction targets.

2. National and Regional Context and Baseline

Decarbonising Transport: national context

UK legislation commits government to reducing greenhouse gas emissions to zero by 2050. Transport currently accounts for approximately one third of all emissions, and is the only sector whose emissions have not declined since the late 1990s.

UK Climate Change legislation

In 2019, an amendment was made to the Climate Change Act of 2008. This amendment legally committed the UK to achieving net zero greenhouse gas emissions by 2050.

In June 2021, the Climate Change Committee (CCC), an independent body created as part of the Climate Change Act to ensure the government delivers on its legal commitments, stated that:

"the willingness to set emissions targets of genuine ambition contrasts with a reluctance to implement the realistic policies necessary to achieve them."[1]

This decarbonisation report presents a detailed analysis of what those "realistic policies" are in the context of transport in the TfSE area.

The CCC identifies the scale of change required to reach these objectives, quantifying a total 70% reduction in surface transport emissions is required between 2019 – 2035.

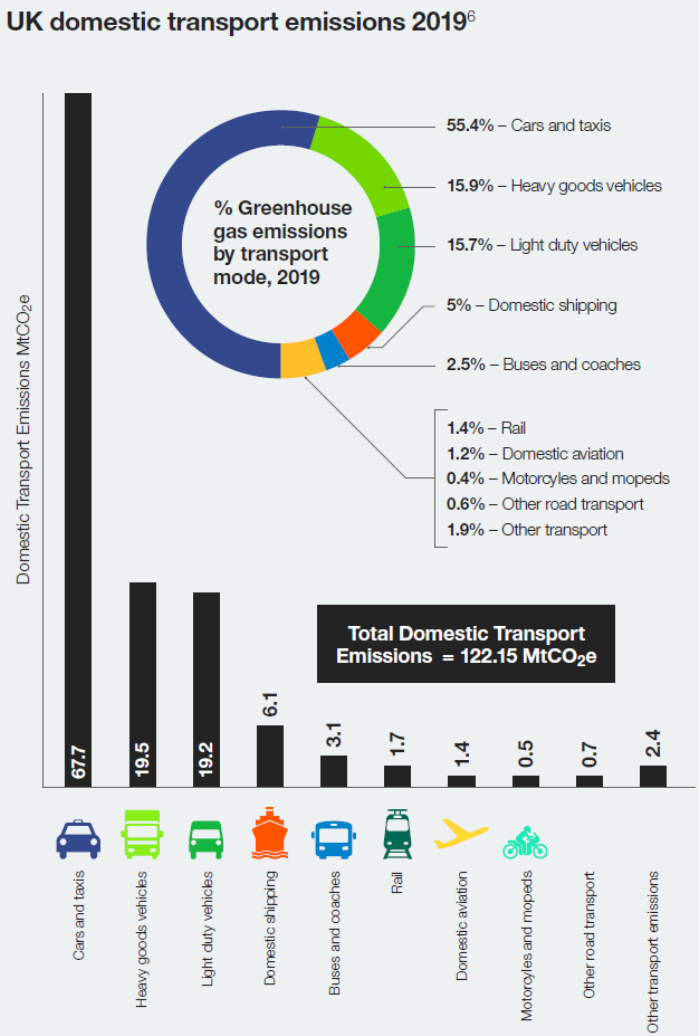
Transport's contribution to greenhouse gas emissions

Transport as a sector in 2019 was responsible for 27% of the UK's greenhouse gas emissions, making it the most significant contributor to UK emissions. This figure does not include international shipping and aviation, which would increase it yet further.

Whereas other sectors, such as the energy sector, have reduced their emissions significantly since the 1990s, emissions from transport remained roughly level before the COVID-19 pandemic. Better engine efficiency has been offset by heavier cars and more travel.

Since the pandemic began, car use has recovered much quicker than public transport, resulting in higher transport emissions per trip than before the pandemic.

Figure 2.1 UK Domestic Transport Emissions (2019)



Source: Decarbonising Transport, (DfT , 2021)

1 Source: Progress in reducing emissions – 2021 Report top Parliament (Committee on Climate Change, 2021)

Decarbonising Transport: regional context

While key stakeholders in the TfSE area East recognise the need to decarbonise their transport systems, this is not happening fast enough.

The trajectory shown in Figure 2.2 to the right is taken from TfSE Area Studies evidence base. This work showed at a very high level that the TfSE area will not reach a position of net zero carbon emissions by transport by 2050 based on historic rates of decarbonisation in transport (between 2005 and 2019) extrapolated to 2050.

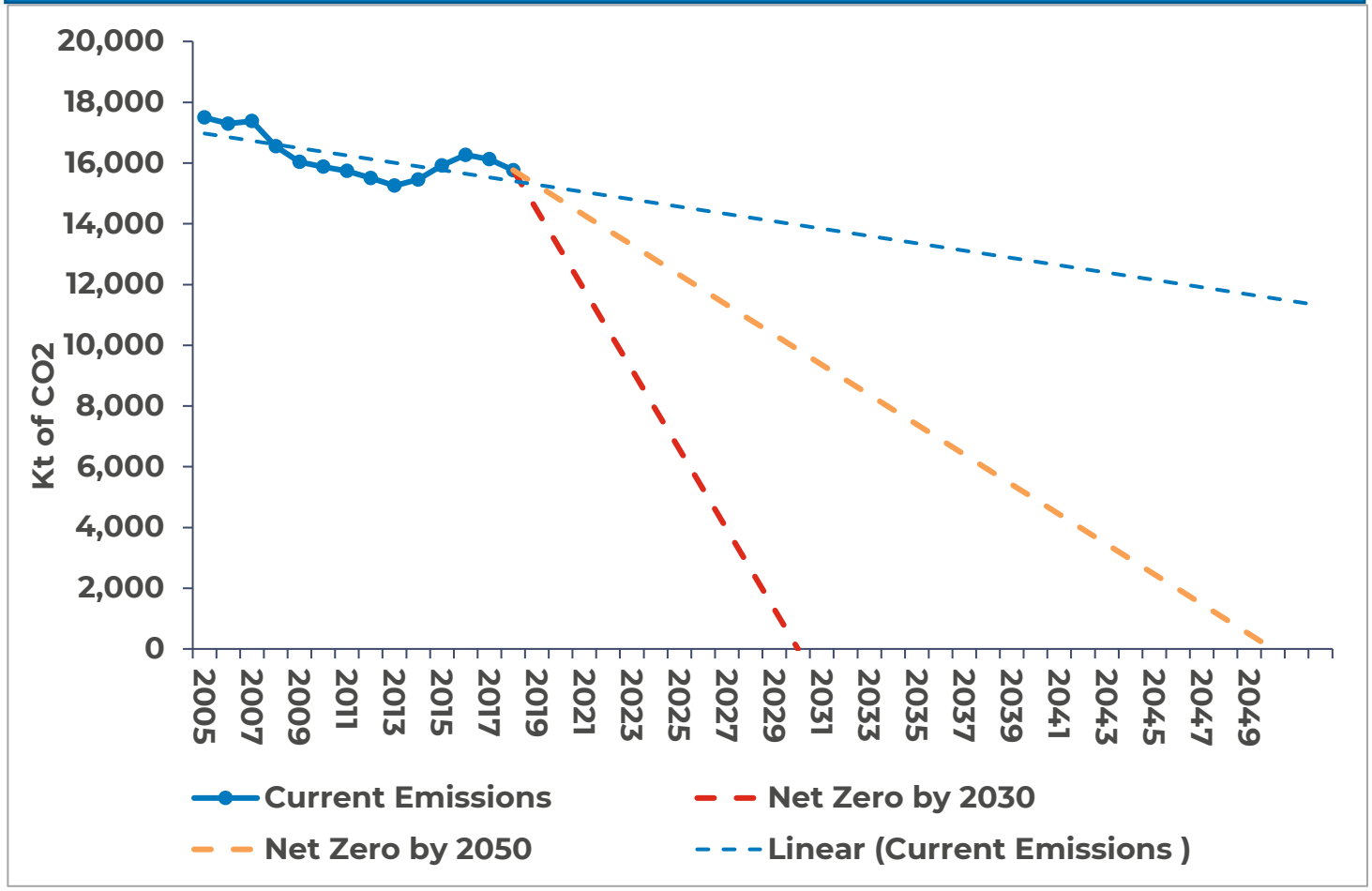
TfSE has set a target in line with Central Government of net zero carbon no later than 2050. This aligns, also, with many Local Transport Authorities, with some committed to more ambitious decarbonisation targets, the most ambitious as reaching net zero by 2030.

The Area Studies identified high level policy objectives that a step change in the electrification of highway transport and modal shift away from fossil fuel transport to electric/healthy transport is needed if the area is to reach its climate commitments.

The rail network across the TfSE area, on the other hand, is almost entirely electrified and is therefore well placed to help achieve these ambitious targets.

However, to understand gaps and options for decarbonisation in more detail, further disaggregation of the scale of the challenge is required. Overleaf, we look at the Local Transport Authority distribution of domestic transport emissions, and then on the reasons and ways we travel.

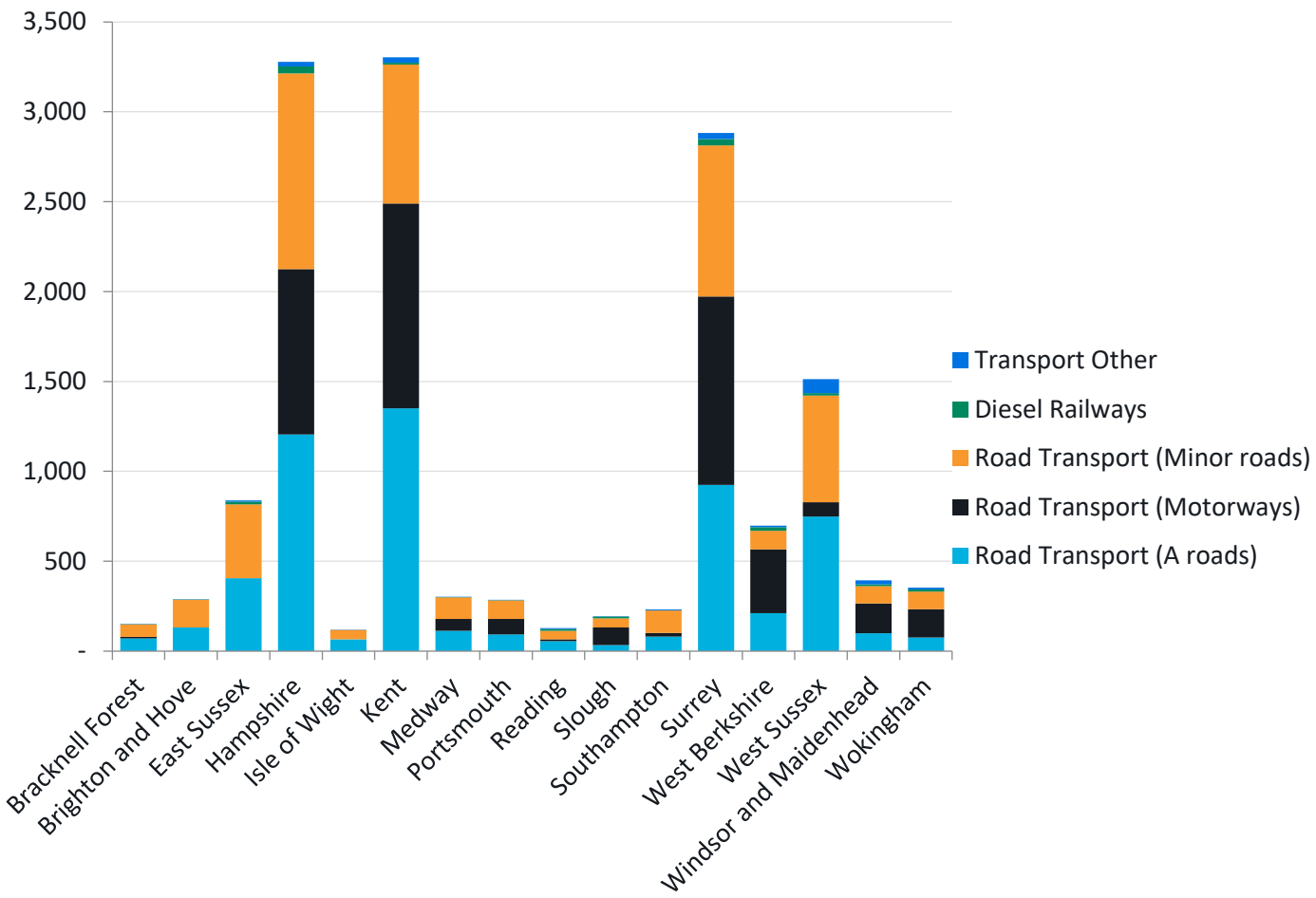
Figure 2.2 Carbon emissions trajectories for the Transport for the South East area (unbudgeted)



Source: BEIS Local Authority and Regional Carbon Dioxide Emissions National Statistics (2021)

Baseline – tailpipe emissions

Figure 2.3 Local Transport Authority 2019 transport emissions ($KTCO_2e$)



Source: BEIS Local Authority and Regional Carbon Dioxide Emissions National Statistics (2021)

Location of travel emissions

Analysis of domestic transport emissions (including assumptions for energy production and transmission) by Local Transport Authority area broadly follows population and employment levels. In addition, the split by network types (e.g. diesel railways, motorways) follows the proportion of network type in each authority. As such, Hampshire, Kent and Surrey with their large populations, high number of jobs, and relatively dense transport networks, have the highest levels of emissions.

Baseline – surface transport trips

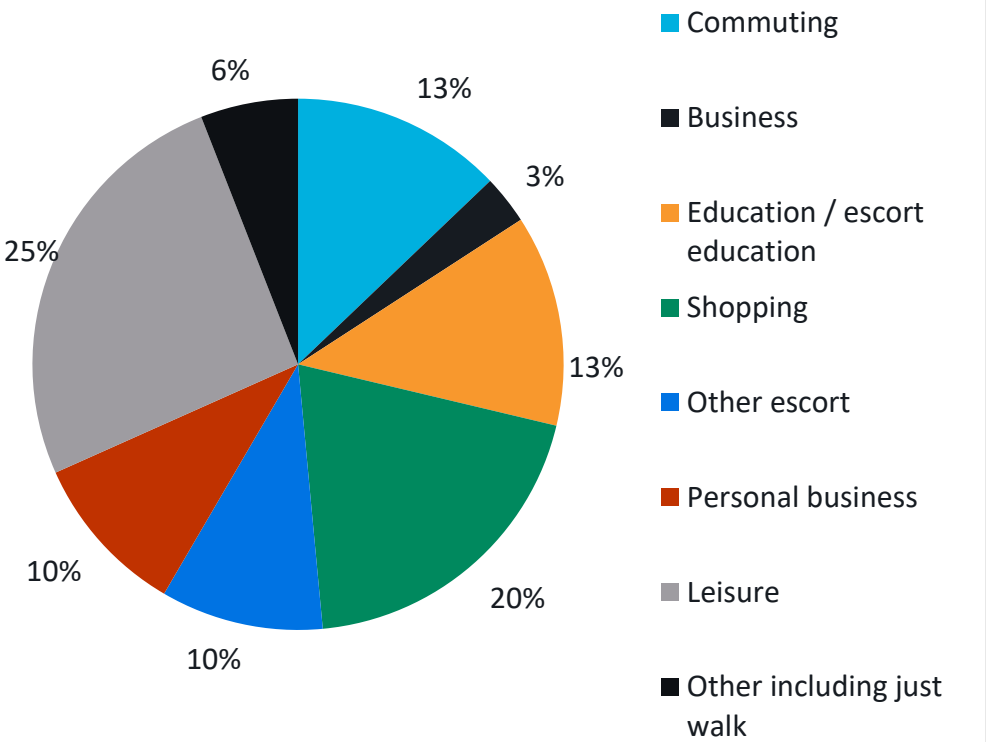
Journey Purpose

Data accessed from the NTS illustrated in Figure 2.3 below shows that only 13% of trips are related to commuting purposes, with greater proportions relating to leisure and shopping. This exemplifies key challenge in decarbonising transport – with a typical focus on commuting, business trips, and occasionally education, which account for only a little under a third of all trips.

Journey Mode

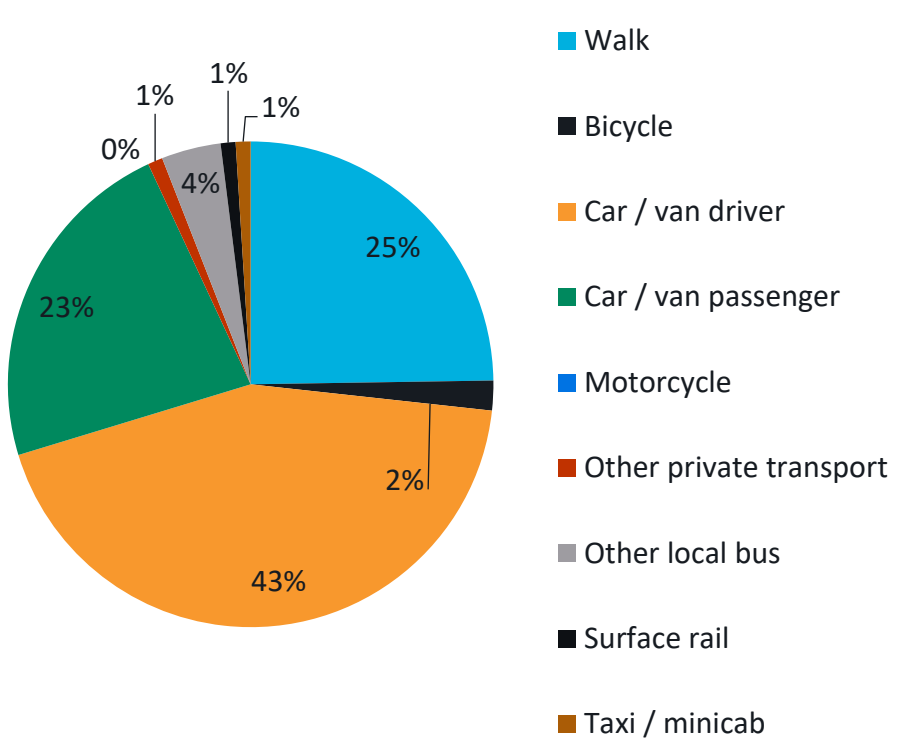
In terms of mode share, a similar analysis of data from the NTS displayed in Figure 2.4 shows that about two thirds of trips in the South East are undertaken as either a car / van driver or passenger, with only a minor number of trips taken by public transport or cycling. This identifies the importance of facilitating modal shift away from private car / van usage towards lower or zero carbon-emitting modes.

Figure 2.4 Trips disaggregated by journey purpose (% of total)



Source: DfT NTS (2018)

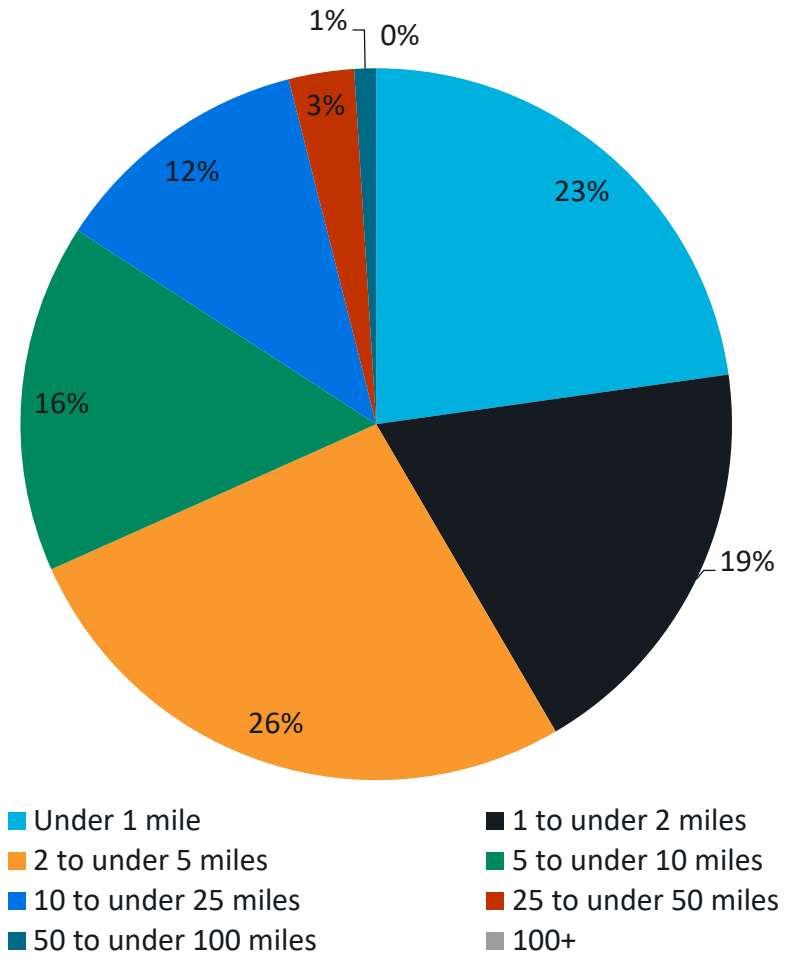
Figure 2.5 Trips disaggregated by journey mode (% of total)



Source: DfT NTS (2018)

Baseline – surface transport trips

Figure 2.6 Trips disaggregated by journey distance (% of total)



Source: DfT NTS (2018)

Journey Distance

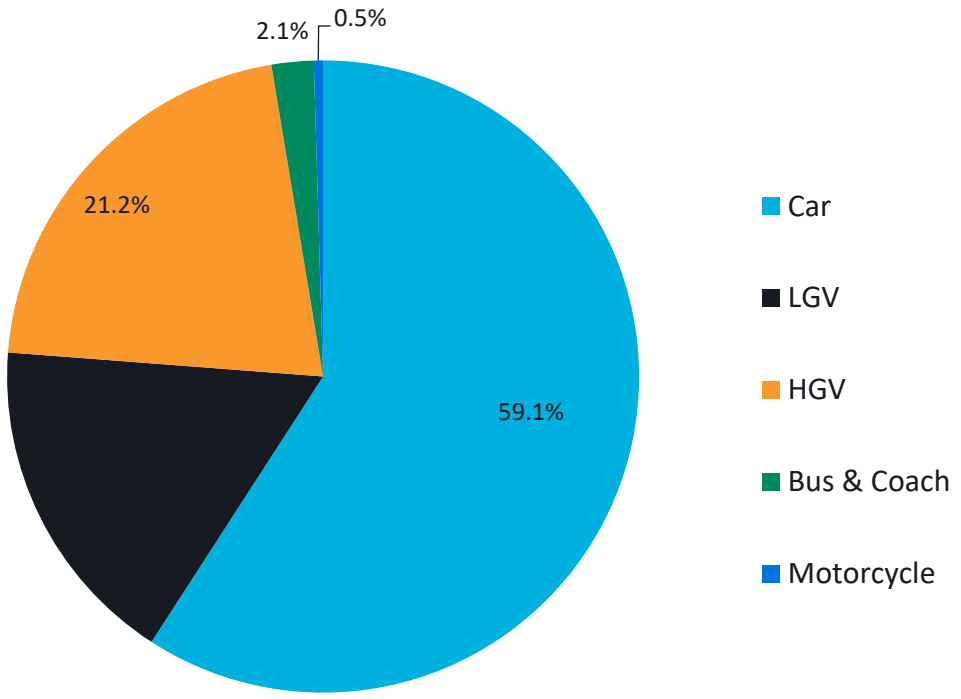
Analysis of NTS for the TfSE area, shown in Figure 2.5, illustrates that just over two thirds of trips are under five miles in length. Shorter distance trips are typically more "switchable" to more sustainable modes of transport such as walking, cycling and bus travel. Only 4% of trips are longer than 25 miles in length where cycle and bus services become unviable.

Baseline – tailpipe emissions

Journey Mode

Combining DfT Statistics of vehicle kilometres by surface transport mode for the South East and EFT data from 2021, allows a breakdown of emissions by vehicle type as shown in Figure 2.7. This determines that for the baseline almost two thirds of emissions result from car trips, and just over a third pf emissions are from road freight. Bus and motorcycle travel emissions are, relatively, very low. Rail and non-surface transport modes are excluded from this analysis.

Figure 2.7 Emissions disaggregated by vehicle type (% of total)

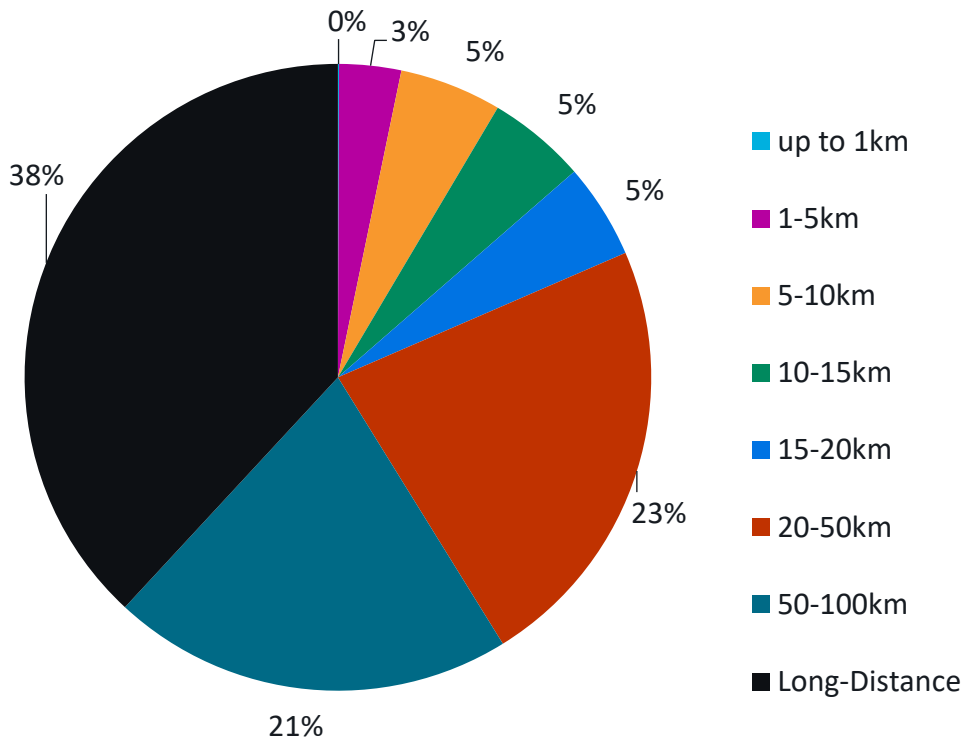


Source: DfT Statistics Table TRA0206 (2019 Base Year) / DEFRA EFT v11

Journey Length

In comparison to the NTS data, the analysis of emissions by journey distance band for the baseline year in Figure 2.8 shows that over 80% of emissions result from journeys over 20km in length. This contrasts with the NTS data illustrating that only a small number of total trips are short distance. For trips with the highest probability of shifting to active and public transport, those less than 5 kilometres in length, only 3% of emissions result from these trips.

Figure 2.8 Emissions disaggregated by journey length (% of total)



Source: National Highways SERTM (2018 Base Year) / DEFRA EFT v11

Baseline – conclusions

Long distance trips account for more emissions than short distance trips

Half of all trips are under 10km, however, these short-distance trips only produce 7% of emissions. By contrast, only 13% of trips are over 50 kilometres, but they produce 66% of emissions.

Shorter trips that are driven still produce carbon. These are the easiest to switch modes immediately as they do not require the adoption of emerging and often expensive technologies, such as increased vehicle battery capacities for cars and HGVs, or wholescale electrification of rail lines. Given the complexities of reducing carbon for other trips such as freight, removing these emissions is a vital short-term goal.

Shifting these shorter trips also has an indirect carbon reduction effect. By reducing the need for car ownership overall, shifting these trips is likely to reduce the number of longer distance trips that are driven, if reasonable alternatives exist.

There are other key benefits to shifting shorter trips to active modes. Shifting the 39% of car trips that are under 5km from car to walking and cycling will reduce pressure on the NHS by improving health, improve air quality in town centres and remove severance in neighbourhoods meaning more sociable, prosperous places to live and work.

However, to successfully tackle the decarbonisation challenge in the South East it will be necessary to address long distance car trips.

Land use planning

Land use planning policies are determined by Central Government and typically Local Planning Authorities at a local level. They can be used to influence what is built where. This has a major impact on carbon emissions. By locating amenities and jobs close to residential areas, its possible to create the conditions for:

- **Fewer trips**. If amenities are easily accessible from residential areas, the number of trips that people take is reduced. For example, someone can combine a shopping trip with visiting a relative, rather than making two separate trips.
- **Shorter trips**. By locating people, amenities and residents closer together, the distance of trips is reduced. The shorter the distance, the fewer the emissions.
- **Trips by active and public modes**. Distance is a key factor in how people choose to travel. The shorter the distance, the more likely they are to choose zero emission modes such as walking and cycling.
- Public transport mode share is influenced by how dense developments are. The more people live in an area, the more demand there is for public transport that justifies a higher level of service. This relationship works in both directions: improving the public transport to a site can unlock land for housing development in a sustainable manner.

Baseline – key findings

- Shopping, leisure and personal trips account for more emissions than business and commuting trips combined
- Trips over 20km account for 82% of tailpipe emissions from surface transport
- Freight vehicles account for approximately half current emissions

3. Setting the decarbonisation challenge for the South East

Introduction

The first two phases of work were aimed at understanding the scale of the decarbonisation challenge that the South East faces. They answered a series of questions:

- How much carbon is transport in the TfSE area likely to emit between now and 2050?
- What types of journey drive these emissions?
- How effective are current policies likely to be in reducing those emissions?
- If current policies are insufficient, what future policy objectives need to be achieved in order to reach net zero?

Identifying which policies can be introduced in order to achieve those policy objectives is the focus of Stage 3; the impact of those policies on areas other than decarbonisation is the focus of Stage 4.

To answer the Stage 1 and Stage 2 questions, we formulated four trajectories (or groups of trajectories) which assume different policy objectives are achieved.

The remainder of this chapter describes the data sources used, before presenting the results for each trajectory, with key findings and commentary.

Trajectory 1: "Do Nothing" Trajctory: This trajectory assumes that no policies were enacted to reach net zero - no government ban on the sale of internal combustion engines for cars and vans from 2030; no material attempt to reduce the number of trips people take; and no major shift to more sustainable transport. This gives us a baseline to understand the impact of interventions.

Trajectory 2: National Policy Trajectories model forecasts of travel demand using SERTM and DfT statistics of vehicle kilometres, and then applies the most recent Emissions Factor Toolkit v11 (2021) and the impact of Society of Motor Manufacturers and Traders (SMMT) forecast fleet mix changes. These facilitate an understanding of the importance of fleet mix changes in reducing emissions, whilst illustrating the role of local authorities in supporting this transition, for example through ensuring adequate provision of electric vehicle charging infrastructure.

Trajectory 3: 2050 Budget Based Trajectories: These trajectories typically assume a series of policy outcomes are achieved relating to reducing the overall number of trips, fleet mix changes, and modal shift. This includes trajectories of national forecasts from the Committee on Climate Change (CCC), DfT's *Decarbonising Transport* report figures, SCATTER Tool outputs by Local Transport Authority, and the Tyndall Centre's multi-sectoral reporting at the TfSE areas.

Trajectory 4: 2040 Budget Based Trajectory: This trajectory uses the same emissions budget as Trajectory 3 but shifts the date of achieving net zero to 2040. This has two benefits. First, it shows what policy objectives must be achieved to meet net zero earlier than 2050, as some local authorities in the TfSE area have set this as their target. Second, it allows for the fact that our emissions have not declined as precipitously between 2020 and 2022 as the SCATTER modelling suggested they needed to.

These approaches all take budget-based approaches, identifying a fixed amount or "budget" of greenhouse gas emissions remaining to keep in line with targets for limiting global temperature rises.

Trajectory 1: “Do Nothing” Trajectory

Trajectory 1: Do nothing

Trajectory purpose and description

Trajectory 1 gives us a baseline to understand emissions.

It assumes:

- no government ban on the sale of internal combustion engines;
- no attempt to reduce the number of trips people take; and
- no major shift to public transport.

Method

The trajectory is generated by combining vehicle kilometres by vehicle type from the DfT's Road Traffic Statistics with the Emissions Factor Toolkit's forecast fleet mix and emissions factors.

We have assumed that vehicle kilometres by vehicle type stays constant to a 2018 baseline, only changing the emissions factors and fleet mix in line with the emissions factor toolkit.

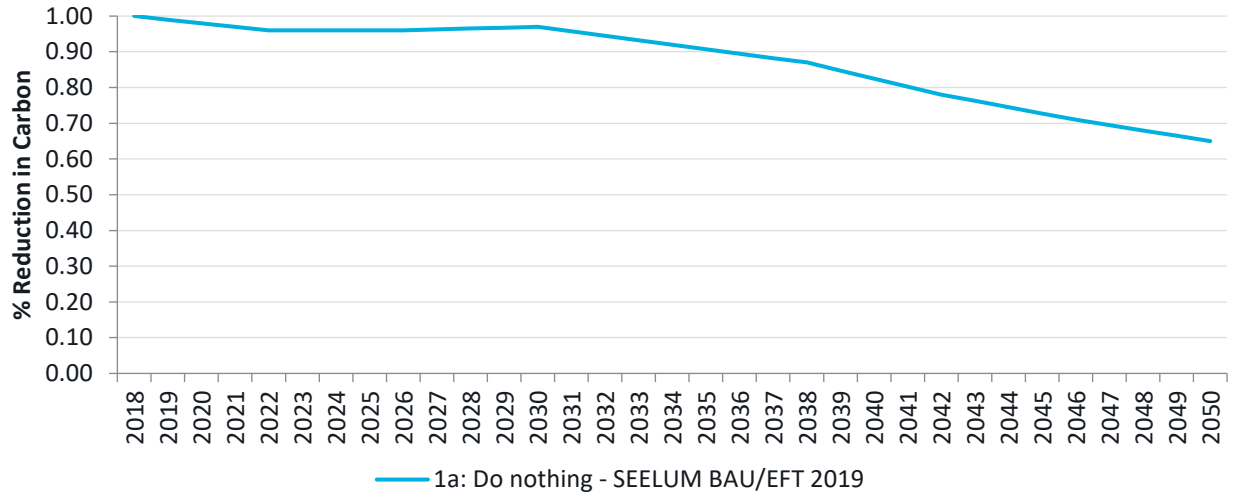
For trip length, we have used the National Highway's SERTM. This dataset includes future years, so we have included these for vehicle kilometres as well as accounting for the emissions factors and fleet mix changes in the Emissions Factor Toolkit.

Fleet mix assumptions

There are three sources that we have used to estimate how the fleet mix will change in the future:

- Trajectory 1a uses the Emissions Factor Toolkit fleet mix from 2019. This prediction only stretched as far as 2035 and was released before the announcement of the ban of the sale of internal combustion engine vehicles. In this Trajectory, we extrapolated the percentage change in electric vehicles predicted between 2034 to 2035 for each and every year between 2035 and 2050 to understand the fleet mix changes.

Figure 3.1: Trajectory 1 Total Annual Carbon Emissions between now and 2050



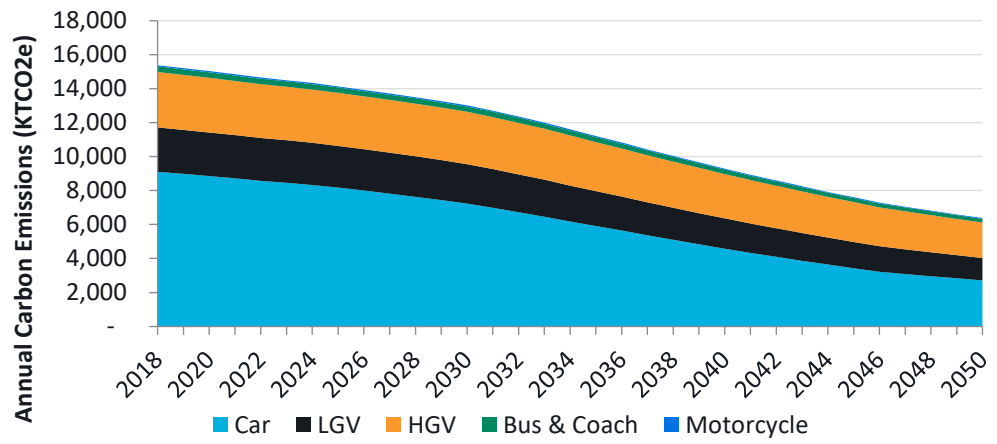
Source: South East Economic & Land Use Model (2019)

Do Nothing Trajectory

Figure 3.1 shows the difference in the rate of emissions reduction caused by the changing fleet mix resulting from Trajectory 1a. This is based on transport demand forecast from TfSE's SEELUM with emissions conversion using the assumptions underpinning DEFRA's EFT v9 (2019). This version of the EFT was issued before Central Government's regulatory announcements to ban the sale of internal combustion engine cars and vans from 2030. As such, it is only increased efficiency of engines and increased role out of hybrid and zero emissions vehicles driving reductions in overall emissions.

Trajectory 1: Do nothing

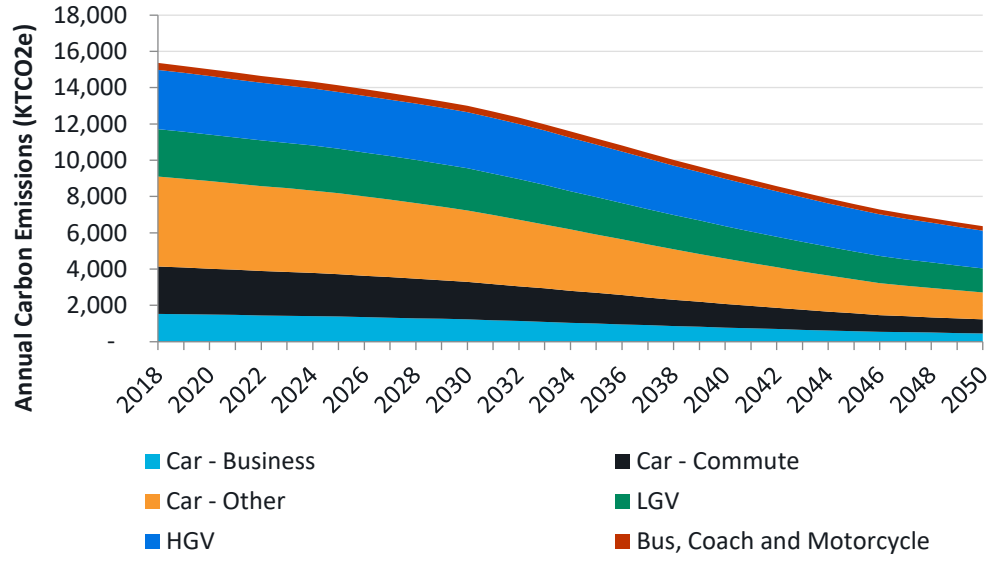
Figure 3.2 Trajectory 1 2019 EFT Fleet Mix Disaggregated by vehicle type ($kTCO_2e$)



Source: DEFRA EFT v9 (2019)

Figure 3.2 shows 2019 EFT total emissions split by vehicle types. This determines a proportional decrease in emissions across all vehicle types. Demonstrated is that under this trajectory the larger proportion of emissions are derived from freight vehicles rather than cars, illustrating the challenging of decarbonising freight vehicles.

Figure 3.3 Trajectory 1 Journey purpose



Source: DfT Statistics Table TRA0206 (2019 Base Year) / DEFRA EFT v11 (2021)

Figure 3.3 shows the proportion of car emissions by journey purpose. This information is taken from SERTM. It shows that most car emissions are caused by "Car – other", which means personal business, leisure and shopping trips. This points to the need for a shift in emphasis away form the traditional transport planning focus of considering the impacts of commuter trips.

Alternative Fuels for Heavy Goods Vehicles

It is much more difficult to convert Heavy Goods Vehicles to zero tailpipe emissions than cars or vans because they require significantly more power to move their heavy loads.

The National Infrastructure Commission's 2019 report, "Better Delivery", identified the need for significant central government financial support for research into alternative fuels for Heavy Goods Vehicles.

Shifting freight to rail can be electrified much more easily through electric overhead lines or rails, though this can be expensive. "Better Delivery" recommended that government:

"should undertake detailed cross-modal analysis, using a corridor-based approach, of the long term options for rail freight's transition to zero emissions, including low carbon rail services and the scope for road based alternatives. It should then publish, by the end of 2021, a full strategy for rail freight to reach zero emissions by 2050, specifying the investments and/or subsidies that it will provide to get there".

This recommendation is yet to be implemented.

Trajectory 1: Do nothing

Commentary and key findings

The current trajectory is insufficient to get to net zero and results in too much cumulative carbon being emitted during the period to 2050

With no major policy interventions, transport in the TfSE area is still expected to emit between 53% and 63% of its 2018 emissions in 2050.

In addition, rather than the curves being concave, with initial sharp reductions followed by slower reductions in latter years, they show reasonably steady emissions until approximately 2030. This means far more carbon is emitted over the period to 2050, as the area under the curve is greater and carbon budgets would be exceeded.

Technology alone will not get us there

The halving of emissions by 2050 does still include a significant shift to electric vehicles from petrol and diesel vehicles. 44% of all cars are projected to be electric by 2050, with a further 15% being hybrid vehicles. However, this will likely only be possible with significant expansion of charging infrastructure.

The reduction in emissions modelled in Trajectory 1 is mostly due to a result of the changing fleet mix.

December 2021 UK vehicle registration data appears to confirm this trend. 18% fewer cars were sold in December 2021 compared to December 2020. Of those that were sold, 27,705 battery electric vehicles were registered in December 2021, representing over 25% of all registrations and 125% of the number of battery electric vehicles registered in December 2020.

This is driven primarily by the premium market: the Tesla Model 3, which retails for approximately £45,000, sold more than double any other model of car using any fuel.[2]

Diesel vehicles, which produce less CO_2e per kilometre than their petrol equivalents, are expected to decline from approximately 44% of the car fleet today to 18% by 2050. This is good for air quality, as diesel vehicles produce far more poisonous gases than petrol, but not for carbon emissions: diesel vehicles produce less carbon dioxide per kilometre than petrol vehicles.

Freight vehicles account for a large proportion emissions in the South East

Although the key change between 2020 and 2050 is the small shift to electric vehicles away from petrol and diesel, it is not car trips that are responsible for the majority of emissions between now and 2050. Instead, by 2050, approximately half of emissions are produced by Heavy Goods Vehicles.

This is a result of:

- Heavy Goods Vehicles driving further. The average length of a Heavy Goods Vehicle trip being much longer than the average car trip.
- Heavy Goods Vehicles requiring more fuel per km driven. The emissions per kilometre driven is much higher for Heavy Goods Vehicles than cars using the same fuel, because they are much heavier. Our analysis gives a ratio of approximately 1:7 between cars and HGVs. That means that every kilometre driven by a car in the TfSE are emits seven times less CO_2e than an HGV in 2018. This ratio increases over time: although HGV engines are expected to become more efficient, this is outweighed by the car efficiency improvements, including the shift to electric.
- Heavy Goods Vehicles being more difficult to power with clean fuels. Whereas 44% of cars are expected to be powered fully by battery in 2050, only 21% of LGVs are expected to be powered by battery and there is currently no commercially viable fuel for HGVs to use.

2 Source: SMMT Car Registrations data

Trajectory 1 key findings

- Even without a ban of the sale of internal combustion engines, there is still a significant shift to zero emission vehicles due to market incentives and continued investment in charging infrastructures
- However, significantly off net zero carbon by 2050
- Estimated <ten years of current emission rates before the entire carbon budget (to 2050) is depleted
- Road freight (HGVs) form a increasing proportion of emissions over time as cars decarbonise much more rapidly

Group Trajectory 2: National Policy Trajectories

Group Trajectory 2: National policies

Trajectory purpose and description

Trajectory 2 tests the impact of committed national policies.

The Transport Decarbonisation Plan has been used as the source for Government commitments. There is one commitment that it is possible to model: the ban of sale of ICE cars and vans by 2030 (and hybrids by 2035).

Other policy commitments in the Transport Decarbonisation Plan enable local authorities to take action but are not measurable policy goals themselves: we have called these *enabling factors*. The Transport Decarbonisation Plan does not, for example, commit to Road User Charging, which would change the attractiveness of driving. Nor does it commit to phase out dates for buses, coaches or Heavy Goods Vehicles, although in November 2021 the government committed to 2035 and 2040 phase out dates for HGVs <26 tonnes and > 26 tonnes respectively. These phase out dates are not included in this trajectory, but they are included in Trajectory 5.

Examples of enabling factors set out in the Transport Decarbonisation Plan include:

- investing more than £12 billion in local transport systems over the current Parliament.
- £2 billion of funding over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.

These therefore provide useful context as to what TfSE and its constituent authorities are likely to be able to do in regard to intervention options, as discussed in Stages 3 and 4, but are not commitments to be modelled in Stage 2 of this work.

Method

This trajectory has been modelled using fleet mix assumptions built on forecasts from the Society for Motor Manufacturers and Traders which consider the car fleet make up to 2035 should ICE sales be banned by 2030.

Trajectory 2 is predicated on the government's main policy commitment in the Transport Decarbonisation Plan: the ban of sale of ICE cars and vans from 2030 (and hybrids from 2035). This policy will have a significant impact on the fleet mix, and therefore on the total emissions.

To predict how the fleet mix is likely to change as a result of the ban of ICE vehicles, we have fed data produced by the Society for Motor Manufacturers and Traders into SEELUM due to a need for extrapolation.

Extrapolating the Society for Motor Manufacturers and Traders forecast suggests that 98% of all cars and vans will be fully electric by 2050, compared to 44% in Trajectory 2a. This is predicated on a large expansion in the South East's electric charging infrastructure network.

DEFRA Emissions Factor Toolkit (EFT)

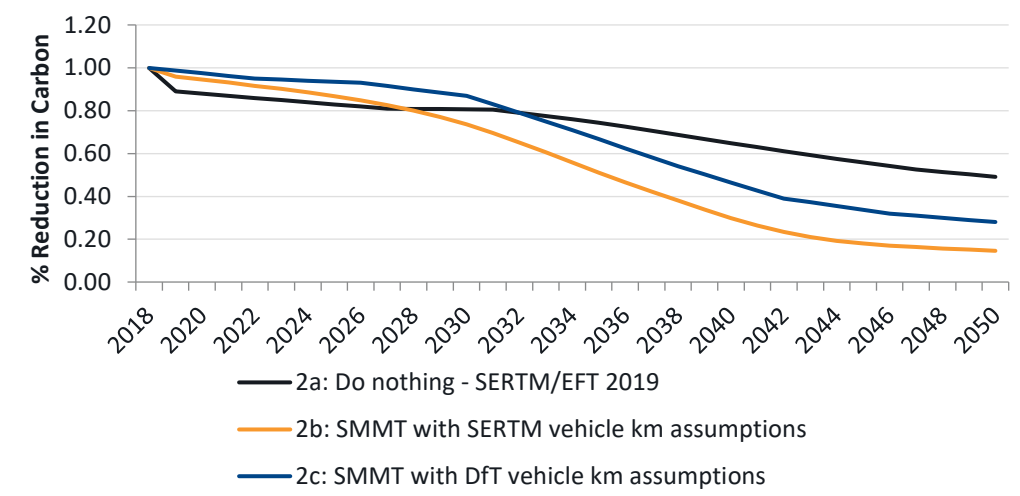
Within the earlier description of data sources available for this work, the Department for the Environment, Food and Rural Affairs published a multi-sectoral emissions database and toolkit to model carbon, other greenhouse gases and air pollutants.

Data is presented through "tailpipe" emissions based on a number of trips per link, link length, speed, and mode/vehicle/engine type.

The EFT requires a significant scale of inputs, such as from a transport/LUTI model like TfSE's SEELUM model.

Group Trajectory 2: National policies

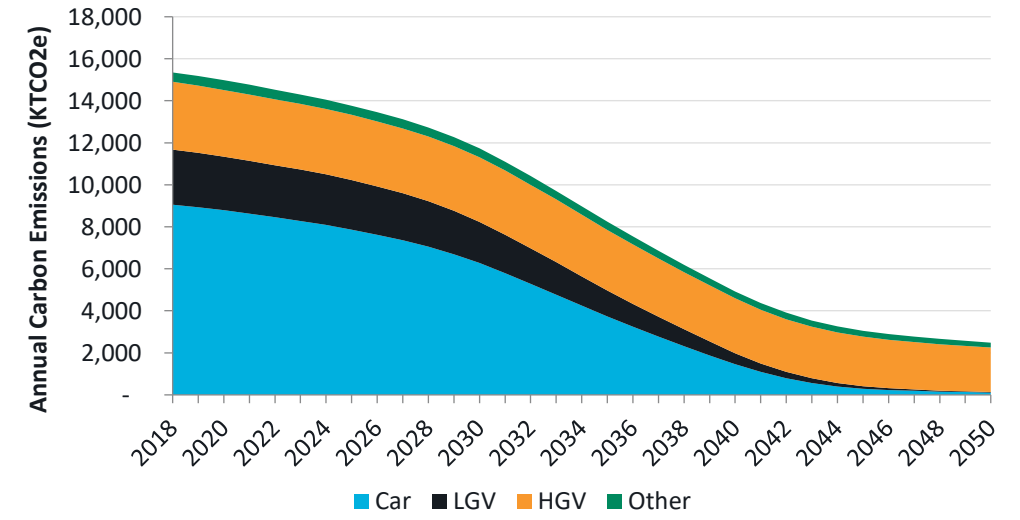
Figure 3.4 Trajectory 2 total annual emissions



Source: DEFRA EFT v9 (2019) / SMNT/DfT (2021)

Figure 3.4 illustrates the resulting three separate sub-trajectories resulting from national policies. 2a presents the Do nothing approach utilising SERTM/EFT 2019 fuel mixes whilst 2b and 2c present SMMT fuel mix forecasts against the differing SERTM/DfT vehicle km assumptions. Overall, they demonstrate the difference in the rate of emissions reduction caused by the changing fleet mix assumptions from the Emissions Factor Toolkit in 2019 (as modelled in Trajectory 1), to the SMMT Central forecast Fleet Mix (reflecting a ban of sales of all Internal Combustion Engines for cars and vans by 2030). We have been informed by the DfT that the 2021 Emissions Factor Toolkit does include the effect of the ban of the sale of internal combustion engine vehicles in 2030. However, the data predicts that only 44% of vehicles are fully electric by 2050, with a further 15% hybrids. This is surprisingly low if the sale of internal combustion engines was banned 20 years previously, implying that 40% of the fleet is older than 20 years old in 2050.

Figure 3.5 Trajectory 2 SMMT Central Forecast Fleet Mix Disaggregated by vehicle type (KTCO2e)



Source: SMNT/DfT (2021)

Figure 3.5 left illustrates the shift in annual carbon emissions through time, by vehicle type. It shows no material change to HGV emissions over time. This is because the vehicle kilometres are constant, and the Emissions Factor Toolkit only incorporates HGVs engine efficiency improvements (not alternative fuels), despite the government's pledges outlined previously. This orange tranche would reduce to less than is shown as alternative fuels are increasingly used: we have not illustrated that on the graph due to the complexities and inaccuracies involved in introducing our own assumptions on future phase rates of HGVs. It should be recognised that this will however reduce.

Group Trajectory 2: National policies

Commentary and key findings

Shift to electric cars and vans has a significant impact but still insufficient to get to net zero

The ban of sale of internal combustion engine cars and vans will result in lower emissions from transport. The SMMT forecast predicts that 98% of cars and vans on the road in 2050 are electric, increasing from 20% in 2030 and 75% in 2040.

This means that 2% of vehicles are still expected to be powered by fossil fuels, producing a very small amount of emissions.

Enabling a shift of this scale will involve the extension of the UK's charging network, needing TfSE's constituent bodies to engage with the public and private sector to ensure sufficient charging provision. It will also have knock-on impacts for taxation: vehicle excise duty is currently zero for electric vehicles. A mooted replacement, road user charging, could also work to constrain demand.

To maximise the decarbonisation benefit, it is also vital that the electricity supply comes from renewable sources.

Emissions reductions are not made fast enough, represented in a convex form

Like Trajectory 1, the trajectory as defined in Figure 3.4 transitions from a convex to a concave form. This is a different shape to the Tyndall curve and would mean overspending the South East's transport carbon budget.

Freight grows as a proportion of total emissions

Reducing car emissions through banning the sale of internal combustion engines means that the total transport emissions are reduced by 65%. However, a greater proportion of this is now expected to be caused by freight.

This highlights the necessity of addressing longer distance freight trips. This can be addressed through:

- Reduce demand for unnecessary / lower need or value freight trips.
- Shift to rail because easier to electrify, but costs more for freight operators.
- Improve efficiency of engines and find zero carbon technology. The process of finding zero emissions goods vehicles will be accelerated by the government's announced ban on sale of diesel goods vehicles in 2035 and 2040 (varying by size)

Trajectory 2 key findings

- Based on technology / regulatory assumptions primarily based on the sale of internal combustion engine cars and van in 2030
- Shift to electric cars is significant but still insufficient in its own right to get to net zero
- Emissions reductions are not made fast enough, represented by a convex curve
- Freight continues to grow and with an almost fully electrified car fleet, now makes up a significant proportion of total emissions. This effect should be mitigated by the government's announced ban on sale of diesel goods vehicles in 2035 and 2040 (varying by size)

Group Trajectory 3: 2050 Budget Based Trajectories

Group Trajectory 3a to 3c: CCC & DfT

The Committee on Climate Change's Balanced pathway to net zero and Department for Transport's national surface trajectories

Figure 3.6 illustrates the resulting three separate budget-based trajectories from the CCC's and DfT's national surface transport trajectories, both being national-level policies.

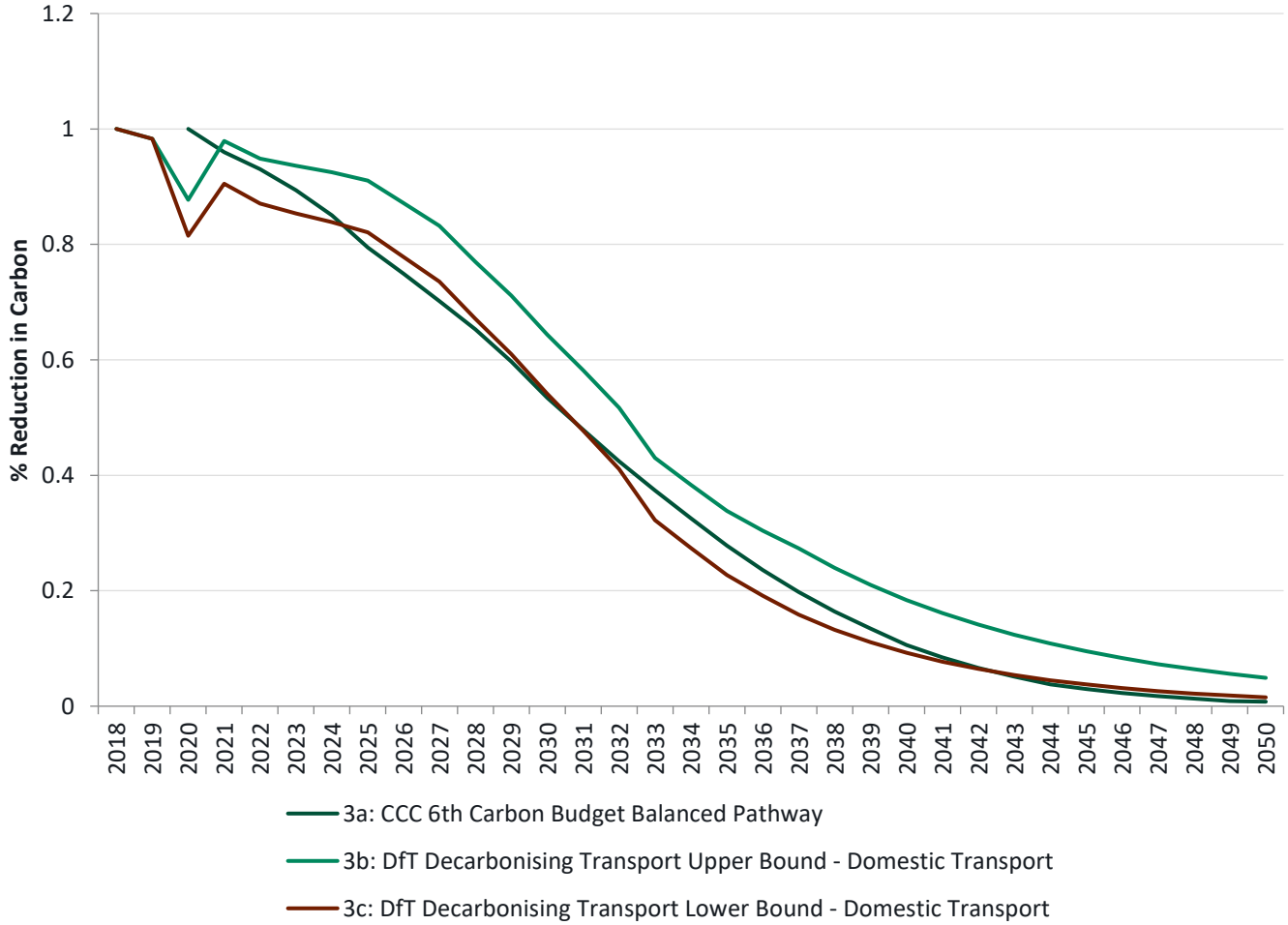
CCC 6th Carbon Budget Balanced Pathway (Trajectory 3a) has the highest baseline for 2020 and is the closest to reach net zero at 1% by 2050.

DfT Decarbonising Transport trajectories both start at the same 2018 baseline and follow a similar trajectory, including a recorded strong dip for 2020 but followed by a return to near-normal in 2021.

DfT Decarbonising Transport Upper Bound (Trajectory 3b) is the furthest from reaching net zero at 6% by 2050.

DfT Decarbonising Transport Lower Bound (Trajectory 3c) is the furthest from reaching net zero at 2% by 2050.

Figure 3.6 Trajectories 3a to 3c - CCC and DfT



Source: CCC (2021) / DfT (2021)

Group Trajectory 3d & 3e: SCATTER Tool

Trajectory purpose and description

SCATTER identifies decarbonisation-relevant policy levers and estimates the impact of pushing them to very ambitious targets. We have used these estimates to form a trajectory.

Method

As outputs, the tool gives both a trajectory and the policy outcomes required to achieve it.

The table on the right explains the emissions sources that SCATTER uses to calculate the trajectories. Only the emissions category in bold relate to surface transport tailpipe emissions, which is the scope of this study.

This trajectory was derived by aggregating the emissions by Local Authority to generate a trajectory for the TfSE Area. However, data was not gathered for every local authority in the TfSE area. The table on the right shows the proxies we used; these were deemed the most appropriate in discussions with stakeholders. We then factored the proxy data by the population ratio.

For example, East Sussex was identified as being the most similar to the Isle of Wight in terms of its general characteristics. In 2019, 142,000 people lived on the Isle of Wight, compared to 559,000 in East Sussex. East Sussex's emissions were therefore multiplied by 3.94 (559,000/142,000).

Table 3.1: Trajectory 3: SCATTER emissions categories

Emissions category	Subcategory	Description
Stationary energy	Off-road transportation	Petroleum – Agriculture2
Transportation	**On-road**	**Petroleum products (2)Road transport**
Transportation	**On-road**	**Onroad SC petroleum**
Transportation	**On-road**	**Coal (2) Rail**
Transportation	**Rail**	**Petroleum products (2)Rail**
Transportation	Waterborne navigation	004:Petroleum products_internal
Transportation	Waterborne navigation	004:Petroleum products_coastal
Transportation	Aviation	Aviation_fuel_Sc1
Transportation	Aviation	Aviation_fuel_Sc3
Stationary Energy	Off-road transportation	Offroad petroleum

Table 3.2 Local Authority SCATTER proxies

Authority	Proxy
Isle of Wight	East Sussex
Slough	Reading
West Berkshire	East Sussex
Windsor & Maidenhead	Bracknell Forest
Wokingham	Bracknell Forest

Group Trajectory 3d & 3e: SCATTER Tool

The SCATTER tool gives local authorities the ability to change the settings of the policy outcomes, choosing between 1 (mild intervention) and 4 (stringent intervention).

Trajectory 3d SCATTER Mild presents results for the South East when all transport interventions are "set to their lowest" and Trajectory 3e SCATTER Stringent presents results for the South East when all transport interventions are "set to their highest".

Importantly, even those mild policy objectives shown in Table 3.3 are more ambitious than either Trajectory 1a or 2a. As demonstrated in the previous trajectories, being a policy objective of 100% cars, buses and rail being electric by 2050 will take significantly more than just banning the sale of internal combustion engine cars and vans from 2030; increasing vehicle occupancies and reducing the distance travelled per person will require change in vehicle ownership and access arrangements and changes to land use planning.

Achieving the stringent policy objectives shown in Table 3.3 will require a radically different set of policies to those that are currently proposed nationally, regionally or locally.

Table 3.3 Trajectory 3d and 3e - SCATTER policy outcomes

Intervention category	Mild policy outcomes	Stringent policy outcomes
Domestic freight	By 2050, 47% increase in distance travelled by road freight; 40% increase in efficiency.	By 2050, 22% decrease in distance travelled by road freight; 75% increase in efficiency
Domestic passenger transport - demand	No change to total travel demand per person	25% reduction in total distance travelled per individual per year by 2030
Domestic passenger transport – modal shift	No change to current national average modal split by total miles: 74% transportation by cars, vans and motorcycles	Average modal share of cars, vans and motorbikes decreases from current national average 74% total miles to 38% in 2050
Domestic passenger transport – technology	Cars, buses and rail are 100% electric by 2050. Slight increase in average train occupancy	Cars and buses are 100% electric by 2035 Rail is 100% electric by 2030 Average occupancies increase to 18 people per bus km (from 12), 1.65 people per car km (from 1.56) and 0.42 people per rail km (from 0.32)

Note: There is some doubt remaining over the meaning of the descriptions of emissions sources used in SCATTER.

- "Petroleum products (2)Road transport" is by far the largest category, and decreases by the largest proportion. This is assumed to be tailpipe emissions from vehicles driving on the road. "Domestic passenger transport – technology" reduces these emissions to 8% of the total; "mode shift", "demand management" and "freight" all reduce it to between 25%-27% of its 2020 total.
- "Petroleum products (2)Rail" varies widely between regions. In all trajectories except the modal shift trajectory, it remains constant in all authorities. In the modal shift Trajectory, it increases over time. This is strange, as the "technology" intervention specifies that all rail travel is electric by 2030.
- "Onroad SC petroleum" is zero in Brighton & Hove, East Sussex and West Sussex, but as much as 17% of all emissions in Kent. This reduces at exactly the same rate as the "Petroleum products (2)Road transport" in each Trajectory.
- "Coal (2) rail" only applies in Kent and Hampshire, and is a very small proportion of total emissions. It does not change in either trajectory.

The organisations behind SCATTER contacted did not reply to our requests for information.

Group Trajectory 3d & 3e: SCATTER Tool

Figure 3.7 shows the impact of applying the stringent policy outcomes shown in Table 3.3 to the following intervention categories:

- Domestic freight
- Domestic passenger transport - demand
- Domestic passenger transport – modal shift
- Domestic passenger transport – technology

Trajectory 3d SCATTER Mild represents the combined impact of applying the mild policy initiatives in each of the four areas.

The policy specific trajectories represent the proportional reduction in carbon that could be achieved by applying the stringent policy initiative. For example, the difference between the Do Minimum trajectory and the "Domestic Freight trajectory shows the extent to which the stringent freight policies will contribute towards achieving net zero.

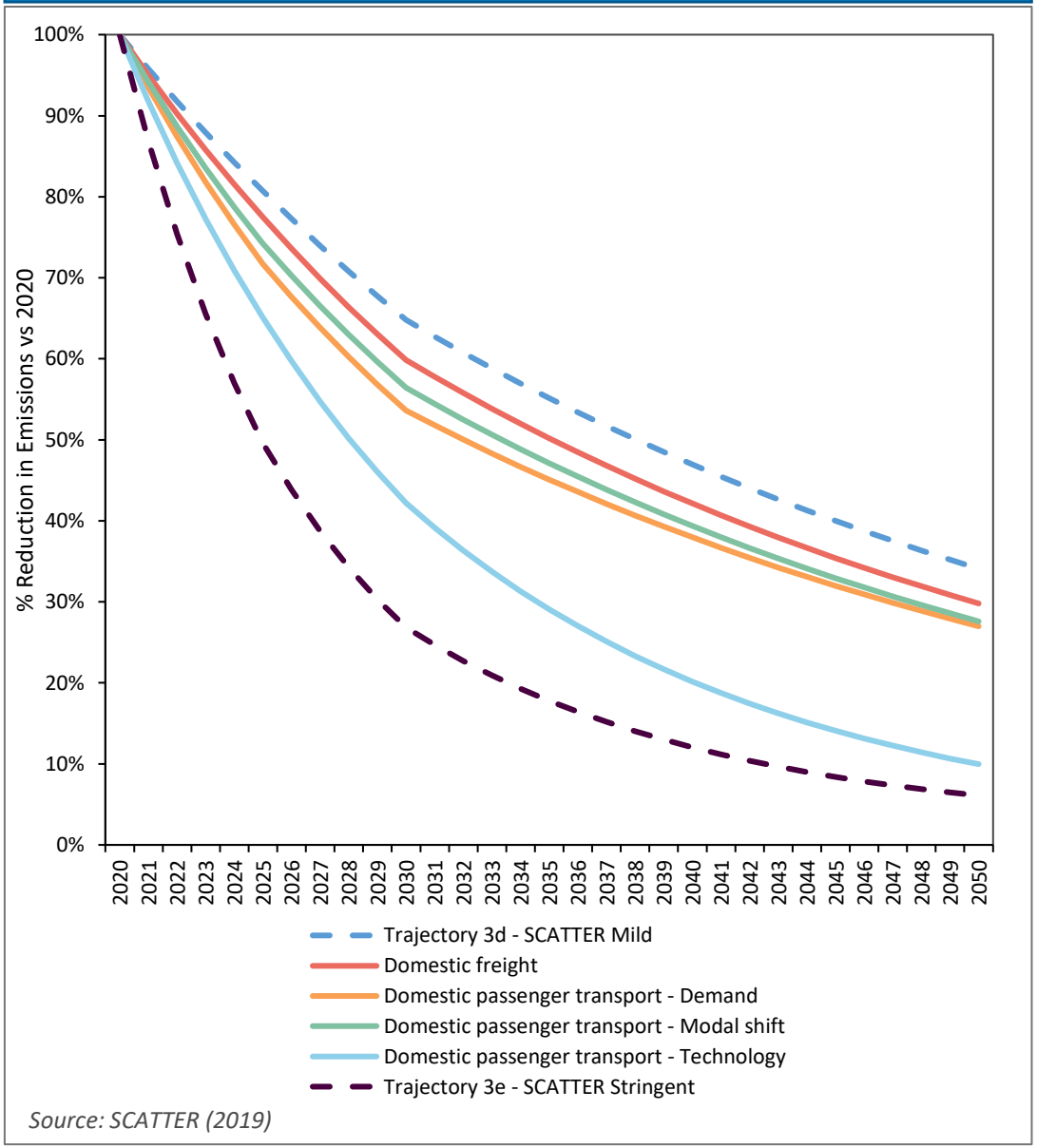
The SCATTER Stringent trajectory represents the combined impact of applying stringent policy initiatives in each of the four areas.

The lines represent the total aggregate emissions in all categories and in all local transport authorities.

Of the interventions, the change in domestic passenger transport technology has by far the biggest impact on total emissions. This is surprising given our earlier finding on the contribution made by heavy goods vehicles to total emissions: there is no mention of changes to freight fleet in the technology Trajectory; seemingly it is covered in the Domestic Freight Trajectory, which describes a 75% increase in efficiency of freight vehicles. The Domestic Freight intervention is shown as the least effective.

Changing the fleet mix, as SCATTER implies is the most important, can be facilitated by the South East local authorities, but achieving the policy outcomes outlined in this Trajectory – cars and buses being 100% electric by 2035, rail by 2030 and average vehicle occupancies increasing on all modes – will require very stringent measures from central government. Combining all four interventions reduces the total emissions by less than the sum of each intervention individually. This is logical: reducing the number of trips has less effect on total emissions if those trips are already made by electric vehicle than it does if the trips are still made in petrol cars.

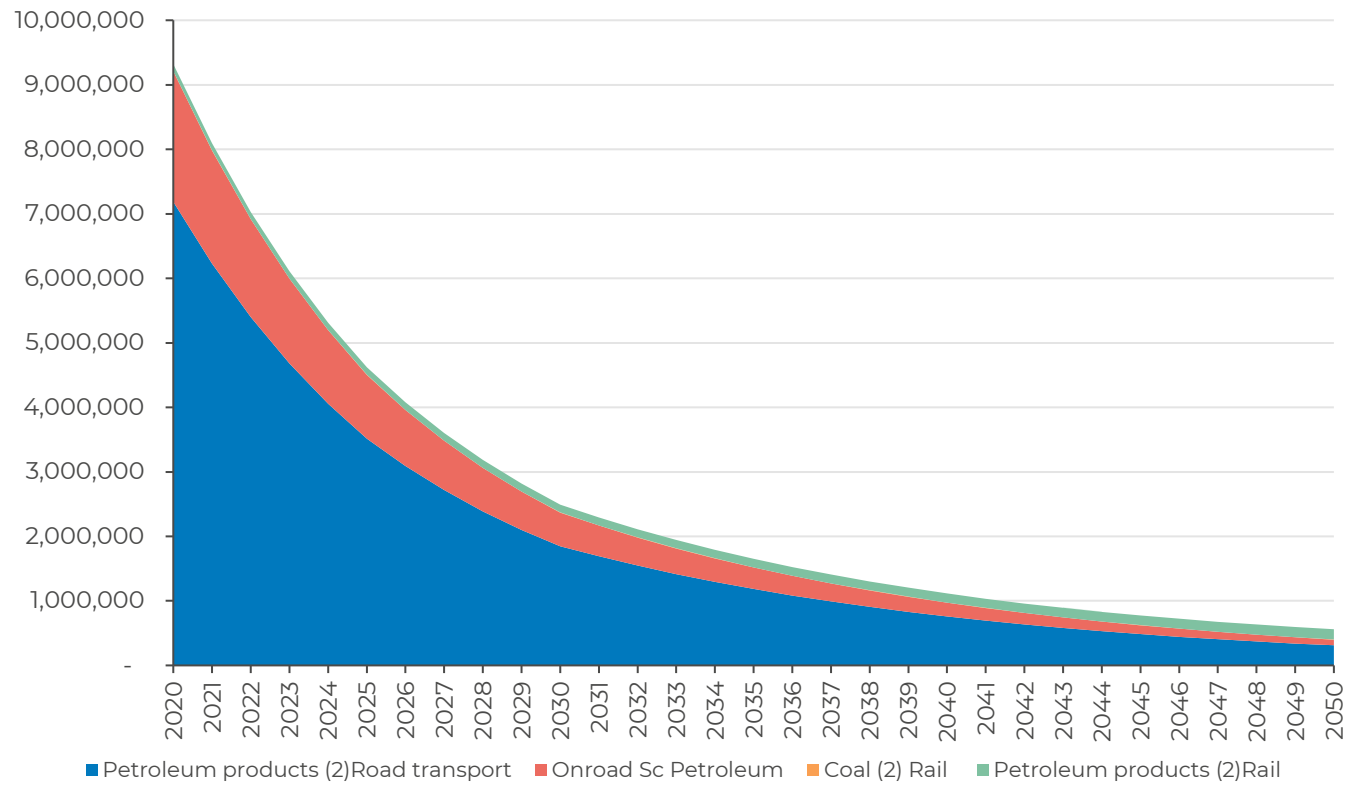
Figure 3.7 SCATTER Tool impacts of different policy outcomes



Source: SCATTER (2019)

Group Trajectory 3d & 3e: SCATTER Tool

Figure 3.8 Trajectory 3b Emissions disaggregated by emissions category



Source: CCC (2021) / DfT (2021)

Figures 3.8 illustrates the resulting levels of emissions by emissions category by applying SCATTER Tool's "Stringent" policy outcomes ("set to 4") across all four policy areas, "Petroleum products (2)Road transport" and "Onroad Sc Petroleum" cause by far the largest proportion of emissions. This does not change significantly over time, though the proportion does slightly decrease as electrification occurs and "Petroleum products (2)Rail" stays constant.

However, we must bear in mind the earlier query about why "Petroleum products (2)Rail" does not decarbonise, despite "Domestic passenger transport – technology" promising 100% electric rail by 2030.

Group Trajectory 3f: Tyndall Centre

Tyndall Centre Carbon Budget Tool

The Tyndall Centre has produced decarbonisation trajectories that reflect total carbon budgets for local authorities which, if all were achieved, would enable the UK to meet its climate obligations under the Paris agreement.

These carbon budgets are not disaggregated: they account for all emissions, not just transport.

Figure 3.9 illustrates that If transport was to follow the average reductions required to stay within an identified carbon budget as forecast by the Tyndall Centre, compared to a 2020 baseline, transport would need to reduce annual emissions by:

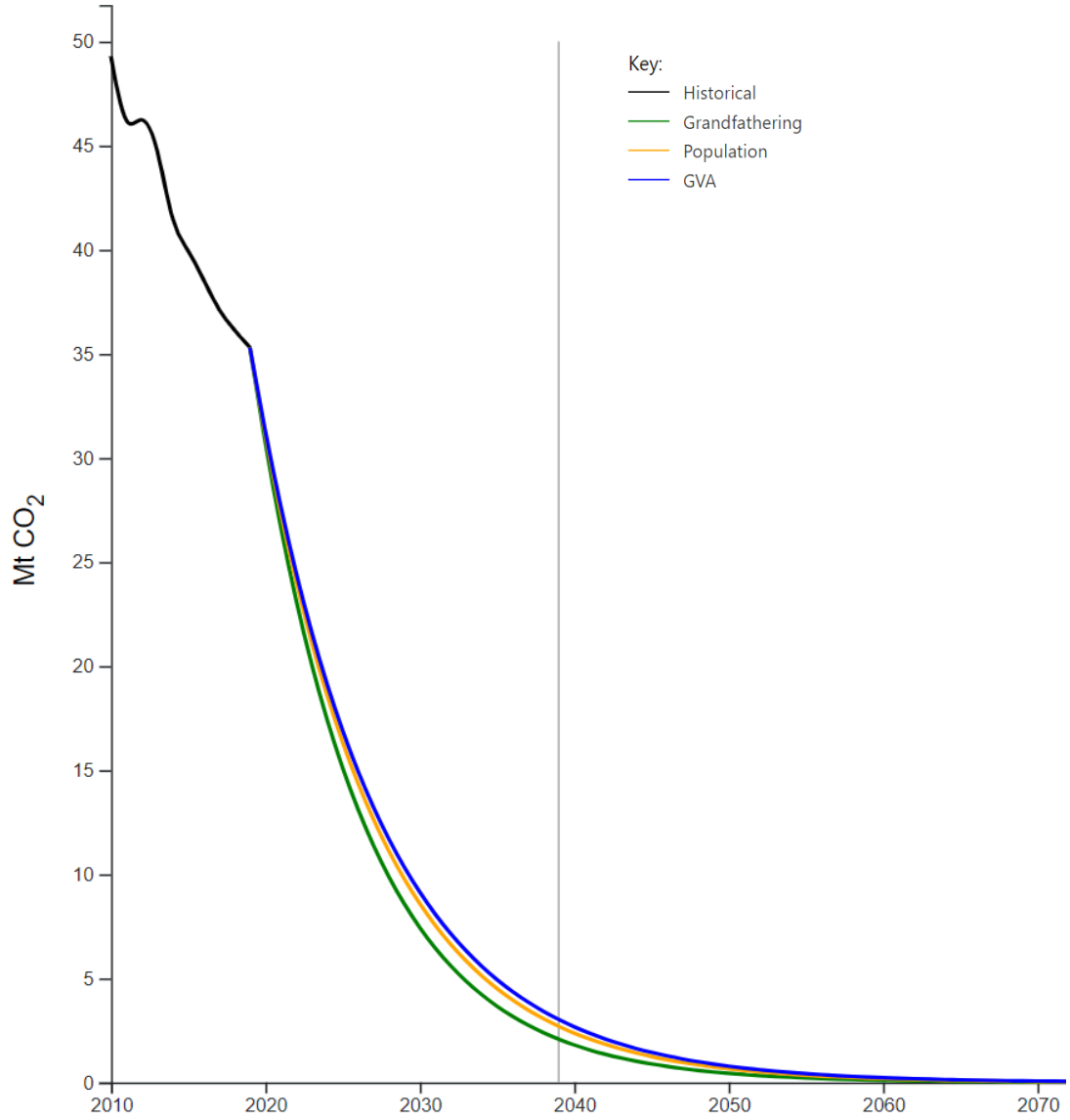
- 63% by 2025
- 82% by 2030
- 91% by 2035
- 95% by 2040
- 96% by 2045
- 98% by 2050

Emissions from transport have changed little in the past 20 years, whereas other sectors such as energy have already decarbonised heavily. Therefore, to meet the Tyndall Centre trajectory, transport may in fact need to reduce emissions faster than this.

The historical curve shows how overall carbon emissions from all sectors have reduced in the past decade. The three forecast curves represent slight differences in calculation. Each take total UK reductions required, then assign these reductions to areas of the UK taking into account:

- "Grandfathering"3: meaning as a proportion of emissions used to date - this means if your baseline is higher, you are required to reduce emissions less so that change is less drastic.
- Population: The number of people living in the region.
- GVA: The size of the economy.

Figure 3.9 Trajectory 3f Tyndall Centre for the TfSE area



Source: Tyndall Centre (2020)

3 Source: Grandfathering: Environmental Uses and Impacts (Damon. M; Cole, D H; Ostrom, E; and Sterner, T, 2020)

Group Trajectory 3f: Tyndall Centre

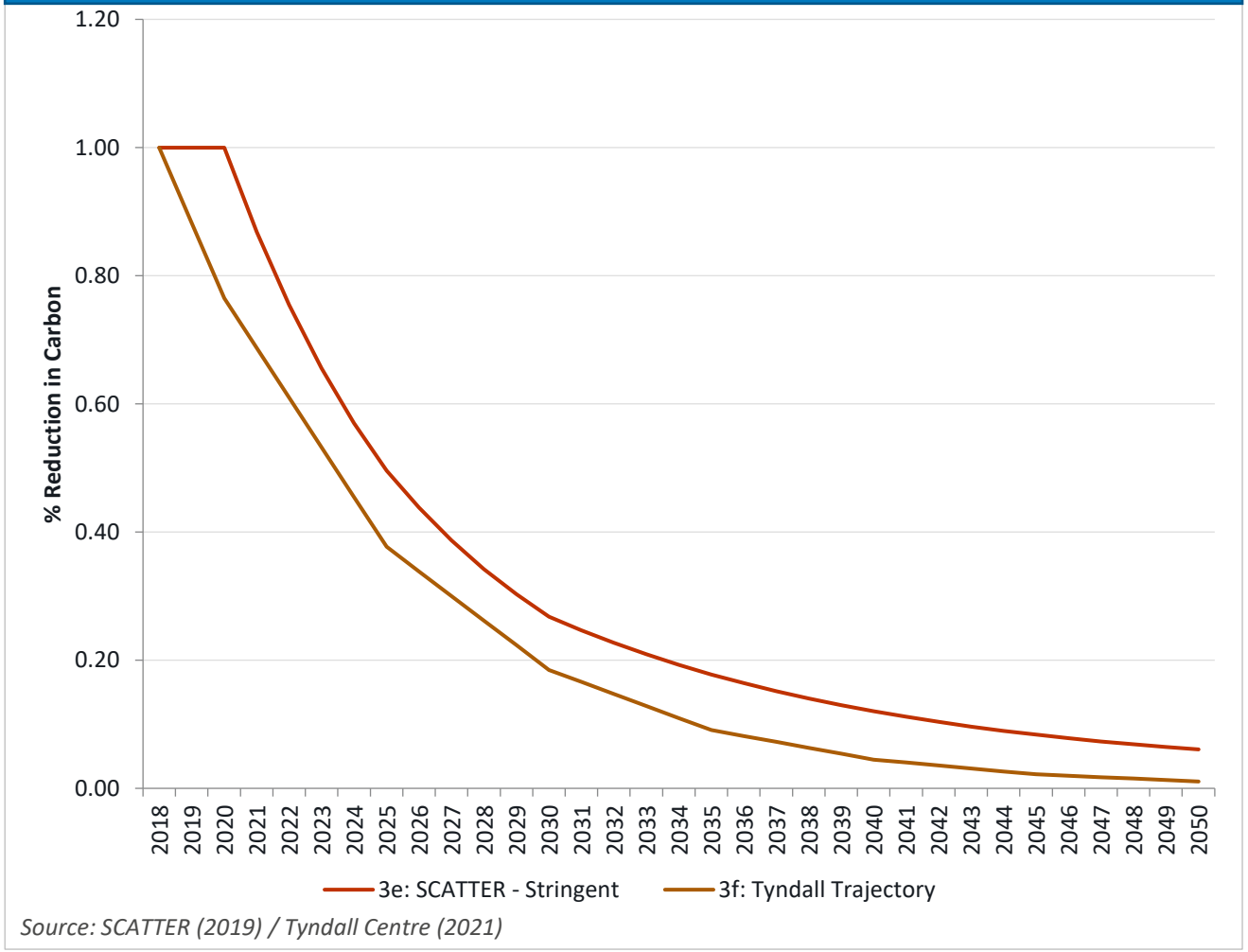
Tyndall Centre Carbon Budget Tool

Figure 3.10 illustrates a comparison between the resulting 3e SCATTER stringent and 3f Tyndall centre trajectories. Both trajectories start at different baseline years and illustrate a steep curve.

SCATTER Stringent Policy Outcomes (Trajectory 3e) runs close to net zero at 6% of total emissions by 2050.

Tyndall Centre (Trajectory 3f) runs much closer to absolute zero carbon at 2% of total emissions by 2050.

Figure 3.10 Scatter Stringent and Tyndall Centre Trajectories



Source: SCATTER (2019) / Tyndall Centre (2021)

Group Trajectory 3: Use of SCATTER tool

Commentary and key findings

SCATTER's stringent pathway is not enough to reach net zero

Even the most stringent intervention, which would require much more action than is currently being discussed, would not enable TfSE to achieve its goal of zero carbon by 2050.

TfSE's Transport Strategy "Sustainable Route to Growth" Trajectory should aim to replicate this trajectory where possible, but going slightly further to ensure net zero and minimal carbon budget spend.

More reductions sooner means total carbon budget spend is lower

Unlike Trajectories 1 and 2, the curves generated by the SCATTER tool imply steep reductions in the short term, followed by continuing reductions at a lower rate as we get closer to net zero.

These concave curves have less area underneath them than the convex curves of Trajectories 1 and 2. This represents far less total carbon being emitted over time, in line with the shape of Tyndall Centre curves.

Electrification of fleet has by far the biggest impact of all SCATTER policy objectives

Electrification of road transport has by far the biggest impact of all SCATTER's modelled interventions. Whereas modal shift and demand reduction have similar impacts of achieving approximately 70% reductions in annual emissions by 2050, electrifying the fleet means 85% reductions. The electrification curve is also much steeper at the beginning, meaning in terms of carbon budget the electrification scenario is even further ahead.

The cumulative impact of pulling all four buttons is less than the sum of each on their own. This is because reducing the number of trips is not as effective at reducing carbon if those trips are already zero tailpipe emission – this can be seen by the gap between the "technology" curve and the "All set to 4" curve being greatest until 2030, when the ban of sale of internal combustion engine cars and vans comes into force.

Trajectory 3 key findings

- The Scatter and Tyndall Centre curves are steeper in the early years than the government/CCC, with 20% reductions in emission in the first two to three years
- SCATTER Tool "stringent" pathway is not enough to reach net zero
- The switch to zero emission vehicles has the greatest impact
- The Tyndall Centre sees the steepest reduction of all, bus is not sector disaggregated - as a result transport will need to reduce faster

Trajectory 4: 2040 Budget Based Trajectory

Trajectory 4: Target 2040

Trajectory purpose and description

Several local authorities in the TfSE area have set more ambitious carbon reduction targets than the Governments 2050 net zero date, with some aiming for net zero as early as 2030.

Trajectory 4 has been developed to test the rate of carbon reduction required to reach the same volume of emissions between 2020 and 2050, modelled in Trajectory 3e SCATTER stringent a decade earlier, in 2040. Trajectory 4 is based on the Tyndall Centre budgets – this same budget has been applied across the whole period to 2040.

Method

Trajectory 4 takes the total emissions budget that the Tyndall Centre applies to 2050, and shrinks the time period during which carbon can be expended to 2040.

Trajectory 4 also accounts for the fact that little progress has been made to decarbonise between 2018 and 2022. According to Trajectories 3e/3f, the TfSE area should have reduced emissions by 20% between 2020 and 2022. If this has happened, it is a result of the COVID-19 pandemic and may not be sustained. Trajectory 4 therefore accounts for this slow start by allocating the last ten years' worth of carbon budget to the first two years, as shown in Figure 3.4.

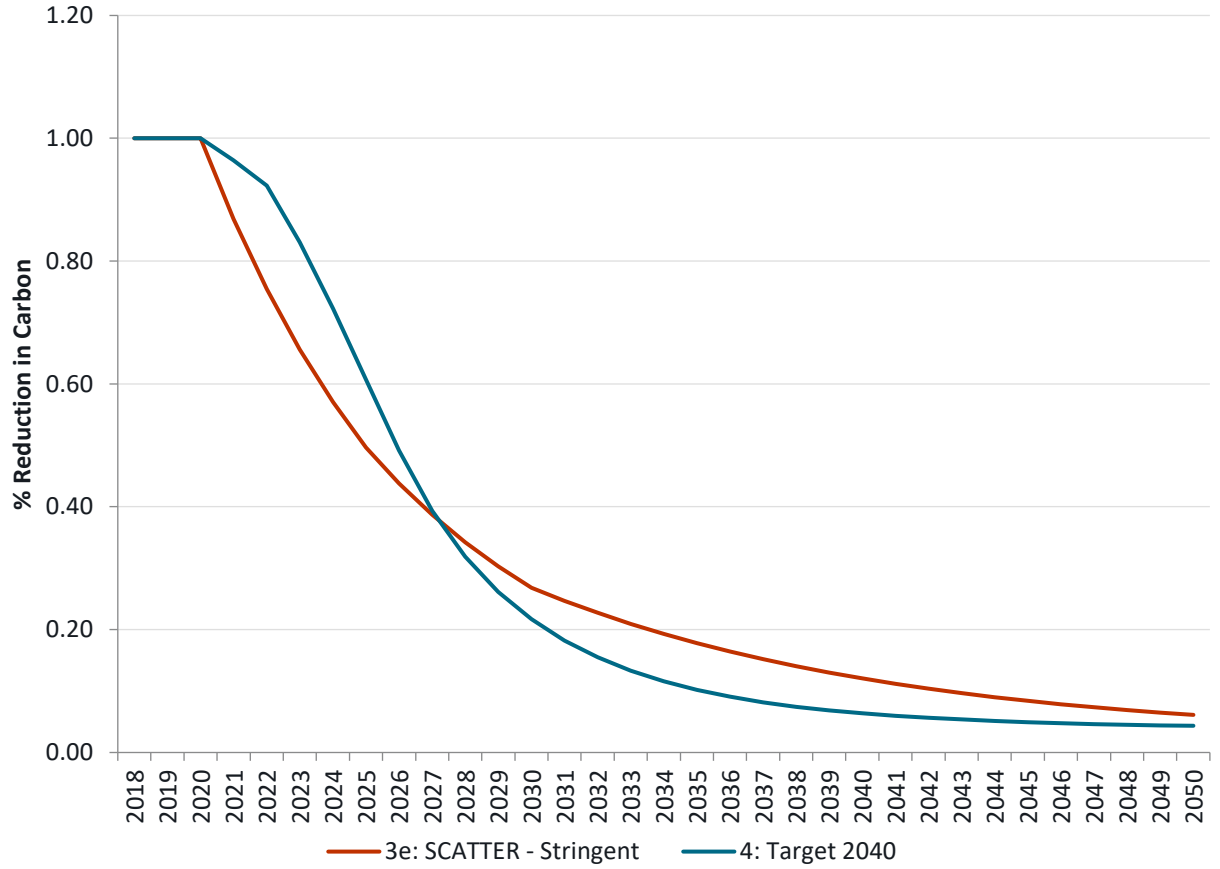
Target 2040

Figure 3.11 illustrates a comparison between the resulting 3e SCATTER stringent and 4 Target 2040 trajectories. Both trajectories start at different baseline years and follow a steep curve.

Trajectory 3e SCATTER Stringent runs close to net zero at 6% of total emissions by 2050.

Trajectory 4 Target 2040 runs close to net zero at 6% of total emissions by 2040 and is comprised of a much steeper drop in comparison. A rapid acceleration in decarbonisation would need to take place from now for the following 10 years in order to reach net zero

Figure 3.11 2040 and 2050 Tyndall Centres Trajectories



Source: Tyndall Centre (2021)

Trajectory 4: Target 2040

Commentary and key findings

Inaction now requires drastic action in mid-2020s

Trajectory 4 adapts the curve taken from SCATTER reductions modelled in Trajectory 3d/e and aims to reach net zero in 2040. This trajectory allows for more emissions in the 2020s than Trajectory 3b, which may be realistic given the challenges associated with meeting the fleet mix changes identified in Trajectory 3b. However, the two curves intersect in 2030. That means that emissions are expected to be the same in 2030, at 30% of current levels.

In effect, this Trajectory sees the 2040s and some of the 2030s carbon budget allocated in Trajectory 3b to be used in advance, in the 2020s, with the pay-off being that emissions must be reduced much more rapidly year on year from the mid 2020s and until 2036.

These sharp reductions must begin next year (2023), with a 10% reduction compared to 2022. This year on year reduction increases to 20% between 2026 and 2027.

Given how stringent the assumptions behind the Trajectory 3b curve are – including a totally electrified car and van fleet by 2035 – it is difficult to see how this curve can be achieved without major change of policy and funding from central government.

In conclusion, a slow start mean more drastic action will have to taken in the medium term.

Trajectory 4 key findings

- Still based on limiting global temperature rises by no +2 degrees Celsius
- Allows for more emissions in the 2020s compared to 2050 target based on budgeting techniques
- Might be more realistic given current “progress”
- Requires more concerted effort overall (i.e. more to do in a shorter period of time)

Summary of findings from analysis of trajectories

Comparison of Trajectories

None of the trajectories enable net zero to be achieved in the TfSE area

- 56% of baseline emissions remain in 2050 in a "Do Nothing" Trajectory.
- The ban on the sale of internal combustion engines cars and vans will reduce this to between 30% and 40%, subject to accelerated roll out of hybrid and zero emission vehicles.
- The most stringent interventions modelled in SCATTER suggest 6% of baseline emissions will remain in 2050.
- The nature of these extremely stringent interventions makes them challenging economically and politically.

Freight is likely to generate the majority of transport emissions in latter years

- Freight vehicles account for between a third and a half of emissions today in the TfSE area – a higher proportion than the national average due to the presence of key international gateways and strategic routes.
- This proportion is likely to rise as cars and vans are electrified.
- There is currently no commercially viable technology to power HGVs without fossil fuels.

The longer it takes to start reducing emissions, the more drastic the reductions will have to be to meet legal targets

- Short term wins of shifting local trips vital to save carbon budget immediately
- If reductions only start in earnest in 2023, reductions of up to 20% will need to be made year-on-year through the 2020s
- Net zero by a date earlier than 2050 will require very drastic measures to be introduced almost immediately

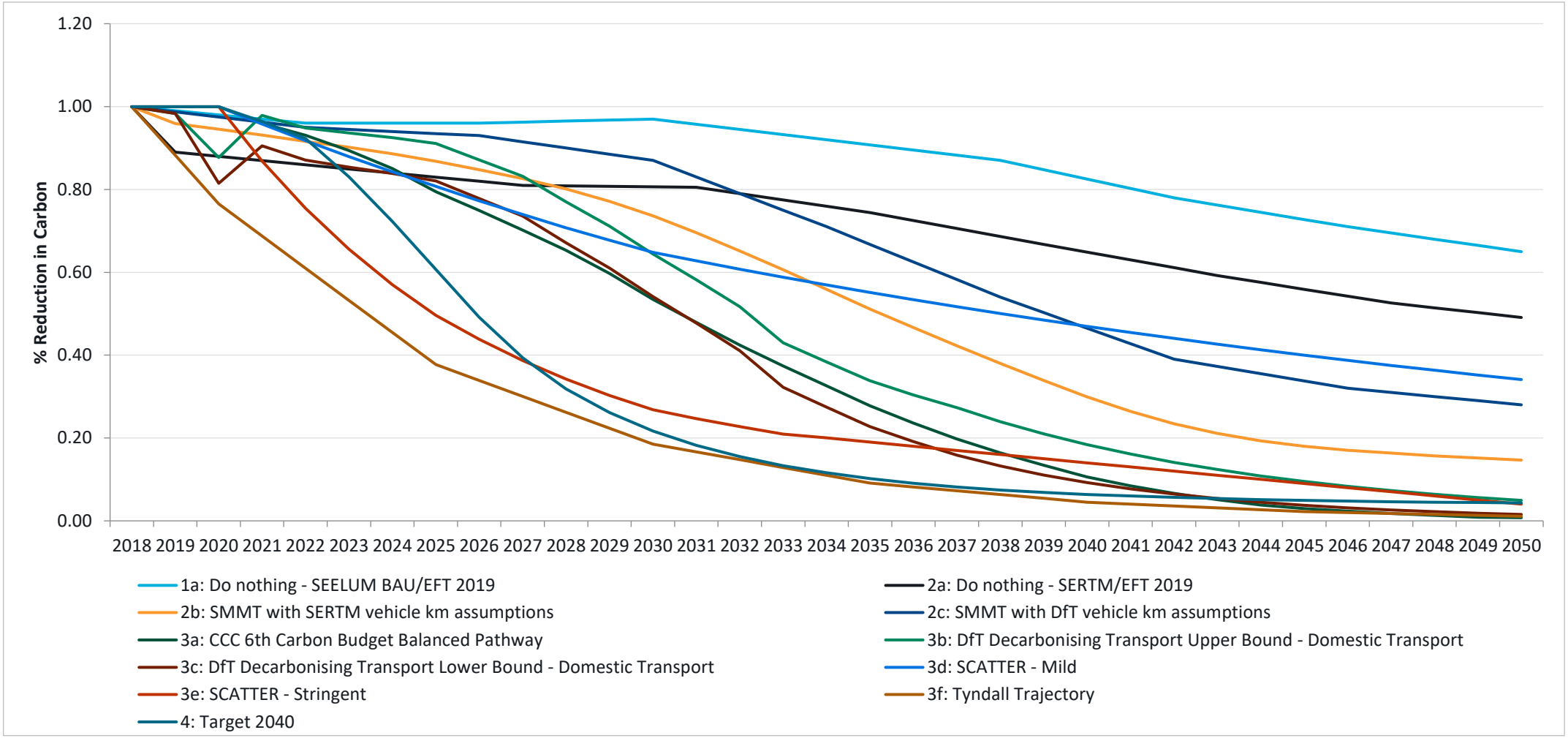
Figure 3.12 overleaf shows all trajectories profiled over time. **None of the trajectories reach the carbon budget assigned by the Tyndall projections and none reach absolute zero for surface or domestic transport tailpipe emissions.**

Table 3.4 Summary of emissions reductions of different trajectories

Trajectory	Methodology	2018 emissions ($ktCO^2$)	2050 emissions ($ktCO^2$)	% reduction	Total emissions 2018-2050 ($ktCO^2$)	Av. Emissions per year ($ktCO^2$)
1: Do nothing	*SEELUM BAU/EFT 2021*	10,539	5,940	-44%	246,637	7,707
2: National policies	*SEELUM BAU/EFT 2019*	15,368	6,365	-59%	370,522	11,579
	Society of Motor Manufacturers and Traders (SMMT)	10,476	3,318	-68%	195,965	6,124
3: Committee on Climate Change & DfT Decarbonising Trajectories	*CCC 6th Carbon Budget Balanced Pathway*	N/A	N/A	-99%	N/A	N/A
	DfT Decarbonising Transport Upper Bound - Domestic Transport	N/A	N/A	-95%	N/A	N/A
	DfT Decarbonising Transport Lower Bound - Domestic Transport	N/A	N/A	-98%	N/A	N/A
3: SCATTER/Tyndall	*Scatter Mild Policy Objectives*	9,751	3,325	-66%	188,731	5,898
	Scatter Stringent Policy Objectives	9,751	594	-94%	94,354	2,949
	Tyndall Centre for Climate Change Research	N/A	N/A	-97%	N/A	N/A
4: Target 2040	*Through adjusting Scatter Stringent Trajectory and bringing forward to 2040*	9,751	423	-96%	90,607	2,831

Trajectory conclusions

Figure 3.12 All trajectories (indexed)



Trajectory conclusions

Base Year

- Shopping, leisure and personal trips account for more emissions than business and commuting trips combined
- Trips over 20km account for 82% of tailpipe emissions from surface transport
- Freight accounts for approximately half current emissions

Do Nothing

- Even without a ban of the sale of internal combustion engines, there is still a significant shift to zero emission vehicles
- However, significantly misses net zero carbon by 2050
- Estimates of less than ten years of current emission rates before we use entire budget to 2050

National Policy

- Based on technology / regulatory assumptions and particularly the ending of the sale of internal combustion engine cars and van in 2030
- Shift to electric cars is significant but still insufficient in its own right to get to net zero
- Emissions reductions are not made fast enough, represented by a convex curve

2050 Budget

- The Scatter and Tyndall Centre curves are steeper in the early years than the CCC, with 20% reductions in emission in the first two to three years
- SCATTER Tool "stringent" pathway is not enough to reach net zero
- The switch to zero emission vehicles has the greatest impact
- The Tyndall Centre sees the steepest reduction of all, bus is not sector disaggregated - as a result transport will need to reduce faster

2040 Target

- Still based on limiting global temperature rises by no more than +2 degrees Celsius
- Allows for more emissions in the 2020s compared to 2050 target based on budgeting techniques
- Might be more realistic given current "progress"
- Requires more concerted effort overall (i.e. more to do in a shorter period of time)

4. Identifying policies to meet the challenge

Overview

If previous chapters identified that current policies and trajectories that follow them are insufficient, this third chapter identifies what future areas of policy and intervention are needed in order we reach net zero. Not only net zero by a fixed date, but to align with the carbon budget-based trajectories that account for the volume of emissions emitted between now and 2050 or 2040 – principally the Committee on Climate Change's 6th Budget Balanced Pathway for UK Surface Transport and the "stringent" trajectory derived form the SCATTER Tool for the TfSE area.

In this chapter, options – areas of policy and intervention – and their contribution to net zero have been identified. However, consensus is building that no one area of policy or intervention will be enough for transport to reach net zero. As such the use of scenarios – approaches to transport and wider planning bundling multiple options together – has been used.

In this chapter, the following is detailed:

- methodology for option generation and scenario development and assessment;
- identification of options and scenarios;
- scenario carbon impact modelling and assessment;
- additional scenario carbon impact modelling and assessment – considering scaling and phasing of options to optimise alignment with desired net zero trajectories.

Methodology

The methodology developed and followed for option and scenario development and assessment is detailed below and summarised in Figure 4.1 to the right.

Option Generation and Scenario Development Workshop

To develop an understanding of how to prioritise different areas of policy and intervention, a workshop was held with members of the Transport Strategy Working Group on Tuesday 1st March 2022.

This was framed through the application of 26 options (see pages 55 to 58) to three scenarios (see below). Options were prioritized by importance/ precedence and timescale (see page 59 for an example in Figure 4.3).

The three scenarios were first defined as part of TfSE's Transport Strategy in 2020, as part of a set of five scenarios. Only the three that were deemed to align to a material reduction in carbon emissions were selected as part of this workshop exercise:

- Sustainable Future
- Digital Growth
- A Sustainable Route to Growth

These are summarised in terms of their key attributes on page 60 and page 62.

Policy ambitions, outputs and intervention types

The 26 options were grouped into 12 option areas, from which each scenario was given a level of policy ambition across the 12 option areas (see Figure 4.4 on page 61).

As an example, for the rail-specific option area (see Figure 4.6 on page 63), each level of policy ambition was given a corresponding level of policy output, and intervention types we identified commensurate with the desired level of policy ambition. These were based on benchmarking and drawing on technical modelling and benchmarking work as part of the Area Studies programmed. All option area summaries with levels of policy output and interventions types corresponding with different levels of ambition are provided in Appendix D).

Initial carbon impact assessment - modelling of scenarios

Scenarios and their prioritised options and corresponding level of policy ambition were converted into a series of model inputs (see Appendix C for the detail of model inputs by scenario and option area).

SEELUM was used to model the scenarios and understand the transport impacts, with model outputs converted into "tailpipe" carbon emissions using DEFRA's Emissions Factors Toolkit (v11), where appropriate.

Based on the level of identified policy ambition these were converted into absolute or percentage reductions in generalised journey times by mode or trip rates, with consequential changes in travel demand and carbon emissions.

Key findings from scenario development and the workshops and carbon profiles from modelling of each scenario are provided on page 64 and in Figure 4.7 on page 65 respectively.

Figure 4.1 Method diagram for option generation, scenario development and carbon assessment

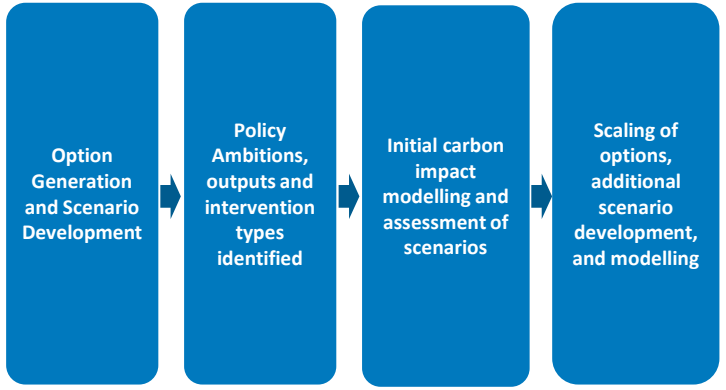


Figure 4.2: Three scenarios for decarbonisation – summary of scenario characteristics

Scenario 1 Sustainable Future

- **Principle:** Demand management
- **Characteristics:** environmentally focused with strong 'green' credentials with a strong focus on reducing car usage altogether
- **Supported by:** Road pricing, encouragement of active and public transport, road space reallocation, public transport fare subsidies and improved bus services

Scenario 2 Digital Growth

- **Principle:** Connected and Autonomous Vehicle network
- **Characteristics:** technology-focused facilitating the uptake of electric and autonomous vehicles alongside demand-responsive public transport modes, whilst concurrently promoting home working and reducing trips
- **Supported by:** technological deregulation, no policy constraints on CAVs/MaaS, pedestrianised urban centres

Scenario 3 Sustainable Route to Growth

- **Principle:** modal shift
- **Characteristics:** the most effective policy elements of digital growth and sustainable futures, improving connectivity and technological change whilst driving modal shift
- **Supported by:** Road pricing, public transport subsidies, no policy constraints on CAV/MaaS, encouragement of active and public transport, road space reallocation, improved bus/urban transport, pedestrianised urban centres

Sustainable Travel Options

Sustainable travel options relate largely to the capacity and connectivity of these infrastructure and services, alongside elements of behavioral change and accessibility improvements.

The general principles of these options include the following:

- Investment in rail operations and specifically rolling stock and staffing, by increasing the number of services running with longer, higher capacity trains.
- Investment in station buildings, platforms and other assets, predominantly relating to design, accessibility and amenability.
- Improved integration of rail services with ports and airports such as increasing the availability of accessible rail sidings and facilitating rail freight operators to invest in rolling stock and operations.
- Enhancements to urban bus journeys, including investment in bus shelters and stations, and bus-priority measures such as full segregation (such as guided bus ways), general bus lanes and junction priority.
- Enhancements to interurban bus journeys, increasing service frequencies and integration with general bus journey enhancements.
- Providing subsidies to reduce the cost of rail and bus journeys, whilst facilitating Mobility as a Service principles and technologies.
- Facilitating more journeys by active travel by road space reallocation and other cycle-friendly measures such as full segregation and junction priority.

Sustainable Travel Options
1. Improved rail capacity/connectivity on radial routes into London
2. Improved rail capacity/connectivity on inner orbital rail corridors
3. Improved rail capacity/connectivity on south coast and Marsh Link
4. Improved freight and passenger rail connectivity to major ports
5. Improved freight and passenger rail connectivity to major airports
6. Sustainable urban transport packages for large towns and cities – bus
6a: Improved interurban bus services
6b: Subsidised and integrated bus and rail fares
7. Sustainable urban transport packages for large towns and cities – active travel / micro-mobility / public realm

Identification of Options and Scenarios

Highway Options

Highway options relate largely to the capacity and connectivity of roads and junction, which aim to reduce journey times for road-based private and freight vehicles, as well as providing capacity to support new development.

The general principles of these options include the following:

- Enhancing the capacity of the Major (Motorways and Dual Carriageways), Strategic (Faster A-roads) and local (other A, B and C-roads) road networks
- Improved collaboration between partners such as Highways England, local and regional authorities and port/airport operators
- Policy facilitation and investment in smart road technology, including intelligent traffic management on the strategic road network and at junctions (signals)

Highway Options
8. Improved capacity/connectivity on radial roads into London
9. Improved capacity/connectivity on inner orbital strategic highway routes
10. Improved capacity/connectivity on outer orbital strategic highway routes
11. Improved road connectivity to major ports
12. Improved road connectivity to major airports

Digital Connectivity Options

Digital connectivity options relate largely to the provision of electric vehicle charging infrastructure, subsidisation and incentivisation of electric vehicles, investment in broadband connectivity and policy facilitating technological innovation.

The general principles of these options include the following:

- Emissions-based road user charging incentivising the shift to zero-emission vehicles
- Improved integration of online ticketing and route-finding systems across public transport, car-clubs and micromobility
- Investment in super-fast broadband services to both residential and commercial properties, with strong policy requirements for new developments
- Subsidisation of electric LGVs and HGVs to operators to shift existing ICE freight vehicle fleets
- Policy facilitation and investment in smart road technology, including intelligent traffic management on the strategic road network and at junctions (signals)

Digital Connectivity Options
13. Accelerate uptake of zero emission vehicles – car
14. Accelerate uptake of zero emission vehicles – bus, coach and shared mobility
15. Accelerate uptake of zero emission vehicles – freight
16. Accelerate delivery of Mobility as a Service
17. Increase digital connectivity - connected and autonomous vehicles
18. Increase digital connectivity – broadband and wifi

Demand Management Options

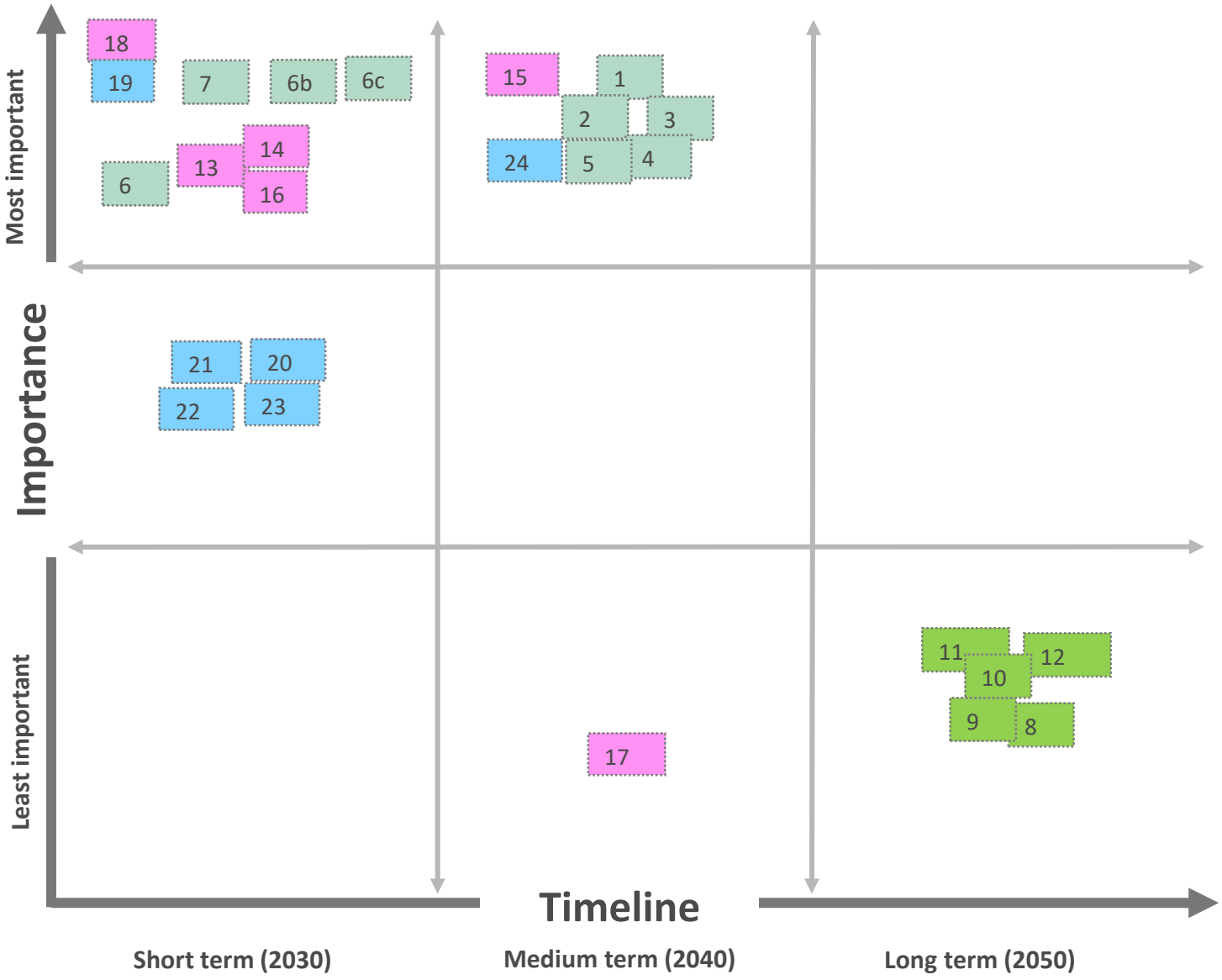
Demand Management options relate primarily to reducing the number of trips on the highway network.

The general principles of these options include the following:

- Investment in super-fast broadband services to both residential and commercial properties, with strong policy requirements for new developments
- Emissions-based road user charging incentivising the shift to zero-emission vehicles at both national and local levels
- Impeding parking availability and accessibility in urban centres through increased charges and introduction of workplace parking levies
- Planning and urban design policies prioritizing high density and compact, equitable mixed-use developments particularly in areas with good public transport accessibility
- Improved integration of online ticketing and route-finding systems across public transport, car-clubs and micromobility

Demand Management Options
19. Local behaviour change packages (e.g. marketing campaigns, PTP)
20. Urban demand management (e.g. ULEZ, WPL)
21. National demand management (e.g. road user charging, fuel tax)
22. Alternative bus operating models (e.g. enhanced partnership, franchising)
23. Focussing investment in our deprived communities
24. Integration of land use and transport planning (e.g. transit-oriented development)

Figure 4.3: Example matrix of prioritized interventions for Scenario 3 Sustainable Route to Growth



Option Prioritisation by scenario

An example prioritisation grid is shown in Figure 4.3 for Scenario 3 – Sustainable Routes to Growth.

The principles of Scenario 3, for example, has a focus of modal shift to sustainable modes of travel, alongside balancing the opportunities of facilitating technological innovation. As a result, specific bus and shared mobility, rail, and active travel and micromobility options were determined to be of greatest importance or having the most 'transformational' improvement. This is complimented with the uptake of zero emission freight and public transport vehicles, alongside MaaS principles and technologies.

This scenario also included a high usage of options discouraging private vehicle trips, and as such correspond to a moderate or significant discouragement of private vehicles for both passenger and freight movement.

Many of the options were identified as being of high importance and required within the short-term, which was a trend replicated across the other two scenarios.

Grids for Scenario 1 – Sustainable Futures and Scenario 2 – Digital Growth (grids provided in Appendix B), with summaries for all three provided on pages 61 to 63.

Scenario 1 – Sustainable Futures

- Majority of bus & rail, digital connectivity and demand management interventions were identified as the most important short term priorities.
- This is additionally supported by strong demand management measures increasing the cost of vehicle journeys.
- These seek to avoid vehicle trips by vehicles by improving digital connectivity, whilst shifting trips to bus and active travel modes.
- Recognition that rail-based interventions will take a longer time for delivery but are still vital for enabling modal shift.
- Interventions enabling the uptake of Connected and Autonomous vehicles sees lower priority.
- All highway-based interventions (bar improved connections to ports) see exclusion from this scenario as highway construction will go against the grain of facilitating modal shift and sustainable travel.

Scenario 2 – Digital Growth

- Digital connectivity and demand management interventions remain the top focus for digital growth, particularly avoiding longer trips and prioritising localisation.
- These seek to avoid vehicle trips by vehicles by improving digital connectivity, whilst shifting trips to bus and active travel modes.
- This is additionally supported by strong demand management measures increasing the cost of vehicle journeys.
- Lower priority for urban-based public transport interventions, as CAVs and electric vehicles provide an appropriate alternative.
- Recognition that rail-based interventions will take a longer time for delivery and a lower priority given a reduced need to travel but are still important for enabling modal shift.
- Interventions enabling the uptake of Connected and Autonomous vehicles sees lower priority.
- Highway based interventions see a low priority and in the longer term but recognises that highway investment may be required to accommodate CAVs alongside electric vehicle charging infrastructures. Unlikely this will relate to capacity-building with generally lower demands.

Scenario 3 – Sustainable Route to Growth

- Digital connectivity, bus and active travel-related interventions were identified as top priorities under this scenario shifting urban car journeys. Additional recognition that public transport vehicles should be zero-emission and journeys seamless as possible for passengers.
- Urban demand management interventions are recognised to have a higher deliverability in the short term but of a lower importance.
- Recognition that rail-based interventions will take a longer time for delivery and a lower priority given a reduced need to travel but are still important for enabling modal shift.
- Interventions enabling the uptake of Connected and Autonomous vehicles sees lower priority.
- Highway based interventions see a low priority and in the longer term but recognising that highway investment may be required to accommodate public and active transport, whilst facilitating further development increasing demand.

Identification of Options and Scenarios

Figure 4.4 Filtering of options into policy outcomes and modelled policy outputs

Rail	Bus	Walk	Cycle & Micro-Mobility	Shared Mobility – Passen-ger	Highway – Car	Freight (Highway and Railway)	Demand Mgmt – Local	Demand Mgmt – National	Local-isation	Digital Connect-ivity	ZE Vehicle uptake
1, 2 ,3, 4, 5	6, 22	7, 19	7, 19	16, 19	8, 9, 10, 12, 17	4, 8, 9, 10, 11, 12	20	21	19	16, 17, 18	13, 14, 15
23, 24											

Scenario development by desired outcomes by typology	Rail	Bus	Walk	Cycle & Micro-Moblity	Shared Mobility – Passenger	Highway – Car	Highway – Freight	Demand Mgmt – Local	Demand Mgmt - National	Local-isation	Digital Connect-ivity	ZE Vehicle uptake
1. Sustainable Futures	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	×	✓	✓	✓	✓	✓	✓✓
2. Digital Growth	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	✓	✓	✓✓	✓✓	✓✓
3. Sustainable Route to Growth	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	×	✓	✓	✓	✓✓	✓✓	✓✓

Policy Score	Level of Policy Ambition
✓	Moderate improvement
✓✓	Significant improvement
✓✓✓	Transformational improvement
×	Moderate discouragement
××	Significant discouragement

Figure 4.5 Workshopped Scenario Principles

Scenario 1 - Sustainable Futures

- **High focus on making sustainable modes more attractive from the short term through investment in services and reducing fares**
- Small increase in vehicle operating costs
- Trip rate reduction in travel to work trips
- Align fleet decarbonisation with SMMT central forecast

Scenario 2 - Digital Growth

- Medium focus on making sustainable modes more attractive from the short term
- **Autonomous vehicles and car sharing initiatives increase attractiveness of highway in the longer term**
- **Higher trip rate reduction in travel to work trips and other trips from the short term**
- Align fleet decarbonisation with SMMT central forecast

Scenario 3 - Sustainable Route to Growth

- A combination of initiatives from the sustainable futures and digital growth scenarios.

Figure 4.6 Policy development scores and outcomes – demonstrating rail-specific policy outcomes

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in rail patronage from new journeys and modal shift from highway journeys	• Moderate increase in the frequency of rail services provided across all routes • Moderate reduction in rail journey times and interchange wait times • Moderate increase in the reliability and comfort of rail services	• Signalling and timetable optimisation initiatives enabling more services to be operated more reliably • Investment in improving the passenger experience including the rolling stock, station assets • Investment in initiatives such as integrated ticketing, wayfinding and passenger information
✓✓	• Significant increase in rail patronage from new journeys and modal shift from highway journeys	• Significant increase in the frequency of rail services provided across all routes • Significant reduction in rail journey times and interchange wait times • Significant increase in the reliability and comfort of rail services	• *Increased investment in the above +* • Targeted infrastructure investment to overcome known bottlenecks to unlock greater capacity on heavily utilised railway lines • Ensuring railway fares are competitive vs other modes
✓✓✓	• Transformational increase in rail patronage from new journeys and modal shift from highway journeys	• Transformational increase in the frequency of rail services and reduction in journey times provided across all routes • The introduction of new routes which increases the catchment of users who have access to a direct, competitive useful rail service • Transformational increase in the reliability and comfort of rail services	• *Increased investment in the above +* • Transformational infrastructure investment to upgrade existing railway lines and open new routes which ensure rail is a competitive option vs other modes for all medium and longer-distance journeys

Key findings – scenario development

The prioritisation of interventions across all three scenarios saw minor differences

It was recognised that the principles of each scenario were different both in scope and response to the contemporary transport context, but prioritisation of the underlying options were largely similar. This illustrates the challenge of selecting specific options and scenarios to focus on.

All the scenarios prioritised a mixture of sustainable transport, digital connectivity and demand management-related policy interventions

During scenario development, workshop attendees concluded that each scenario would require the adoption of a range of focused, wide-impacting strong options as soon as possible.

Some interventions exhibit long-term planning and implementation phases, delaying their impact in facilitating decarbonisation of the South East

Given the complexities and stakeholders involved, it was recognised that some options, such as those relating to rail and urban planning principles will take much longer to develop, deliver and see impact. However, these options were deemed to have a positive, measurable impact on decarbonisation so were given a high priority.

Most transport strategy-led interventions see great applicability to the decarbonisation of the South East

Transport and wider planning options that help facilitate a reduction in private vehicle kilometers whilst shifting those remaining to clean fuels were viewed as having an integral and material contribution to decarbonising surface transport ion the South East.

Decarbonising freight vehicle fleets remains a momentous challenge

Electric and other zero-emission freight vehicles remain in the early stages of adoption. Only larger fleet operators have began implementing zero emission HGVs into their fleets for specific use cases. Shifting HGV mileage to rail freight is challenging with highway interventions facilitating road freight also encouraging private vehicle usage. It was determined that a balance should be met, with some prioritisation of freight from major ports and other international gateways.

Many interventions rely on the progression of the market which is also reliant on the national and international economies

Sustainable development in the built environment is heavily reliant on high-levels of private investment and the facilitation of a skilled workforce in the construction and engineering industries. The planning and construction of larger developments and masterplans is time consuming.

Key findings – carbon impact modelling and assessment

Each of the three scenarios resulted in a material reduction in carbon emission on the baseline "Business as Usual" trajectory

Carbon impacts of each scenario were very similar (see Figure 4.7 overleaf):

- a further 26 to 28 percentage point reduction in carbon emissions in the year 2050 on the "Business as Usual" scenario to a 71% to 73% reduction in 2022 emission levels; and
- a 31% to 33% in overall emissions between 2022 and 2050 than the "Business as Usual Scenario.

However, no scenario reached net zero or had an aligned pathway to meet either the CCC's 6th Budget Moderate Pathway – Surface Transport or SCATTER Tool – "Stringent" trajectories

In effect, each scenario was a minor variation on the other two. This emphasises the need for transformational scales of intervention required to make a more material impact.

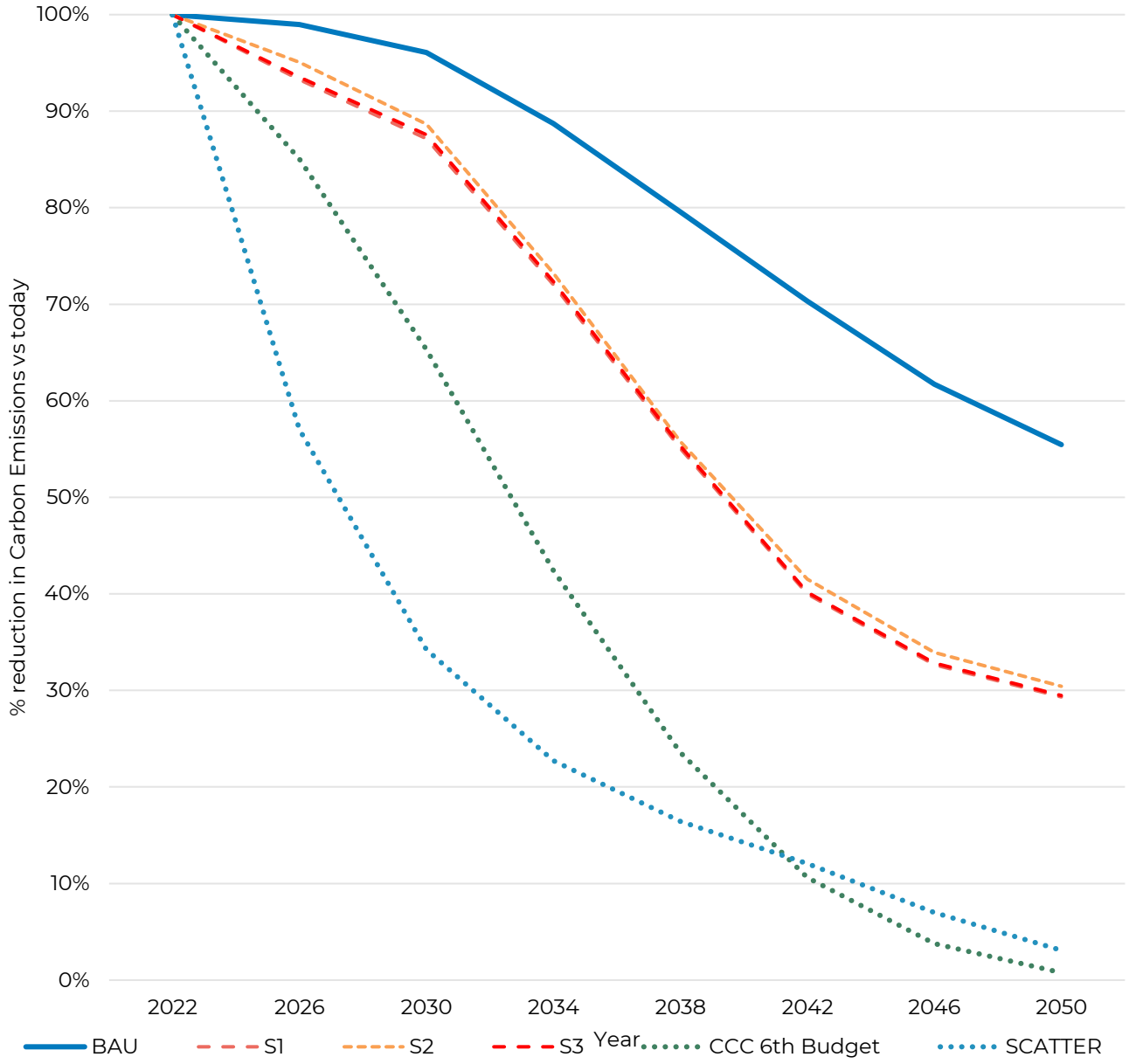
As such, a further round of option and scenario development took place – the methodology and results for which are presented on pages 67 and 68, and pages 69 to 71 respectively.

Carbon Impact Modelling and Assessment

Figure 4.7 Workshopped scenarios model outputs – demonstrating % reduction in carbon emissions vs. today

Scenario	Carbon emitted in 2050 (vs 2022)	Carbon Budget Spend vs BAU (2022-2050)
BAU	-45%	-
1. Sustainable Futures	-73%	-33%
2. Digital Growth	-71%	-31%
3. Sustainable Route to Growth	-72%	-32%
CCC 6th Carbon Budget Balanced Pathway	-99%	-59%
SCATTER – Stringent Pathway	-96%	-70%

Each of the workshopped scenarios results in a considerable reduction in total emissions in 2050 in comparison to 2022. They all exhibit a considerably lack of effectiveness in reducing emissions to enable the UK's carbon budgeting commitments, producing a high level of strain and demand on other sectors in reducing emissions.



Methodology

The methodology developed and followed for the additional scenario development and assessment is detailed below and summarized below.

Additional Scenario Development

As demonstrated in the methodology for the option generation and scenario development on page 54, the modelling results of the three workshopped scenarios were very similar, with each a minor variation on the other two – and none reaching net zero or a sufficient reduction in overall carbon emissions. This has illustrated the need to develop and assess additional scenarios.

Figure 4.8 and Figure 4.9 summarises the additional scenarios in terms of description and levels of policy ambition. The additional scenarios are all incremental on each other.

Scenario 4 builds on Scenario 3 - Sustainable Route to Growth – with faster adoption of zero-emission technologies and vehicle, leading to emissions from road vehicles being zero emission by 2050. This is in line with ambition and assumptions within the CCC's 6th Carbon Budget – Moderate Pathway for surface transport.

Scenario 5 builds on Scenario 4 with faster realisation of integrated spatial planning policies reducing the need for as many medium- to long-distance trips and promoting a greater number of shorter-distance trip – trips that are more likely to be accommodated by sustainable models, particularly walk, cycles, micromobility modes, and bus and shared mobility modes. In addition, faster roll out and utilisation of digital connectivity akin to ultrafast gigabit and 5G connectivity as ubiquitous. Reducing the need to travel for some trip purposes by facilitating further levels of home working and online / remote access to key services.

Scenario 6 builds on Scenario 5 with materially greater levels of local urban demand management. This would be through implementation of multiple schemes such as:

- road space reallocation to give priority to active and shared / higher occupancy modes (e.g. buses) and to effectively increase the time and costs of operating private vehicles;
- greater use of parking restraint and pricing, including car-free town and city centres and Workplace Parking Levies;
- Clean Air Zones / (Ultra) Low Emission Zones;
- area-based Congestion Charges; and
- tolling of assets such as bridges, tunnels, and/or parts of road network.

Further consideration is being given to the planning and deliverability of such schemes as part of parallel work. The exploration of these options is considering carbon impacts and-economic, environmental, transport, and deliverability considerations, as well as the capital and operating costs and revenues over time.

There is potential for lower trip rates and mode shift to more sustainable modes be incentivised as a result of such options being implemented. Furthermore, any revenues generated could be hypothecated to invest in sustainable transport and complementary areas.

Scenario 7 builds on Scenario 6 with the introduction of national road user charging as a demand management tool. This scenario comes after Scenario 6 on the premise that local areas have the potential to implement such schemes quicker than the roll out of national systems. Ideally, there would be interoperability of systems between national and local levels.

Given the scale of intervention across all options, this scenario is the "last turn of the dial" to provide not only a net zero outcome, but also align to carbon budget trajectories provided by CCC's 6th Carbon Budget – Moderate Pathway for surface transport nationally and the SCATTER Tool – "Stringent" pathway for the TfSE area.

Scenario 8 builds on Scenario 7 and seeks to define a pathway to net zero carbon by 2040 for surface transport. This sets the ambition for vehicle emissions to be zero by 2040.

For all scenarios which have an ambition for zero vehicle emissions by 2050 or 2040, it is apparent that significant changes in national regulation are required, as well as significant advances in technology, its roll out, and affordability.

Additional Scenario Modelling

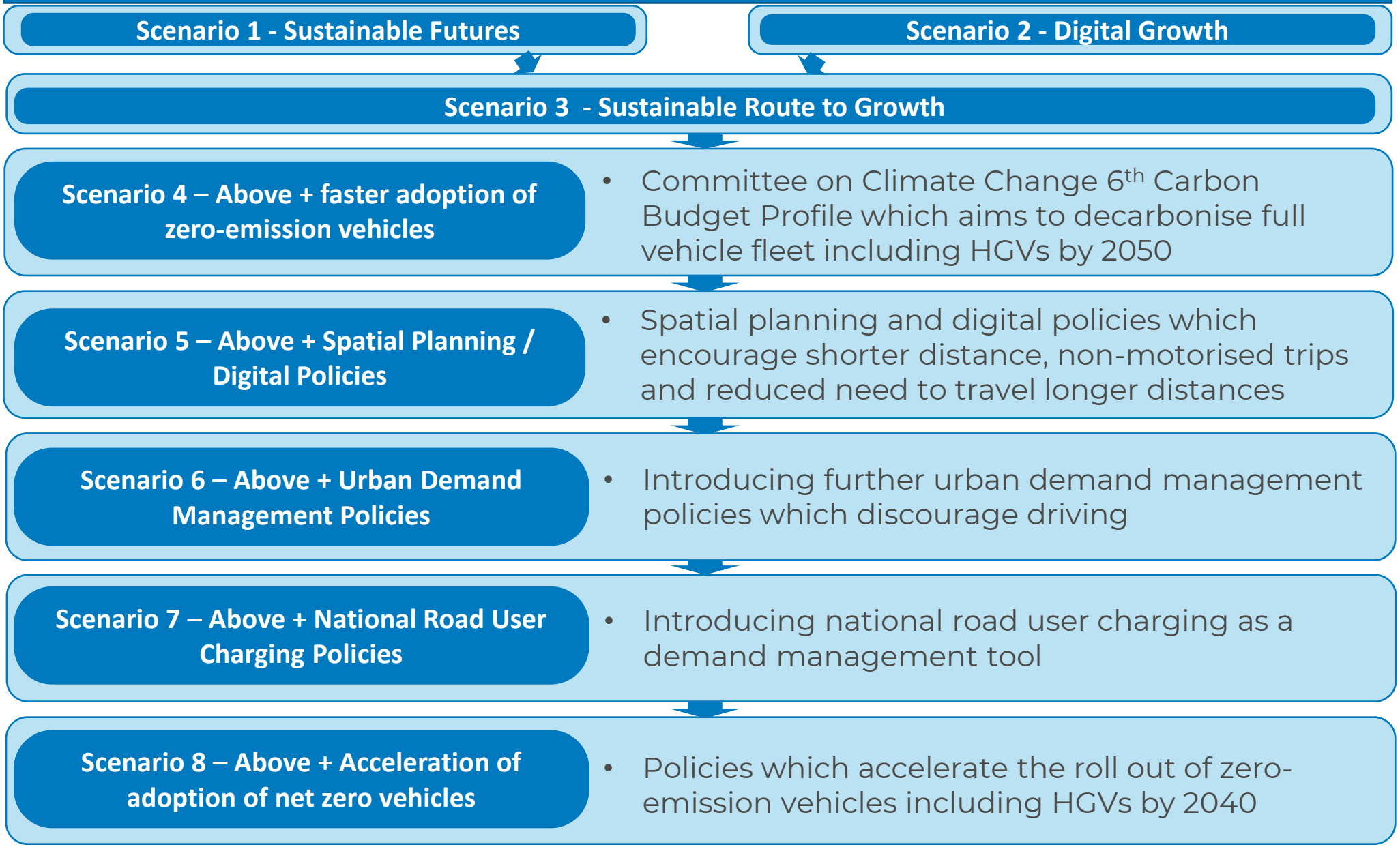
The additional scenarios were subsequently modelled utilising the same methodology to model the three initial workshopped scenarios.

In Figure 4.10 on page 71 these have been plotted against the CCC's 6th Carbon Budget – "Moderate Pathway" for surface transport and SCATTER Tool – "Stringent" trajectories from Chapter 3, and the three initial workshopped scenarios. These are followed by Figure 4.11 on page 72 which illustrates the carbon budgets and their corresponding percentage reductions.

Modelling detail of each of the additional scenarios is illustrated in Appendix C.

Additional Scenario Development and Assessment

Figure 4.8 Additional scenario sequential development process



Additional Scenario Development and Assessment

Figure 4.9 Additional scenario characteristics

Scenario development by desired outcomes by typology	Rail	Bus	Walk	Cycle & Micro-Moblity	Shared Mobility – Passenger	Highway – Car	Highway – Freight	Demand Mgmt – Local	Demand Mgmt - National	Local-isation	Digital Connect-ivity	ZE Vehicle uptake
4. Above + faster adoption of zero-emission vehicles	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	×	✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
5. Above + Spatial Planning Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	×	✓✓	✓	✓	✓✓✓	✓✓✓	✓✓✓
6. Above + Urban Demand Management Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	××	✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓
7. Above + National Road User Charging Policies	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	××	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
8. Above + Acceleration of adoption of net zero vehicles	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	××	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓

Efficacy Score	Level of Anticipated Efficacy
✓	Minor
✓✓	Moderate
✓✓✓	Major
✓✓✓✓	Extensive
×	Negative Minor
××	Negative Major

Key findings – additional scenario carbon impact modelling and assessment

- The additional scenarios – Scenario 4 to Scenario 8 – when modelled all see further reductions in carbon emissions (see Figure 4.10 on page 71 overleaf) .
- All reach net zero through the assumption and policy ambition introduced in Scenario 4 and throughout, that all vehicle emissions are zero from 2050 at the latest.
- Only the most ambitious scenarios of Scenarios 7 and 8 present pathways close to the budgeted trajectories of the CCC's 6th Carbon Budget Moderate Pathway for surface transport and SCATTER Tool – "Stringent" trajectory for surface transport (see Figure 4.11 on page 72).
- Scenarios 7 and 8 represent a 56% and 68% reduction in overall emissions between 2022, close to or withing the CCC and SCATTER Tool trajectories of 59% and 70% respectively. However, it is only the addition of the ambition of all vehicles being zero emission by 2040 – in Scenario 8 – which brings any of the scenario pathways within these tolerances.

Additional Scenario Development and Assessment

Figure 4.10 Additional scenario model outputs

Scenario	Carbon emitted in 2050 (vs 2022)	Carbon Budget Spend vs BAU (2022-2050)
BAU	-45%	-
1. Sustainable Futures	-73%	-33%
2. Digital Growth	-71%	-31%
3. Sustainable Route to Growth	-72%	-32%
4. Above + faster adoption of zero-emission vehicles	-97%	-45%
5. Above + Spatial Planning Policies	-97%	-49%
6. Above + Urban Demand Mgmt Policies	-98%	-52%
7. Above + National Road User Charging Policies	-98%	-56%
8. Above + Acceleration of net zero vehicles by 2040	-98%	-68%
CCC 6th Carbon Budget Balanced Pathway	-99%	-59%
SCATTER – Stringent Pathway	-96%	-70%

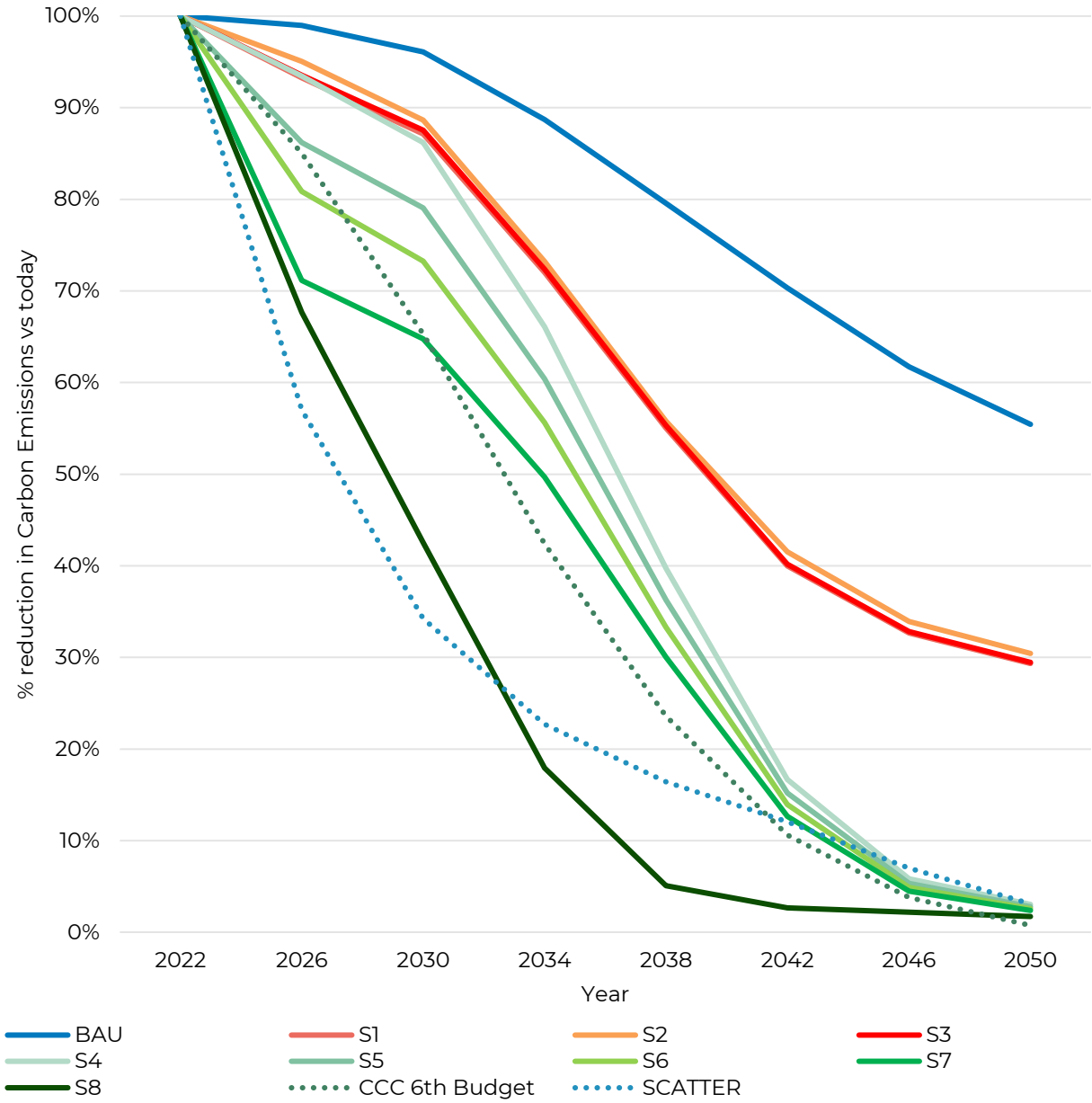
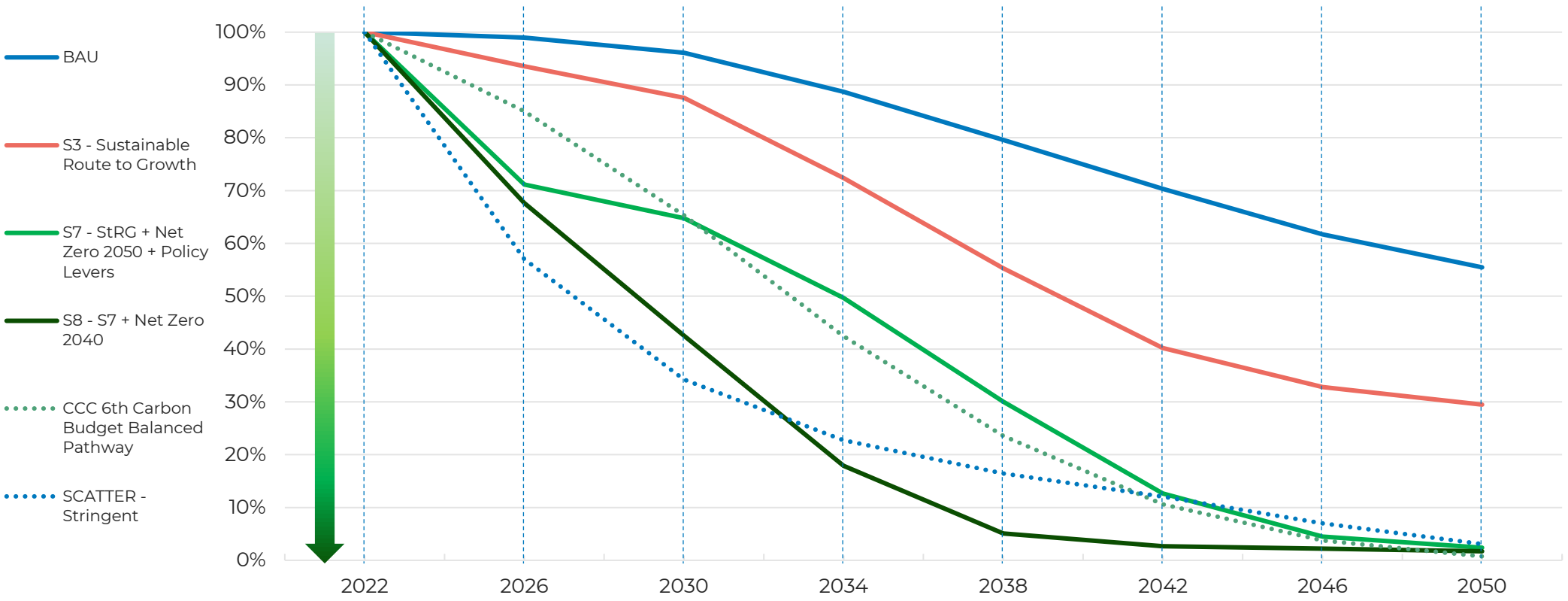


Figure 4.11 Additional scenario carbon budgeting



Scenario	Carbon Budget Spend vs BAU						
	2022-2026	2027-2030	2031-2034	2035-2038	2039-2042	2043-2046	2047-2050
S3. Sustainable Route to Growth	-7%	-13%	-14%	-26%	-42%	-49%	-50%
S7. SRtG + Net Zero 2050 + Additional Policies	-21%	-36%	-38%	-54%	-76%	-89%	-95%
S8. Above + Net Zero 2040	-23%	-51%	-59%	-79%	-96%	-97%	-97%
CCC 6th Carbon Budget Balanced Pathway	-9%	-27%	-49%	-69%	-85%	-94%	-98%
SCATTER – Stringent Pathway	-29%	-58%	-74%	-81%	-86%	-90%	-93%

5. Application to people, place, movement

Overview

The fifth and final phase of work identifies that the TfSE area is diverse in terms of its population demographics, places, and movement types. The objective of this phase is to determine how effective policy interventions are likely to be on each of these diverse factors.

Method

The methodology involved the use of people personas, place and journey types sourced from the TfSE Transport Strategy and Future Mobility Strategy respectively.

It then utilised a scoring system against each of the intervention types for their constituent efficacies to enable decarbonisation. This was developed based on a professional judgement approach. As such this reflects the degree to which each people, place or movement type will subsequently respond to decarbonisation-related interventions.

Interpretation

This final phase is vital as each of the constituent local authorities will exhibit a wide range of people, place and movement types, and likely possess an ambition to increase the diversity of their communities. Interventions facilitating decarbonisation differs considerably across these types.

Interpretation of the people, place and movement types tables on the next pages can be led either by intervention groups (columns) or the people, place and movement types (rows).

To serve as an example, highways-based interventions increasing capacity, and as such facilitating travel by car, are likely to negatively impact the decarbonisation potential of most sociodemographic groups.

Scoring System

Score
Major positive efficacy
Moderate positive efficacy
Minor positive efficacy
No efficacy
Moderate negative efficacy
Major negative efficacy

People Typologies

Sociodemographic Group	Headline Description
Village life	The population of this segment live in areas that are less densely populated, typically in a village or small town. They tend to be older and well educated and to live in detached properties which they own, though an above average proportion live in retirement homes. Each household is likely to have multiple motor vehicles, and these will be the most common method of transport to their places of work.
Central connectivity	The majority of people in the Central Connectivity segment live in relatively densely populated urban areas. They include an above average proportion of young adults without children, including full time students.
Family terraces	This segment typically live on the edge of a town centre, in the transitional areas between the core and the suburbs, There is an above average proportion of families with pre-school or school age children. Typically they will have one car between two adults, with one driving to work and the other walking or using public transport.
Service sector workers	The Service Sector Workers segment tend to live in urban areas and work in the information and communication, financial, public administration and education related sectors. There is an above average likelihood of being young children in the household and a below average likelihood of older age adults.
Comfortable 'self-sufficiency'	Those in the Comfortable Self-sufficiency segment are typically approaching retirement age or already retired. They tend to live in a detached property or flat and are quite likely to have paid off their mortgage and have no dependent children, so while they may have a modest income are still quite likely to have both time and money.
Semi-detached suburbia	People living in areas of Semi Detached Suburbia will typically have school age children and own at least one car. The will mostly work in information and communication, finance, public administration and education sectors. It also includes some recently retired people living in semi-detached or detached housing.
Traditional towns	Households in this segment are more likely than average to have older non-dependent children and to live in semi-detached or terraced property. Their level of qualifications tend to be lower than average with jobs typically in the wholesale and retail, energy and transport related industries.
Sparsely populated	Locations with very few people living there (less than 50 people per 1km2).
Pre-school families	A significant increase in younger people, living in urban areas, who are more concerned over the environmental issues focusing on minimising consumption including home-working and sustainable modes of transport.
Semi-retired flexibility	A gradual increase in older people at the latter end of their working lives, in better paid roles, who can take a more flexible approach to working hours and the days they work.
School-run suburbia	A growing segment of suburban families who, within their means, try to take action to reduce their environmental impact including reducing the impact of their travel choices.

People Results

Sociodemographic Group	Rail	Bus	Walk	Cycle & Micromoblity	Shared Mobility – Passenger	Highway – Car	Demand Management – Local	Demand Management – National	Localisation	Digital Connectivity	ZE Vehicle uptake
Village life											
Central connectivity											
Family terraces											
Service sector workers											
Comfortable 'self-sufficiency'											
Semi-detached suburbia											
Traditional towns											
Sparsely populated											
Pre-school families											
Semi-retired flexibility											
School-run suburbia											

People Results

Key findings

- Each intervention area exhibits a wide range of impacts on sociodemographic groups, from those living within the centre of major cities and towns to those in very rural and sparsely populated areas.
- Demand management, digital connectivity and uptake of zero-emission vehicles exhibit the greatest levels of efficacy against many of the sociodemographic groups.
- Highway-based interventions (those which reduce vehicle journey times) are likely to exhibit a greater benefit to those who are likely to drive more, such as those within villages or dispersed suburban areas.
- Modal-specific interventions generally exhibit lower levels of efficacy against all the people types.

Sociodemographic Groups

- Those living in suburban areas and villages are also likely to respond positively to measures improving digital connectivity, facilitating both home working and entertainment and reducing the need to take trips in the first place.
- Those with younger children (not yet in school), and semi-retired are likely to have a need to travel less frequently, and as a result exhibit lower levels of responses to all interventions.

Place Typologies

Place typologies across the South East follow that of their corresponding economic hub, and are typified by the following:

- Coastal and estuarine
- Well-connected larger rural hinterlands further from London
- Large urban centres
- Local and regional administrative centres further from London
- London commuter towns
- London orbital business hubs

For the purposes of this assessment, the place types have been split largely by their corresponding movement patterns, determining their ability to decarbonise. This also illustrates the proportion of populations residing within these place typologies.

Place Types	Headline Description
Major Economic Hubs (MEH)	Economic drivers of the South East's economy and the focus by which other, smaller settlements are concentrated, comprising the ~60% of the SE's population.
Urban areas	Other urban areas exhibiting strongest connections to and reflect conditions within MEHs and the rest of the SE, comprising ~24% of its population. These urban areas vary significantly in size from a population of ~5,000 – 133,000.
Rural	Larger rural settlements ranging in size ~150 – 5,000, comprising ~9% of the population of the SE.
Remote rural	The remaining population of the SE of ~300,000 resides within small villages, hamlets and dispersed dwellings in places with less than 140 residents.

Place Results

Place Types	Rail	Bus	Walk	Cycle & Micro-mobility	Shared Mobility – Passenger	Highways	Demand Management - Local	Demand Management - National	Localisation	Digital Connectivity	ZE Vehicle uptake
Major Economic Hubs (MEH)											
Urban Areas											
Rural											
Remote rural											

Key findings

- Localisation and digital connectivity-led policy interventions have the greatest levels of efficacy across each of the place types due to their ability to reduce the need for medium and longer-length journeys which are unlikely to be walked or cycled.
- As highway-based policy interventions are likely to enable driving and are unlikely to facilitate decarbonisation, they see negative efficacies against all place types.

Place Types

- Major economic hubs and other urban areas exhibit the greatest opportunities for demand management and localization-based interventions and as such are likely to respond the best – those living within them would be more likely to walk, cycle or take public transport for shorter journeys.
- Rural place types generally respond less well to modal-specific interventions (whereby lower densities reduces accessibility and amenability) but are more likely to respond well to digital connectivity reducing the need for a trip in the first place.

Movement Typologies

Movement typologies across the South East have a stronger relationship to journey types across the UK. However, the South East's proximity to London and coastal location both results in a great number of international and freight-related journeys.

Movement Types	Headline Description
Radial	Longer distance passenger journeys which typically use either the Strategic Road Network (radiating from the M25) or main line railways that terminate in central London.
Orbital and Coastal	Longer distance passenger journeys which use corridors running perpendicular to the radial corridors described previously. Generally these roads and railways are sparser with lower capacity and speeds than most radial corridors. These provide important links between economic hubs across the South East but have lacked investment in recent years.
Inter-urban	Medium distance passenger journeys between economic hubs and the Strategic Road Network. These journeys are predominantly served by the South East area's Major Road Network and any railways that mirror these corridors.
Local	Short distance journeys to destinations within the same community, village, town or city. They also include the first or last part of longer distance journeys (first/last mile movements) that form the other journey types.
International gateways and freight	Passenger and freight international gateways comprising airport, rail and port infrastructures. They are critically important for businesses particularly outside the TfSE area, including London, Midlands and North of England.

Movement


Movement Types
Rail
Bus
Walk
Cycle & Micromobility
Shared mobility
Highway - Car
Highway - Van
Highway - HGV
Demand Management - Local
Demand Management - National
Localisation
Digital Connectivity
ZE Vehicle uptake
Radial
Orbital and Coastal
Inter-urban
Local
International gateways and freight

Movement Results

Key findings

- Uptake of Zero Emission Vehicles has the greatest efficacy across all movement types, as they facilitate the shift to decarbonise existing vehicle trips.
- Demand management-led interventions additionally exhibit high levels of efficacy against most movement types due to their ability in shifting vehicle trips to alternative modes.
- Further consideration is being given to the planning, deliverability, and potential impacts of demand management interventions, particularly pricing mechanisms as part of parallel work.

Movement Types

- All movement types respond particularly well to demand management and zero emission vehicle policy interventions.
- Some movement types respond slightly better to various modal-specific interventions, which is based largely on the length of journey. Longer journeys typically respond well to rail-based interventions whilst local journeys respond well to all other modal-specific interventions.

6. Findings and Recommendations

Scale of the challenge

Analysis and supporting work presented within this report has identified:

- the extent of transport-originated carbon emissions historically, currently, and in the future under a "business as usual" scenario;
- net zero carbon decarbonisation trajectories published by various national and academic / research bodies; and
- the packages of intervention required to achieve net zero carbon along with meeting a budget-based approach to help limit global temperature increases this century below +2˚C in line with the Paris Agreement.

Scenario development confirmed that in order to accelerate the pathway to net zero, the extent of intervention is vast and require immediate action to its fullest extent across most areas of intervention.

This requires collective intervention between all levels of the public sector, working with the private sector, academia and research institutions, and the third sector.

Finally, it quantified the carbon reduction impact of different areas of intervention for carbon reduction policy packages for different people, place and movement types.

Trajectories

Trajectories are presented as both future forecasts of surface transport emissions under a "business as usual" scenario as well as different trajectories to reach net zero carbon.

The trajectories based on a carbon budgeting approach demonstrate the significant reductions in the levels of emissions that will be required to meet the Paris Agreement, particularly during the 2020s, where a further 9% to 29% reduction is required by 2026, and a 27% to 58% is required by 2030.

Defining a pathway aligning with suitable net zero trajectories

The main factor in defining a pathway to net zero carbon is identifying the interventions required to reduce the number of trips we make, shift the mode of travel used to zero emission modes, and to reduce vehicle emissions to zero. However, there are several other factors required to define and achieve a pathway:

- In addition to transport interventions, the wider spatial planning, energy, and digital network investment, as well as the co-ordination of public service delivery and sustained behaviour change required, along with necessary financial and regulatory incentives.
- For all involved in the planning and delivery of interventions, this includes doing so with great urgency and to a significant or full extent – perhaps the likes of which we have never seen before.
- Appreciation of demographic, spatial / place, and movement contexts and variation in efficacy of different interventions and their impact across these contexts.

There's present uncertainty in the definition, alignment and quality of constituent data sets

The development of the trajectories and scenarios has required the application of various datasets from different sources and has included the use of complex strategic transport demand models. The challenge of aligning data sources as result contributes to some uncertainty.

It can be challenging to compare or align the different trajectories given the different data sources, analytical approaches and tools, and policy assumptions used to inform them.

Planning and delivery

The need for multi-modal and multi-sector intervention

In order to facilitate an effective pathway to net zero it is paramount to plan to optimize the role of public transport, active travel, and zero emission vehicle interventions, along with demand management and behaviour change interventions. This includes both capital and resource investment.

There is a requirement for significant intervention in ancillary policy areas which influence the demand for travel and the way we travel, principally spatial panning, energy, digital technology, and the delivery of public services.

An effective budgeting approach is required

It is unsound to plan simply for the end date of net zero given the scale of change required. A carbon budgeting approach requires effective planning and management by yielding effective and measurable targets to plan a workable strategy as well as managing the total volume of emissions in line with the Paris Agreement.

Scale of intervention required

The policy options and packages modelled within the scenarios enabling an effective curve to both meet the UK's carbon budgeting commitments, and consequentially reach net zero by 2050, are of an unprecedented scale. To compound this, these packages need to be defined, planned, financed and implemented as soon as possible.

Political ambition for net zero and the scale of changed and urgency required to get there is imperative in order to bring residents and businesses along with the change required, but to also make the decisions required and to promote change.

Wider policy context

Policy will need to be far-reaching and integrated, with a strong alignment with funding and decision-making factors. This could well require alignment of all policy and funding decisions to government's Transport Decarbonisation Plan and Net Zero Carbon Plan.

This also extends to operations and delivery of public services, along with necessary financial and regulatory incentives.

Funding opportunities

There are many options available to raise revenue at the local level, both in lieu of and in combination with central government funding.

The most significant opportunities being local road pricing mechanisms and amended parking charges, both of which, in turn have the potential to lead to significant reductions in carbon emissions.

Additional elements regarding the decarbonisation of transport need to be considered

This piece of work has focused on and considered only the tailpipe emissions of vehicular transport. There are other elements which in due course should be considered:

- embodied emissions comprising the manufacturing and supply chain of vehicles and infrastructure;
- the sources of energy fueling zero emission vehicles; and
- domestic and international aviation and maritime transport.

Parallel work and next steps

Development of a decarbonisation plan

To integrate this technical work with TfSE's Area Studies programme and Strategic Investment Plan, a Transport Decarbonisation Thematic Plan has been developed, including identification of the impact of 'global' and place-based packages of interventions contained within the Area Studies and Strategic Investment Plan, along with the scale of gap between these and net zero carbon, and the scale of intervention required to address the gap.

Segregating trajectory data packs and scenario pathways for each Local Transport Authority area

Each Local Transport Authority exhibits varying levels of baseline emissions alongside a variety of people, place and movement types within them. In order to effectively communicate the challenge and opportunities, it is proposed to disaggregate the TfSE into constituent local authority areas. This work is set to commence in August 2022.

Analytical Framework Development

As TfSE moves forward with the development of its analytical framework it will be important to incorporate mechanisms that will enable the impacts of individual interventions to be assessed on carbon and then trade-offs with other socio-economic and transport impacts .

APPENDIX A TRAJECTORY 2 FLEET MIX ASSUMPTIONS

Fleet Mix Assumptions – Trajectory 2a Emissions Factor Toolkit v11 (2021)

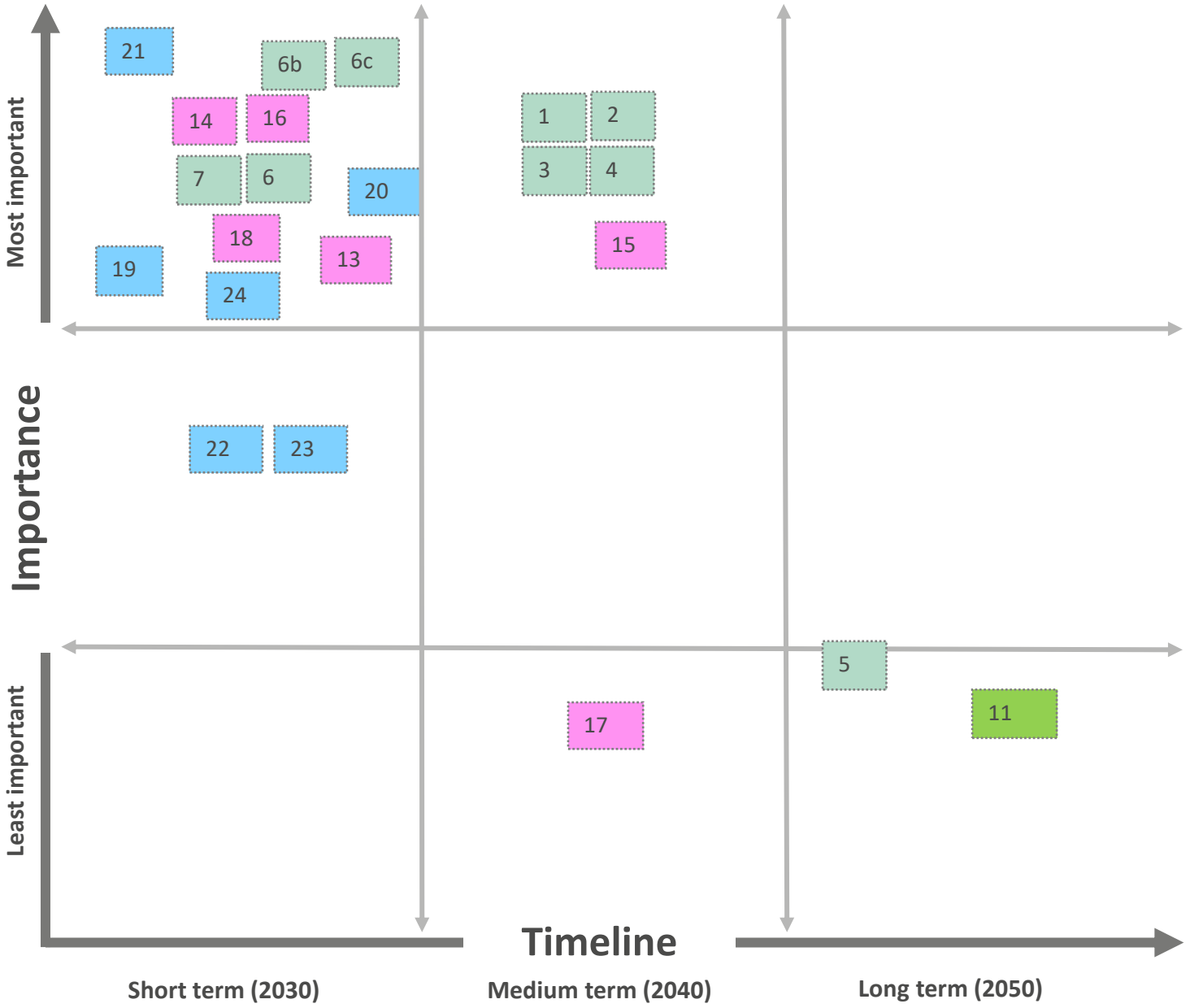
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
1Petrol car	Car	40.0%	39.8%	39.7%	39.4%	39.2%	39.0%	38.7%	38.4%	37.9%	37.4%	36.7%	36.0%	35.1%	34.3%	33.4%	32.5%	31.6%	30.8%	29.7%	28.7%	27.7%	26.7%	25.7%	24.6%	23.6%	22.6%	21.6%	20.6%	19.5%	19.0%	18.5%	18.1%	17.6%
2Diesel car	Car	36.0%	35.6%	35.0%	34.3%	33.5%	32.6%	31.7%	30.6%	29.4%	28.1%	26.9%	25.7%	24.5%	23.5%	22.5%	21.7%	20.9%	20.2%	19.7%	19.2%	18.7%	18.2%	17.7%	17.2%	16.7%	16.2%	15.7%	15.2%	14.7%	14.4%	14.1%	13.9%	13.6%
3Taxi (black cab)	Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4Petrol LGV	LGV	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.3%	0.4%	0.4%	0.5%	0.5%	0.6%	0.6%	0.7%	0.8%	0.8%	0.8%	0.8%	0.8%
5Diesel LGV	LGV	15.3%	15.4%	15.5%	15.5%	15.5%	15.5%	15.5%	15.4%	15.3%	15.3%	15.2%	15.1%	14.9%	14.9%	14.8%	14.7%	14.6%	14.5%	14.3%	14.2%	14.1%	14.0%	13.9%	13.7%	13.6%	13.5%	13.4%	13.2%	13.1%	13.0%	12.9%	12.8%	12.7%
6Rigid	HGV	2.1%	2.1%	2.0%	2.0%	2.0%	2.0%	2.0%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%	1.8%
7Artic	HGV	3.1%	3.1%	3.1%	3.0%	3.0%	3.0%	2.9%	2.9%	2.9%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%	2.7%
8Bus and coach	Other	0.6%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
9Motorcycle	Other	0.8%	0.8%	0.8%	0.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
10HybridCar Petrol	Car	1.1%	1.5%	1.8%	2.2%	2.5%	2.7%	3.0%	3.2%	3.4%	3.5%	3.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.7%	3.7%	3.5%	3.4%	3.3%	3.2%	3.0%	2.9%	2.8%	2.7%	2.6%	2.4%	2.3%	2.3%	2.2%	2.1%	2.1%
11PlugInHybridCarPetrol	Car	0.3%	0.4%	0.6%	0.9%	1.3%	1.8%	2.3%	2.9%	3.4%	4.0%	4.6%	5.2%	5.8%	6.4%	6.9%	7.4%	7.8%	8.1%	8.2%	8.2%	8.2%	8.3%	8.3%	8.3%	8.4%	8.4%	8.4%	8.5%	8.5%	8.6%	8.6%	8.7%	8.7%
12HybridCar Diesel	Car	0.1%	0.2%	0.4%	0.5%	0.7%	0.8%	1.0%	1.1%	1.2%	1.3%	1.4%	1.5%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.5%	1.5%	1.5%	1.4%	1.4%	1.3%	1.3%	1.3%	1.2%	1.2%	1.2%	1.1%	1.1%	1.1%	1.1%
13ElectricCar	Car	0.2%	0.4%	0.5%	0.6%	0.8%	1.1%	1.4%	2.0%	2.8%	3.7%	4.8%	5.9%	7.2%	8.5%	9.8%	11.1%	12.4%	13.6%	15.2%	16.8%	18.4%	20.0%	21.6%	23.2%	24.8%	26.4%	28.0%	29.6%	31.2%	32.0%	32.8%	33.5%	34.2%
14ElectricLGV	LGV	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.3%	0.4%	0.5%	0.6%	0.8%	0.9%	1.1%	1.3%	1.4%	1.6%	1.8%	1.9%	2.0%	2.1%	2.2%	2.3%	2.5%	2.6%	2.7%	2.8%	2.9%	3.0%	3.2%	3.3%	3.4%	3.6%
	Car	77.9%	77.9%	77.9%	78.0%	78.0%	78.0%	78.1%	78.1%	78.1%	78.1%	78.1%	78.1%	78.1%	78.1%	78.0%	78.0%	78.0%	77.9%	77.9%	77.8%	77.8%	77.8%	77.7%	77.7%	77.6%	77.6%	77.5%	77.5%	77.4%	77.4%	77.3%	77.3%	77.3%
	LGV	15.6%	15.7%	15.7%	15.8%	15.8%	15.8%	15.8%	15.8%	15.9%	15.9%	15.9%	16.0%	16.0%	16.1%	16.2%	16.2%	16.3%	16.4%	16.4%	16.5%	16.5%	16.6%	16.6%	16.7%	16.7%	16.8%	16.8%	16.8%	16.9%	16.9%	17.0%	17.0%	17.1%
	HGV	5.2%	5.1%	5.1%	5.0%	5.0%	4.9%	4.9%	4.8%	4.8%	4.8%	4.7%	4.7%	4.7%	4.6%	4.6%	4.6%	4.6%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
	Other	1.4%	1.3%	1.3%	1.3%	1.3%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%

Fleet Mix Assumptions – Trajectory 2b SMMT Central forecast Fleet Mix

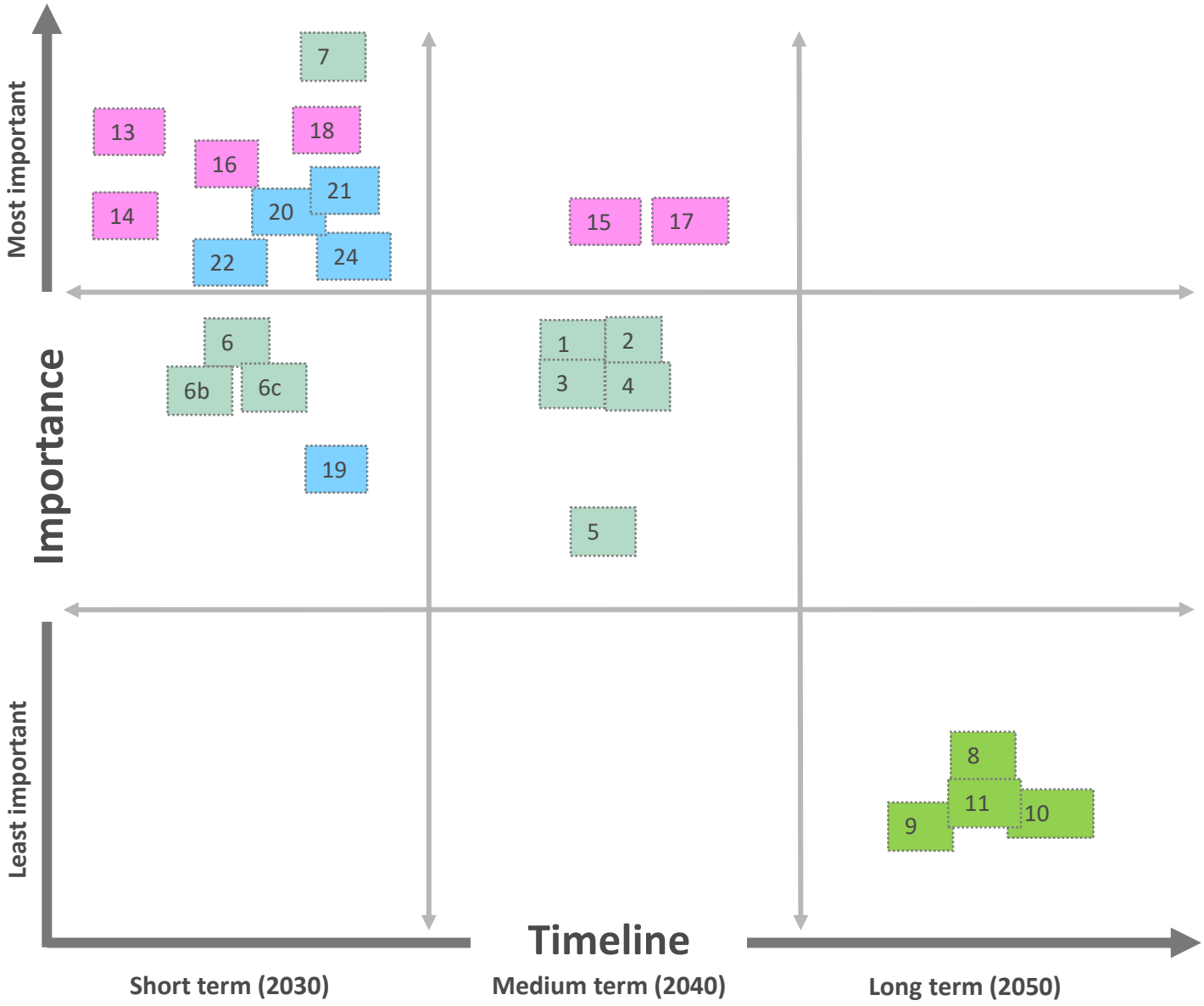
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
1Petrol car	Car	35.2%	34.1%	33.3%	32.5%	31.7%	30.9%	30.2%	29.4%	28.6%	27.7%	26.6%	25.2%	23.6%	21.9%	20.1%	18.3%	16.5%	14.7%	12.9%	11.2%	9.5%	7.8%	6.1%	4.6%	3.3%	2.4%	1.7%	1.3%	1.1%	1.0%	0.8%	0.7%	0.6%
2Diesel car	Car	40.5%	40.8%	40.7%	40.4%	39.8%	39.0%	37.9%	36.6%	35.1%	33.4%	31.6%	29.6%	27.4%	25.1%	22.9%	20.6%	18.5%	16.4%	14.4%	12.5%	10.5%	8.6%	6.7%	5.0%	3.6%	2.6%	1.9%	1.4%	1.1%	1.0%	0.9%	0.8%	0.6%
3Taxi (black cab)	Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
4Petrol LGV	LGV	0.4%	0.4%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5Diesel LGV	LGV	15.0%	15.1%	15.1%	15.2%	15.3%	15.3%	15.2%	15.1%	14.9%	14.7%	14.4%	13.9%	13.3%	12.7%	11.9%	11.1%	10.3%	9.4%	8.4%	7.5%	6.6%	5.6%	4.6%	3.6%	2.8%	2.1%	1.6%	1.2%	0.9%	0.7%	0.5%	0.4%	0.4%
6Rigid	HGV	2.3%	2.3%	2.3%	2.2%	2.2%	2.2%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	1.8%	1.8%	1.8%
7Artic	HGV	3.0%	3.0%	3.0%	3.0%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.1%	3.1%	3.1%	3.1%	3.1%
8Bus and coach	Other	0.7%	0.7%	0.7%	0.7%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.4%	0.4%
9Motorcycle	Other	0.9%	0.9%	0.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
10HybridCarPetrol	Car	1.4%	1.6%	2.0%	2.2%	2.5%	2.7%	2.9%	3.0%	3.1%	3.2%	3.2%	3.2%	3.1%	2.9%	2.7%	2.5%	2.3%	2.0%	1.8%	1.6%	1.3%	1.1%	0.9%	0.7%	0.5%	0.3%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%
11PlugInHybridCarPetrol	Car	0.5%	0.7%	0.5%	0.8%	1.1%	1.5%	1.9%	2.4%	2.9%	3.4%	3.9%	4.6%	5.3%	6.0%	6.6%	7.0%	7.2%	7.0%	6.7%	6.3%	5.9%	5.4%	4.9%	4.3%	3.7%	3.1%	2.4%	1.7%	1.1%	0.6%	0.0%	0.0%	0.0%
12HybridCarDiesel	Car	0.2%	0.4%	0.6%	0.8%	1.0%	1.2%	1.4%	1.5%	1.7%	1.8%	1.8%	1.9%	1.8%	1.8%	1.7%	1.6%	1.4%	1.3%	1.1%	1.0%	0.9%	0.7%	0.6%	0.4%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
13ElectricCar	Car	0.1%	0.1%	0.4%	0.8%	1.4%	2.1%	3.1%	4.4%	5.8%	7.6%	9.7%	12.3%	15.4%	18.9%	22.5%	26.3%	30.4%	34.7%	39.1%	43.3%	47.7%	52.1%	56.4%	60.5%	63.9%	66.7%	68.9%	70.4%	71.5%	72.2%	72.9%	73.1%	73.3%
14ElectricLGV	LGV	0.0%	0.0%	0.1%	0.2%	0.3%	0.4%	0.6%	0.9%	1.2%	1.6%	2.1%	2.7%	3.5%	4.3%	5.2%	6.1%	7.1%	8.1%	9.2%	10.3%	11.3%	12.4%	13.6%	14.6%	15.6%	16.4%	17.0%	17.6%	18.0%	18.3%	18.6%	18.8%	18.9%
	Car	77.8%	77.7%	77.6%	77.6%	77.5%	77.5%	77.4%	77.3%	77.2%	77.1%	76.9%	76.8%	76.6%	76.5%	76.4%	76.3%	76.2%	76.1%	76.0%	75.9%	75.8%	75.7%	75.6%	75.5%	75.5%	75.4%	75.3%	75.2%	75.1%	75.0%	74.9%	74.8%	74.7%
	LGV	15.4%	15.5%	15.6%	15.8%	15.9%	16.0%	16.1%	16.2%	16.4%	16.6%	16.7%	16.9%	17.0%	17.1%	17.3%	17.4%	17.5%	17.6%	17.7%	17.8%	17.9%	18.1%	18.2%	18.3%	18.4%	18.5%	18.6%	18.7%	18.8%	19.0%	19.1%	19.2%	19.3%
	HGV	5.2%	5.2%	5.2%	5.2%	5.1%	5.1%	5.1%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%
	Other	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%	1.1%	1.1%	1.1%

APPENDIX B WORKSHOP RESULTS

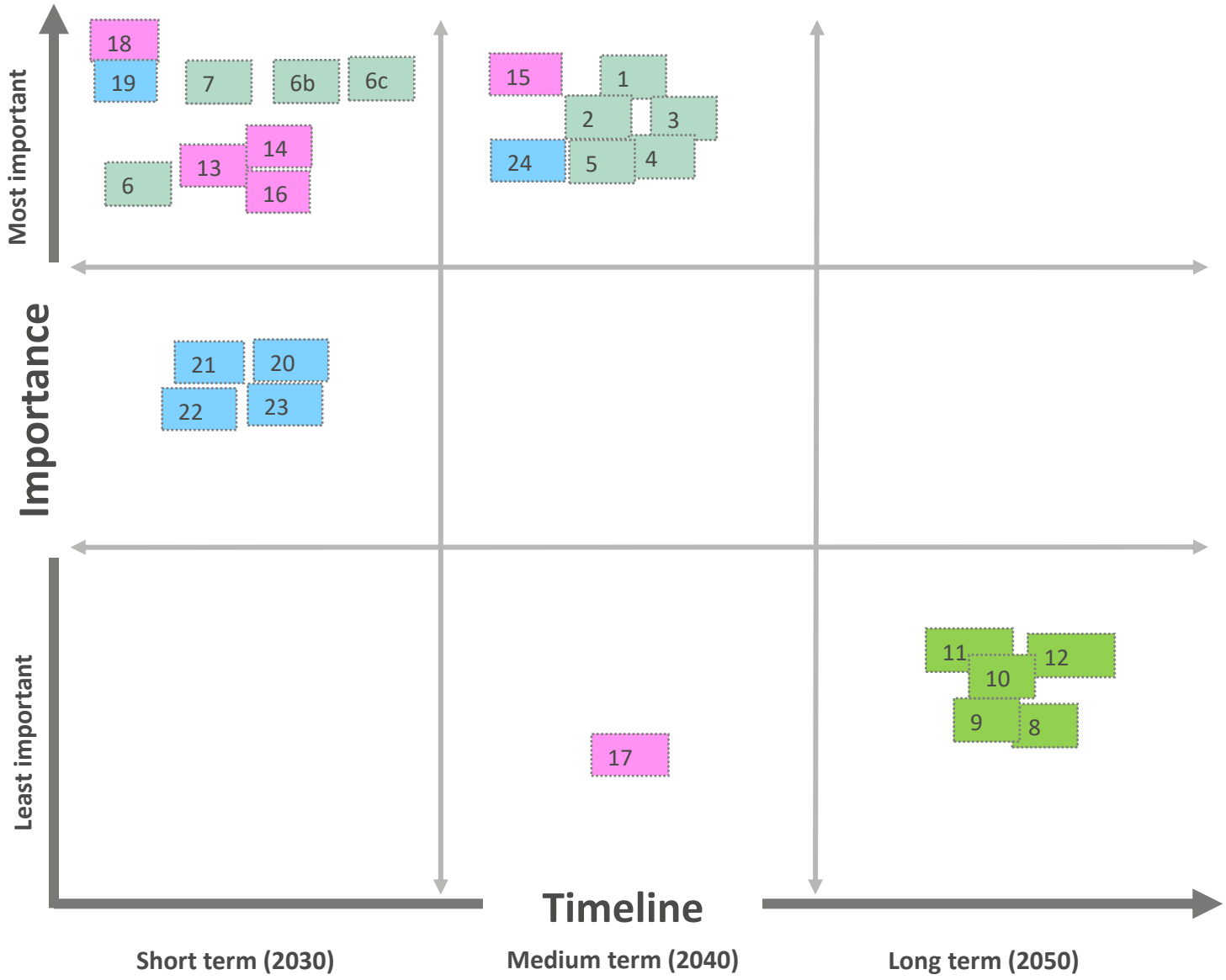
Scenario 1 – Sustainable Futures



Scenario 2 – Digital Growth



Scenario 1 – Sustainable Route to Growth



APPENDIX C SCENARIO MODELLING INPUTS

Scenario 1 – Sustainable Future Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	Scenario 1 – Sustainable Futures
Rail	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21) and better Public Transport and first/last mile integration
Highway – Car and Shared Mobility	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports.
Highway – Freight and other vehicles	• SMMT Central forecast with no additional adjustment for HGVs or other vehicle types.
Demand Management	• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives
Localisation and Digital Connectivity	• 20% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, no change in other trips
ZE Vehicle Uptake	• SMMT Central forecast ensures nearly 100% of cars and LGVs are electric by 2050, with remaining carbon emissions predominantly from HGVs

Scenario 2 – Digital Growth Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	Scenario 2 – Digital Growth
Rail	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 5% greater capacity and 5% faster journeys on key railway lines in the Medium Term, rising to 10% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 17.5% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • 22.5% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	• 30% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration
Highway – Car and Shared Mobility	• 10% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, greater benefit from smart motorways and from autonomous vehicle technology roll out
Highway – Freight and other vehicles	• SMMT Central forecast with no additional adjustment for HGVs or other vehicle types.
Demand Management	• No changes applied.
Localisation and Digital Connectivity	• 20% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 20% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake	• SMMT Central forecast ensures nearly 100% of cars and LGVs are electric by 2050, with remaining carbon emissions predominantly from HGVs

Scenario 3 – Sustainable Route to Growth Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 3 – Sustainable Route to Growth
Rail	From 1 & 2	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 1 & 2	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 1 & 2	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration
Highway – Car and Shared Mobility	From 1	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports.
Highway – Freight and other vehicles	From 1 & 2	• SMMT Central forecast with no additional adjustment for HGVs or other vehicle types.
Demand Management	From 1	• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives
Localisation and Digital Connectivity	From 2	• 20% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 20% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake	From 1 & 2	• SMMT Central forecast ensures nearly 100% of cars and LGVs are electric by 2050, with remaining carbon emissions predominantly from HGVs

Scenario 4 – Sustainable Route to Growth Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 4 – Sustainable Route to Growth + faster adoption of zero-emission vehicles
Rail	From 3	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 3	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 3	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration
Highway – Car and Shared Mobility	From 3	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports.
Highway – Freight and other vehicles		• **Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050. This assumption is based on technology push in making HGV vehicles electric and a shift to rail freight which results in a lower carbon emission per km.**
Demand Management	From 3	• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives
Localisation and Digital Connectivity	From 3	• 20% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 20% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake		• **Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050.**

Scenario 5 – 4 + Spatial Planning Policies Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 5 – Scenario 4 + Spatial Planning Policies
Rail	From 4	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 4	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • *Further 30% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"* • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 4	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration • *Further 20% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"*
Highway – Car and Shared Mobility	From 4	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports. • *Perceived 10% increase in car journey times for longer-distance trips to discourage longer trips and promote local trips - concept of a "15-minute city"*
Highway – Freight and other vehicles	From 4	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050. This assumption is based on technology push in making HGV vehicles electric and a shift to rail freight which results in a lower carbon emission per km.
Demand Management	From 4	• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives
Localisation and Digital Connectivity		• **30% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 30% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes**
ZE Vehicle Uptake	From 4	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050.

Scenario 6 – 5 + Urban Demand Management Policies Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 6 – Scenario 5 + Urban Demand Management Policies
Rail	From 5	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 5	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • *Further 30% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"* • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 5	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration • *Further 20% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"*
Highway – Car and Shared Mobility	From 5	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports. • *Perceived 10% increase in car journey times for longer-distance trips to discourage longer trips and promote local trips - concept of a "15-minute city"*
Highway – Freight and other vehicles	From 5	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050. This assumption is based on technology push in making HGV vehicles electric and a shift to rail freight which results in a lower carbon emission per km.
Demand Management		• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives • **Introduce a local area charge equivalent to increasing car journey times by 15 mins for entering urban areas – this could reflect ULEZ, car parking charging levies and other charges.**
Localisation and Digital Connectivity	From 5	• 30% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 30% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake	From 5	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050.

Scenario 7 – 6 + National Demand Management Policies Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 7 – Scenario 6 + National Demand Management Policies
Rail	From 6	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 6	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • *Further 30% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"* • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 6	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration • *Further 20% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"*
Highway – Car and Shared Mobility	From 6	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports. • *Perceived 10% increase in car journey times for longer-distance trips to discourage longer trips and promote local trips - concept of a "15-minute city"*
Highway – Freight and other vehicles	From 6	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050. This assumption is based on technology push in making HGV vehicles electric and a shift to rail freight which results in a lower carbon emission per km.
Demand Management		• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives • Introduce a local area charge equivalent to increasing car journey times by 15 mins for entering urban areas – this could reflect ULEZ, car parking charging levies and other charges. • **Introduce a national charge equivalent to increasing vehicle operating costs by 50%.**
Localisation and Digital Connectivity	From 6	• 30% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 30% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake	From 6	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050.

Scenario 8 – 7 + Net Zero by 2040 Modelling Assumptions

Key:
Policy area given greater focus under this scenario

Assumptions by desired outcomes by typology:	From previous scenario	Scenario 8 – Scenario 7 + Net Zero by 2040
Rail	From 6	• 10% perceived reduction in journey time for all rail journeys from the Short Term to reflect short term perceived wins and the first/last benefits of improving bus/active travel, connectivity, integrated policy etc. • 10% greater capacity and 10% faster journeys on key railway lines in the Medium Term, rising to 20% in the Long Term, to reflect targeted heavy rail infrastructure interventions on key corridors • 35% reduction in rail fares – This is in line with global policy interventions in the Area Studies Work
Bus	From 6	• 20% perceived journey time reduction from the Short term to reflect better, more frequent, interconnected bus services which utilise bus priority measures and segregated infrastructure where appropriate, such as on key corridors into urban centres, and improvements in Mobility as a Service initiatives and demand responsive transport – This is in line with area studies interventions (and higher than assumptions in our BSIP work. • *Further 30% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"* • 45% reduction in bus fares – This is in line with global policy interventions in the Area Studies Work
Walk, Cycle and Micro-mobility	From 6	• 50% perceived journey time reduction to reflect a host of interventions to support Active Travel, micro-mobility, general improvements to the public realm (Policy 7), behavioral changes, spatial/transport planning changes (Policy 21), faster roll-out of new technology including e-bikes and Mobility as a Service initiatives improving Public Transport and first/last mile integration • *Further 20% journey time reduction for local bus trips to reflect perceived concept of a "15-minute city"*
Highway – Car and Shared Mobility	From 6	• 2.5% increase in capacity in LT to reflect identified Area Study interventions and to reflect some gain from reduced traffic on roads, the introduction of smart motorways, and to reflect targeted highways improvements for freight traffic on corridors connecting ports. • *Perceived 10% increase in car journey times for longer-distance trips to discourage longer trips and promote local trips - concept of a "15-minute city"*
Highway – Freight and other vehicles	From 6	• Carbon 6th budget profile scenario which includes 80% of HGV trips being electric by 2050. This assumption is based on technology push in making HGV vehicles electric and a shift to rail freight which results in a lower carbon emission per km.
Demand Management		• 10% increase in vehicle operating costs to reflect national road user charging and other initiatives • Introduce a local area charge equivalent to increasing car journey times by 15 mins for entering urban areas – this could reflect ULEZ, car parking charging levies and other charges. • **Introduce a national charge equivalent to increasing vehicle operating costs by 50%.**
Localisation and Digital Connectivity	From 6	• 30% reduction in commuting trips from increased digital connectivity and changes resulting in more home working modelled, 30% reduction in other trips from digital innovation reducing the need to travel far for non-work purposes
ZE Vehicle Uptake	From 6	• **Increase rollout of Zero Emission Vehicles with a goal of 100% electric Car and LGVs and 80% electric HGV by 2040.**

APPENDIX D POLICY DEVELOPMENT TABLES

Policy Development – Bus and Mass Rapid Transit*

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in bus/MRT patronage from new journeys and modal shift from highway journeys	• Moderate increase in the coverage and frequency of bus/MRT services provided facilitating a turn-up and go service on major corridors • Moderate reduction in journey times and interchange wait times • Moderate increase in the reliability and comfort of services	• Investment in expanding the bus fleet and improving the comfort and reliability of the bus fleet • Investment in bus infrastructure, including interchanges. • Investment in initiatives such as integrated ticketing, wayfinding and passenger information
✓✓	• Significant increase in bus/MRT patronage from new journeys and modal shift from highway journeys	• Significant increase in the coverage and frequency of bus/MRT services provided facilitating a turn-up and go service on most corridors • Significant reduction in journey times and interchange wait times • Significant increase in the reliability and comfort of services	• *Increased investment in the above +* • Targeted bus priority infrastructure investment on busy corridors to reduce journey times and increase the reliability of bus services. • Ensuring bus fares are competitive vs other modes
✓✓✓	• Transformational increase in bus/MRT patronage from new journeys and modal shift from highway journeys	• Transformational increase in the coverage and frequency of bus/MRT services provided across all corridors • Transformational reduction in journey times and interchange wait times • Transformational increase in the reliability and comfort of services	• *Increased investment in the above +* • Transformational infrastructure investment in Mass Rapid Transit in major economic hubs across the area, including the creation of fully segregated tram and bus rapid transit where appropriate • Transformational increase in rural services to ensure the whole population are in catchment of a frequent and reliable bus service

* Mass Rapid Transit being a proxy for BRT, Tram and Domestic Ferry

Policy Development – Walk, Cycle and Micro-mobility

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in the proportion of trips which are undertaken by sustainable modes and subsequent modal shift of short distance highway journeys	• Moderate investment in increasing the coverage of urban and inter-urban mobility corridors which effectively accommodate sustainable modes	• Investment in upgrading corridors with significant demand generators and attractors (including strategic mobility hubs) to ensure seamless first-last mile connectivity for users • Investment in local placemaking initiatives and the public realm which make sustainable modes more attractive and intuitive for new users
✓✓	• Significant increase in the proportion of trips which are undertaken by sustainable modes and subsequent modal shift of short distance highway journeys	• Significant investment in increasing the coverage of urban and inter-urban mobility corridors which effectively accommodate sustainable modes	• *Increased investment in the above +* • Significant investment in increasing the coverage of fully segregated, mobility corridors across urban areas and ensuring an almost complete network whereby micro-mobility users have a dedicated right of way and do not need to cross paths with highway traffic
✓✓✓	• Transformational increase in the proportion of trips which are undertaken by sustainable modes and subsequent modal shift of short distance highway journeys	• Transformational investment in increasing the coverage of urban and inter-urban mobility corridors which effectively accommodate sustainable modes	• *Increased investment in the above +* • Transformational infrastructure investment and policy changes (including road space reallocation) to ensure priority is always given to micro-mobility modes

Policy Development – Shared Passenger Mobility

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in the proportion of trips which are undertaken by shared transport modes and subsequent modal shift of short distance highway journeys	• Moderate increase in the number of services offering shared passenger mobility solutions such as car-sharing, ride-sharing and bike-sharing, offering users a flexible way to travel and less reliant on private vehicles	• Ensure policies are in place which overcome known barriers and help support the roll out of shared passenger mobility initiatives include car-sharing, ride-sharing and bike-sharing
✓✓	• Significant increase in the proportion of trips which are undertaken by shared transport modes and subsequent modal shift of short distance highway journeys	• Significant increase in the number of services offering shared passenger mobility solutions such as car-sharing, ride-sharing and bike-sharing, offering users a flexible way to travel and less reliant on private vehicles	• *Increased investment in the above +* • Policies which ensure shared passenger mobility modes are accessible and affordable to all

Policy Development – Highway (Car trips)

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in car trips by 2050.	• Moderate increase in road capacity, moderate reduction in congestion resulting in faster journey times and improved journey time reliability • Successful rollout of connected and autonomous vehicles (CAVs) in the long term	• Investment in a moderate number of highway schemes to be delivered in the longer term which unlock greater road capacity and reduce congestion • Policy facilitation and investment in connected and autonomous vehicles (CAVs) technology
×	• Moderate decrease in car trips by 2050.	• Small increase in the perceived and/or actual journey times relative to other modes. • Small increase in perceived and/or actual cost of car trips relative to other modes.	• Moderate road space reallocation to support other modes and local placemaking initiatives • Moderate Road user charging and Urban demand management policies
××	• Significant decrease in car trips by 2050.	• Significant increase in perceived and/or actual journey times relative to other modes. • Significant increase in perceived and/or actual cost of car trips relative to other modes.	• Significant road space reallocation to support other modes and local placemaking initiatives • Significant Road user charging and Urban demand management policies

Policy Development – Freight (Highway and Railway)

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate increase in highway freight trips by 2050. • Moderate increase in rail freight trips by 2050. • Moderate growth of key ports facilitated by an increase in capacity and reliability of highway and railway freight network in accommodating onward freight movements	• Moderate increase in road capacity on key corridors connecting ports, supporting a moderate reduction in congestion resulting in faster journey times and improved journey time reliability. • Moderate increase in rail capacity on key corridors connecting ports, facilitating the growth of ports in the area and ensuring a moderate shift of freight to rail.	• Investment in a moderate number of highway schemes on key freight corridors such as the A34 to be delivered in the longer term which unlock greater road capacity for HGVs and reduce congestion. • Initiatives which foster innovation and seek the effective roll out of low-emission HGV vehicles. • Investment in rail schemes which look to maximise paths for rail freight on key corridors such as the South West Main Line.
✓✓	• Moderate increase in highway freight trips by 2050. • Significant increase in rail freight trips by 2050. • Significant growth of key ports facilitated by an increase in capacity and reliability of highway and railway freight network in accommodating onward freight movements	• Moderate increase in road capacity on key corridors connecting ports, supporting a moderate reduction in congestion resulting in faster journey times and improved journey time reliability. • Significant increase in rail capacity on key corridors connecting ports, facilitating the growth of ports in the area and ensuring a moderate shift of freight to rail.	• *Increased investment in the above +* • Increasing railway gauges to accommodate higher loadings and longer freight trains. • Investment in electrifying rail lines to ensure decarbonised freight movements in 2050. • National investment in strategic rail freight hubs across the country for onward rail freight connectivity. • Digital innovation, embracing just in time logistics to maximise freight carried by the transport network using sustainable modes.

Policy Development – Local Demand Management

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate reduction in highway demand in urban centres	• Moderate increase in the cost of private vehicle use in urban centres. Desired outputs from other policy areas: • *Moderate decrease in road capacity, making private vehicle use less attractive in urban centres.* • *Complementary increase in the provision of sustainable modes to ensure a net-gain in connectivity options for users.*	• Moderate decrease in the availability of car parking and subsequent increase in the cost of car parking including workplace parking levy's in urban centres. • Increased roll out of low-emission zones in urban centres. • Investigating the potential introduction of urban demand management charges in other urban areas.
✓✓✓	• Transformational reduction in highway demand in urban centres	• Significant increase in the cost of private vehicle use in urban centres. Desired outputs from other policy areas: • *Significant decrease in road capacity, making private vehicle use less attractive in urban centres.* • *Complementary increase in the provision of sustainable modes to ensure a net-gain in connectivity options for users.*	• Significant decrease in the availability of car parking and subsequent increase in the cost of car parking including workplace parking levy's in urban centres. • Significant roll out of low-emission zones in urban centres. • Strong consideration of the potential introduction of urban demand management charges in largest urban centres.

Policy Development – National Demand Management

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate reduction in highway demand across the country	• Moderate increase in the cost of private vehicle use across the country. Desired outputs from other policy areas: • *Moderate decrease in road capacity, making private vehicle use less attractive in urban centres.* • *Complementary increase in the provision of sustainable modes to ensure a net-gain in connectivity options for users.*	• Introduction of a national road user charging mechanism which increases the variable cost of driving in light of a shift away from fossil-fuel based cars, counteracting current revenue from fuel taxes and replacing existing road tax mechanisms. • Policies which ensure equity consequences are considered to ensure those who need to drive are allocated discounts and exemptions where appropriate.
✓✓✓	• Transformational reduction in highway demand across the country	• Significant increase in the cost of private vehicle use across the country. Desired outputs from other policy areas: • *Significant decrease in road capacity, making private vehicle use less attractive in urban centres.* • *Complementary increase in the provision of sustainable modes to ensure a net-gain in connectivity options for users.*	• Introduction of a progressive, national road user charging mechanism which increases the variable cost of driving to where driving is much-less attractive than alternative modes for short, medium and longer-distance journeys. • Policies which ensure equity consequences are considered to ensure those who need to drive are allocated discounts and exemptions where appropriate.

Policy Development – Localisation

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate change in our approach to spatial and transport planning policy which looks to facilitate complete neighbourhoods where residents have access to services.	• Moderate change in spatial and transport planning which meets desired outcomes. Desired outputs from other policy areas: • *Complementary increase in the provision of sustainable modes to ensure short-distance trips are accessible and attractive for all.*	• Spatial planning policy initiatives encouraging mixed-use developments • Urban design policy initiatives which promote higher-density developments
✓✓	• Significant change in our approach to spatial and transport planning policy which looks to facilitate complete neighbourhoods where residents have access to services.	• Significant change in spatial and transport planning which meets desired outcomes. Desired outputs from other policy areas: • *Complementary increase in the provision of sustainable modes to ensure short-distance trips are accessible and attractive for all.*	• *Increased focus in the above +* • Digitalisation and other initiatives which support home working • Designing an attractive public realm with local leisure facilities to encourage more local trips are made by sustainable modes
✓✓✓	• Transformational change in our approach to spatial and transport planning policy which delivers the concept of a "15-minute city" which ensures residents meet most of their daily needs within a short distance from home through delivering a decentralized urban environment which revitalizes local centres.	• Transformational change in spatial and transport planning which meets desired outcomes. Desired outputs from other policy areas: • *Complementary increase in the provision of sustainable modes to ensure short-distance trips are accessible and attractive for all.*	• *Increased focus in the above +* • Urban design principles which minimize walk and cycle journey times whilst increasing vehicle journey times • Spatial planning policy initiatives require to adhere to 15-minute city principles

Policy Development – Digital Connectivity

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Moderate reduction in the need to travel for working purposes.	• More residents are working from home	• Small-scale increase in digital connectivity, such as reliable broadband connectivity for all
✓✓	• Moderate reduction in the need to travel for working purposes. • Moderate reduction in the need to travel for other purposes, such as leisure.	• More residents are working from home • More residents are conducting leisure activities at home and/or locally • When residents do travel, they are embracing Mobility as a service applications which when coupled with a reduction in the need to travel, supports a shift away from personally-owned modes of transportation and towards mobility provided as a service.	• Significant investment in high-speed broadband connectivity for all • Significant innovation and investment in Mobility as a service initiatives
✓✓✓	• Significant reduction in the need to travel for working purposes. • Significant reduction in the need to travel for other purposes, such as leisure.	• Significantly more residents are working from home • Significantly more residents are conducting leisure activities at home and/or locally • When residents do travel, they are embracing Mobility as a service applications which when coupled with a reduction in the need to travel, supports a shift away from personally-owned modes of transportation and towards mobility provided as a service.	• Transformational investment in high-speed broadband connectivity for all • Opportunities and support for workers to work from home if possible • Transformational innovation and investment in Mobility as a service initiatives

Policy Development – Zero Emission Vehicle Uptake

Policy Score	Desired outcomes	Desired outputs	Interventions to achieve desired outcomes
✓	• Significant reduction in emissions from transport vehicles in 2050.	• Mostly decarbonised car and vehicle fleet by 2050 (in line with EFT 2021 assumptions). • Small reduction in emissions from HGV through more efficient vehicles by 2050.	• Moderate technology investment to ensure successful rollout of electric vehicles that are accessible to the population. • Ban of ICEs by 2035.
✓✓	• Near net zero emissions from transport vehicles in 2050.	• Fully decarbonised car and LGV fleet by 2050 (in line with SMMT Central Scenario fleet assumptions). • Significant reduction in emissions from HGV through technology development	• Significant technology investment to ensure successful rollout of electric vehicles that are accessible to the population. • Significant technology investment to ensure successful rollout of electric HGVs. • Ban of ICEs by 2035.
✓✓✓	• net zero emissions from all transport vehicles in 2050.	• Fully decarbonised vehicle fleet in 2050 (including cars, LGVs, HGVs, buses and other vehicle types) in line with Carbon Sixth Budget Trajectory.	• Transformational technology investment to ensure successful rollout of electric vehicles that are fully accessible to the population. • Ban of ICEs by 2035. • Significant technology investment to ensure successful rollout of electric HGVs from 2035.
✓✓✓✓	• net zero emissions from transport vehicles in 2040.	• Fully decarbonised vehicle fleet in 2040 (including cars, LGVs, HGVs, buses and other vehicle types).	• Transformational technology investment to enable a fast rollout of electric vehicles, and particularly that of electric HGVs (from 2030). • Ban of ICEs by 2030.

For further information please contact

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Agenda Item 10

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**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) 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.

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1. Introduction

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

1.2 In October 2021 the Partnership Board agreed to submit bids to the Department for Transport (DfT) for additional in-year funding for 2021/22, focused on supporting the delivery of the National Bus Strategy 'Bus Back Better', decarbonisation, local capacity and capability, and the development of electric vehicle (EV) charging infrastructure strategy. This paper provides an update on progress on a number these work streams, as well as an update on progress with the implementation of the future mobility strategy and the freight, logistics and gateways strategy.

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 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 TfSE, working through East Sussex County Council as its accountable body, undertook a procurement exercise. An Invitation to Tender (ITT) was issued through Lot 5 of the ESPO Framework in April 2022. Following a tender evaluation exercise involving representatives from all three STBs the contract to undertake the work was awarded to Mott MacDonald, supported by Arup.

2.3 The work commenced in July 2022. The first stage consists of a questionnaire survey, to all local transport authorities in the three STB areas, that will seek to identify what capability support they need to deliver their BSIPs and EPs. In the TfSE area, seven of the sixteen constituent authorities received DfT funding for their BSIPs (broadly in line with the

proportion of successful authorities across the country). This project will seek to identify the support needed for authorities irrespective of whether they are to receive BSIP funding. A questionnaire survey will also be sent to bus operators to identify their views on the types of capability support that the authorities need.

2.4 The results of these questionnaire surveys will be fed into workshops with LTAs and bus operators (grouped by STB area) to refine the packages of support to be delivered in the second stage of this work. The work will be overseen by a steering group consisting of officer representatives from the three STBs and DfT. The aim is to have the work completed by the end of March 2023. A further progress update on the work with be provided to the Board at their meeting in November 2022.

2.5 As reported to the Partnership Board meeting in June 2022, TfSE commissioned some technical work earlier in the year to develop an evidence base on bus passenger supply, demand and future market potential. This work will help support the development and implementation of BSIPs and TfSE's own Area Studies. This technical work is now complete following receipt of comments from LTA officers and will be made available as part of TfSE's evidence base library.

3 Electric Vehicle Charging Infrastructure Strategy

3.1 In October 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. A Request for Quotations (RFQ) was issued through the East Sussex County Council procurement process on 19 May 2022. A total of twelve quotations were received and following a tender evaluation process that involved representatives from TfSE's constituent authorities, a contact was awarded to Arcadis.

3.2 Work has now commended on the development of the strategy with the initial stages involving a review of existing level of charging point provision across the TfSE area and a questionnaire to local transport authorities to identify the state of progress with their own local EV infrastructure charging strategies and any data that may be available from these.

3.3 A forum is to be set up to facilitate dialogue between LTAs , Distribution Network Operators (DNO), Charge Point Operators (CPO) and fleet operators to help facilitate the roll out of public charge points across the TfSE area. Later stages of the work will involve producing forecasts of 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 next Partnership Board meeting.

4 Future Mobility Strategy

4.1 Since the last Partnership Board meeting on 13 June, two local authority workshops and one market engagement workshop have taken place as part of the work to deliver TfSE's future mobility strategy. Attendees at the workshops worked through key future mobility issues and opportunities and considered the roles that TfSE could play in taking forward future mobility projects in the South East. Attendees were also asked about their level of interest in a new TfSE Future Mobility Forum.

4.2 The first meeting of the new forum took place on 18 July 2022. Invitees 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 Solent Transport, the Connected Places Catapult and transport technology provider Via. Discussion in the meeting included defining the scope of work for consideration by in future meetings of the Forum, based on activities identified in TfSE's future mobility strategic report. The aim now is to hold meetings quarterly, with the next Future Mobility Forum scheduled for 10 October 2022.

4.3 The implementation of the future mobility strategy is currently being supported by WSP consultants. Following agreement with ESCC's Procurement Team, this arrangement is being extended into 2023. A recruitment process is also currently underway with the intention of appointing someone to manage TfSE's future mobility work in the longer term. 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 (separately from the forum);
- Provide advice and support on how TfSE might best be involved in potential future mobility pilot projects; and
- Prepare specifications for specific future mobility-related technical work and studies identified as priority work areas in the future mobility strategy.

4.4 Further updates on progress with this work be provided to the next meeting of the Partnership Board.

5. Freight, Logistics and Gateways Strategy

5.1 TfSE officially launched its freight strategy at the ITT Hub event at Farnborough in May 2022. Officers have continued to liaise with key organisations such as Logistics UK, the Road Haulage Association and Associated British Ports.

5.2 As with the future mobility workstream, the intention is to reinvigorate the TfSE freight forum, the first meeting of which is currently expected to take place early in 2023. Following consultation with ESCC's Procurement Team, arrangements are to be put in place to enable suitably qualified consultants to provide support to arrange freight forum meetings and support the work of the forum and its sub-groups between those meetings. The consultants will also commence technical work on lorry parking and driver welfare facilities, which will be coordinated with the work being carried out nationally for DfT and National Highways. Specifications will also be drawn up for further technical studies as part of the consultants' commission.

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 – aimed at the road freight sector. 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, now under way, will provide base data and a spreadsheet model to be used to identify possible broad locations to offer these alternative fuels. The second phase will be to consider how to begin to identify more specific locations for suitable new facilities – which will need to be

undertaken with a range of stakeholders, including the local transport and local planning authorities. This work has clear links with the EV charging strategy, lorry parking/driver facilities and future mobility workstreams. A further update on progress with this work will be provided to the next meeting of the Partnership Board.

6. Financial considerations

6.1 The Bus Back Better and EV charging Infrastructure strategy work are being funded from the additional in year funding awarded to TfSE in January 2022. The future mobility and freight strategy work is being funded from the DfT grant funding for 2022/23.

7. Conclusions and recommendations

7.1 The Partnership Board is recommended to note the progress being made with the support to assist local transport authorities with the implementation of their BSIPs and EPs, with the development of an electric vehicle charging infrastructure strategy for the TfSE area and the implementation of both the freight logistics and gateways strategy and the future mobility strategy.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Agenda Item 11

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Update on the Major Road Network and Large Local Major priority schemes 2020-2025**
Purpose of report:	**To provide an update on the Major Road Network and Large Local Major scheme programmes.**

RECOMMENDATION:

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**

1. Introduction

1.1 This report provides an update on both the progress of the TfSE Major Road Network (MRN) and Large Local Major (LLM) schemes, and the review of the programme requested by DfT in March 2022.

2. Background

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

2.2 Since the submission of the MRN and LLM priority schemes in 2019, good progress has been made with the development of individual schemes and a number have subsequently been approved to move through to the next phase of their development.

2.3 For the three schemes that have been approved to progress their Outline Business Cases (OBC), the Department has also made contributions totalling £2.853m towards the costs developing those OBC's.

3. Major Road Network and Large Local Major Schemes Update

3.1 Since the last Partnership Board meeting in June 2022, two TfSE priority MRN schemes have been granted Full (final) Approval.

3.2 On 6 June 2022, the DfT announced that the Redbridge Causeway MRN scheme in Hampshire had been granted Full (final) Approval, and confirmed their funding contribution of £13.4m towards a total scheme cost of £17.5m.

3.3 On 7 July 2022, the DfT announced that the A284 Lyminster Bypass MRN scheme in West Sussex had been granted Full (final) Approval, and confirmed their funding contribution of £11.792m towards a total scheme cost of £37.453m.

3.4 These announcements mean that both schemes can now access the approved funding grants and can proceed to construction.

3.5 Good progress also continues to be made with the development of the other schemes in the TfSE area. Significant work has continues between the DfT, TfSE and the scheme promoters in the constituent authorities to progress the MRN and LLM scheme business cases. The timescales for this work are led by the individual scheme programmes and the development work being undertaken by the promoting authorities.

4. DfT review of the MRN and LLM programme

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

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

4.3 At the Partnership Board meeting on 21 March 2022, Board members considered the outcome of the TfSE review, and agreed a revised list of priority schemes to be submitted to DfT.

4.4 The response to DfT was submitted to DfT on 22 March 2022, and this was followed by a subsequent meeting between DfT Officials and TfSE Officers to discuss the MRN programme and our response in more detail. 2 priorities emerged from the discussions. Firstly that managing the "tail" of the programme is a key concern for DfT and so opportunities to shorten timescales and bring forward delivery of schemes should be explored. Secondly, that is is imperative that scheme promoters actively engage with DfT officials and keep them up to date with progress on their schemes.

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

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

4.7 The current status of each of the TfSE MRN and LLM schemes is shown within the tables at Appendix 1.

5. Conclusions

5.1 Board Members are recommended to note that two TfSE priority MRN schemes have been granted Full (final) Approval, which will facilitate their construction.

5.2 Board Members are also recommended to note that the DfT's MRN Programme review is ongoing and no announcement on the outcome has yet been made.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 1

Transport for the South East MRN/LLM Programme Tracker

Schemes granted Full Approval

Scheme Type	Scheme Name	Authority	Development Stage	Comments	Funding secured (£m)
MRN	**Redbridge Causeway**	Hampshire CC	Final Approval	**Final funding approval granted 6 June 2022**	**£13.400**
MRN	**A284 Lyminster Bypass**	West Sussex CC	Final Approval	**Final funding approval granted 7 July 2022**	**£11.792**

Schemes at OBC Development Stage

Scheme Type	Scheme Name	Authority	Development Stage	Comments	Funding secured (£m)
MRN	**A22 Corridor Package**	East Sussex CC	OBC	OBC being developed, planned submission Nov 2022	
MRN	**A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme**	Brighton and Hove CC	OBC	OBC being developed, planned submission March 2022	
MRN	**A28 Birchington, Acol and Westgate-on-Sea Relief Road**	Kent CC	OBC	**Approved** (7/12/21) to proceed to OBC development £750,000 development funding awarded	**£0.750**
MRN	**A259 Bognor Regis to Littlehampton Enhancement**	West Sussex CC	OBC	**Approved** (01/11/21) to proceed to OBC development £849,000 development funding awarded	**£0.849**
LLM	**A326 Capacity Enhancement**	Hampshire CC	OBC	**Approved** (01/02/22) to proceed to OBC development £1.254m development funding awarded	**£1.254**

Schemes at SOBC Development Stage

Scheme Type	Scheme Name	Authority	Development Stage	Comments	Funding secured (£m)
MRN	**A259 South Coast Road Corridor**	East Sussex CC	SOBC	SOBC being developed, planned submission Oct 2022	
MRN	**Northam Rail Bridge Replacement and Enhancement**	Southampton CC	SOBC	SOBC submitted on 23/06/21 Ongoing liaison with DfT	
LLM	**City Centre Road**	Portsmouth CC	SOBC	SOBC being developed	
LLM	**A31 Farnham Corridor**	Surrey CC	SOBC	SOBC submitted to DfT (18/11/21)	
LLM	**A229 Blue Bell Hill Junction Upgrades**	Kent CC	SOBC	SOBC submitted 23/12/20, ongoing liaison with DfT	
LLM	**West Quay Road Realignment**	Southampton CC	SOBC	**Approved** (3/10/19) to proceed to SOBC development	

Total MRN/LLM funding secured (£m)	**£28.045**

Schemes recommended for removal from the programme

Scheme Type	Scheme Name	Authority	Development Stage	Comments
MRN	**A249 at M2 Junction 5**	Kent CC	Recommended for removal from the programme	Main scheme being constructed by National Highways Overbridge no longer meets objectives as stand alone scheme
MRN	**A320 North Corridor**	Surrey CC	Recommended for removal from the programme	Scheme has secured funding through the Housing Infrastructure Fund
LLM	**M2/A2 Brenley Corner Upgrade**	Kent CC	Recommended for removal from the programme	Being taken forward as a RIS3 Pipeline scheme
LLM	**New Thames Crossing East of Reading**	TVLEP (Wokingham BC)	Recommended for removal from the programme	Unable to meet timescales, but to be retained as a pipeline scheme

TfSE Pipeline schemes

Scheme Type	Scheme Name	Authority	Development Stage	Comments
MRN	**A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme (continued)**	Brighton and Hove CC	Pre-SOBC	For consideration in MRN2
MRN	**A2270/A2101 Corridor Movement and Access Package including Cophall Roundabout**	East Sussex CC	Pre-SOBC	
MRN	**A22 Corridor Phase 2**	East Sussex CC	Pre-SOBC	
MRN	**A299 Thanet Way Major Structural Renewal**	Kent CC	Pre-SOBC	
MRN	**A228 Colts Hill Strategic Link**	Kent CC	Pre-SOBC	
MRN	**A24/A243 Knoll Roundabout and M25 J9A**	Surrey CC	Pre-SOBC	
MRN	**A259 Chichester to Bognor Regis Enhancement**	West Sussex CC	Pre-SOBC	
MRN	**A24 Corridor Horsham to Worthing**	West Sussex CC	Pre-SOBC	
LLM	**New Thames Crossing East of Reading**	TVLEP (Wokingham BC)	pre-SOBC	
LLM	**A325 Wrecclesham Relief Road**	Surrey CC	pre-SOBC	
LLM	**A24 Corridor Improvements Horsham to Capel**	Surrey CC/ W Sussex CC	pre-SOBC	
LLM	**A22 N Corridor (Tandridge)**	Surrey CC	pre-SOBC	

Updated August 2022

Agenda Item 12

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**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 consultation

2.1 Communications activity to promote the consultation launched across all platforms on 20 June as the consultation went live. This included; a social media campaign, a launch web article, press release and newsletter.

2.1.1 Media coverage of the consultation was wide reaching and included both print and broadcast media. Coverage in local and trade press has been largely positive with more than 30 articles directing people to the consultation – see appendix 1.

2.1.2 The launch newsletter was issued to 2,254 contacts and has an open rate of 36.6% (industry standard is 19.4%), click through of 13.4% (2.8%) and click to open rate of 38.6% (14.3%). Reviewing all previous newsletters, they are all are surpassing industry standards (figures in brackets) with every newsletter.

2.1.3 Engagement on our own social media platforms (Twitter, Facebook and LinkedIn) 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.

Comments received on social media have been broadly supportive but there have been some challenges from campaign groups around investment in roads - we have responded to these where appropriate to encourage consultation responses and drawing attention to it being a multi-modal plan. We have also published an article that attempts to address some of these concerns in greater detail and directs readers to the consultation.

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

2.1.4 Alongside the launch of the consultation, we published a communications pack on our website which includes key messages, newsletter and web copy and social media content including images. This has been widely used by our constituent authorities who are promoted the consultation via their own channels.

2.1.5 To boost engagement and ensure a wide-reaching consultation we have been reviewing the consultation responses throughout and adapting messaging as appropriate. This has allowed us to address any arising issues and encourage participation from underrepresented groups.

Midway through the consultation we recognised a lower response rate from women and those ages 16-34.

To address this and to boost general engagement, for weeks 8-12 of the consultation period we used paid social media advertising to increase reach.

We 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.

See appendix 2 for further details.

A full update on the effectiveness of these adverts will be given at the board meeting.

2.2 The following consultation events took place:

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

12 MPs and 9 board members were booked to attend this event, unfortunately there was a rail strike on the day of the event which did affect attendance, but we did meet with five MPs and were supported by two board members.

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

167 people attended this event, a combination of local government representatives, industry experts, activists and interested members of the public.

We heard presentations on the strategic investment plan as well as 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. Feedback has been extremely positive.

The full list of speakers can be found here:
https://www.connectingthesoutheast.com/speakers

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

Both sessions were well attended with 77 attendees at the virtual event on 11th July and 48 attendees at virtual event 12th July. The presentations were well received and generated a good discussion.

2.3 The presentations delivered at Connecting the South East event in Guildford were recorded and can be found on the TfSE YouTube channel: Connecting the South East 2022: Consulting on our draft Strategic Investment Plan - YouTube

2.4 As part of the SIP consultation process, individual meetings were offered to all constituent authorities to discuss emerging thoughts and clarify any outstanding queries. These meetings ran from June to September 2022.

2.5 Several board members have taken up our invitation to present to cabinet and committee colleagues following the SIP consultation close, during the period mid Oct – end Dec '22. The aim of these sessions is to inform those political colleagues (who potentially haven't been so actively involved with the process to date) 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:

Bus Back Better

A steering group has been established to guide the work associated with this project and a mapping exercise completed to identify the correct contacts within local authorities and amongst bus operators. An online survey was sent to both Local

Transport Authorities and operators in mid August, to identify current progress with Enhanced Partnership arrangements to deliver Bus Service Improvement Plans and to scope the work programme for how effective engagement will be achieved.

Electric Vehicle Charging Infrastructure

There are several new stakeholder groups associated with this project, including a steering group, forum and two working groups. Identification and mapping of the relevant stakeholders is complete, with the lead consultant to identify private sector contacts. The first meetings of the forum and steering group took place in early/mid September with further meetings planned throughout the life of the project (to end Jan '23).

Freight and Logistics

Initial membership of the freight, logistics and international gateways forum has been scoped and agreed. There are several further working groups associated with this project and it is yet to be decided exactly how they will operate, however the scoping exercise to identify potential membership has been started.

3.2 Due to low attendance the Universities meeting planned for 1 July was postponed. The group will now meet on 4th October, 2-3.30pm. As always, board members are welcomed and encouraged to attend this interesting forum if they would like to.

3.3 The private sector stakeholder group met on Friday 23rd September. It was a face to face meeting in London, hosted by Addleshaw Goddard. Our private sector partners continue to be actively engaged with and supportive of the work of TfSE.

3.4 The communications & stakeholder engagement group met on 20 June to make the launch of the consultation and discuss the communications support required. We continued to communicate with the group on a regular basis throughout the consultation and met again at the beginning of September.

4. Upcoming and previous events and speaker slots

4.1 Previous events/speaker slots

- 1 July, Rupert Clubb spoke at CECA Transport Group's event where they discussed the future of transport in the South East region.
- 6 July, Sarah Valentine joined a panel on exploring the work and transport strategies of sub-national transport bodies at the NCE Future of Roads Conference.
- On 18 August, Sarah Valentine joined a panel on Levelling up at the Chartered Institute of Highways and Transport's monthly webinar.

4.2 Future events/speaker slots

- November 2022 - Highways UK
- December 2022 – Westminster Forum conference
- 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.

RUPERT CLUBB
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SIP launch – in the news

Plans to create transport network in the south east revealed | The Independent

Also reported on Yahoo, Redditch & Alcester Advertiser, Brighton & Hove news

Transport for the South East unveils £45bn plan to transform Kent and the South East's transport infrastructure by 2050 (kentonline.co.uk) - as a result of Rupert's interview

Elizabeth line to Ebbsfleet extension could cost £3.2 billion (ianvisits.co.uk)

How a £3.2bn Crossrail extension into Kent could be funded | New Civil Engineer

UK railway news round-up | Rail Business UK | Railway Gazette International – paragraph on the consultation included in their news round-up

Huge package of transport investment for East Sussex proposed | SussexWorld (sussexexpress.co.uk)

Landmark plan sets out steps to decarbonise transport in South East England (intelligenttransport.com)

£45 billion plan to improve transport in Sussex | The Argus

Proposed £45bn plan to decarbonise transport across South East | CiTTi Magazine

Landmark plan sets out the transport investment needed in the South East - Rail Engineer

Southampton could benefit from £45 billion transport plan | Daily Echo

Readers reactions: Readers react to plans for a Southampton underground rail link | Daily Echo, 'Not needed.... I'd use it... pipe dream' - Readers react to Southampton underground rail link plan (yahoo.com)

Consultation starts for £45 billion plan to 'decarbonise the transport system' (yahoo.com)

Huge package of transport investment for East Sussex proposed | SussexWorld (sussexexpress.co.uk)

Transport for the South East – Strategic Investment Plan Consultation – Wadhurst Parish Council (wadhurst-pc.gov.uk)

Plans to create transport network in the south east revealed | Denbighshire Free Press

Plans revealed for new carbon neutral transport network in the south east | ITV News Meridian

Island not included in investment plans – Isle of Wight Observer News (iwobserver.co.uk)

Landmark plan sets out the transport investment needed in the South East - Industrial News

TfSE launches consultation on £45bn plan | RailBusinessDaily

New train station near Horsham, M23, A27 upgrades and reopening railway line included in £45bn plan - SussexLive

Plans revealed for new carbon neutral transport network in the south east | ITV News Meridian

New plans could decarbonise transport and bring economic growth to South East - NewStartMag

New plans could decarbonise transport and bring economic growth to South East - EnvironmentJournal

Ambitious plans unveiled for new underground rail link in Southampton (yahoo.com)

Price of bringing Crossrail Elizabeth Line extension to Ebbsfleet via Dartford calculated at £3.2bn - but could end up costing more (kentonline.co.uk)

£45bn of infrastructure projects proposed by Transport for the South East (ukreiif.com)

London-style underground rail link between Southampton and Netley proposed - The Business Magazine

£45bn of infrastructure projects proposed by Transport for the South East (built-environment-networking.com)

Bitterne Park's local website - bitternepark.info - Share views on £45 billion transport plan

South East To Decarbonise Transport Through New Plans - (quadrant-transport.com)

Print coverage (likely to be more but we don't have access to print editions across the region)

Worthing Herald - 30/06/2022: Big Transport investments – Improvements to the A27 among major plans

Interview requests

ITV news – pending

Kent Online – Rupert put forward

Sally-Ann Hart's office – statement from Cllr Glazier given

Heart Sussex – Rupert put forward

Southampton Daily Echo – Provided links and page references for detailed info on Southampton interventions

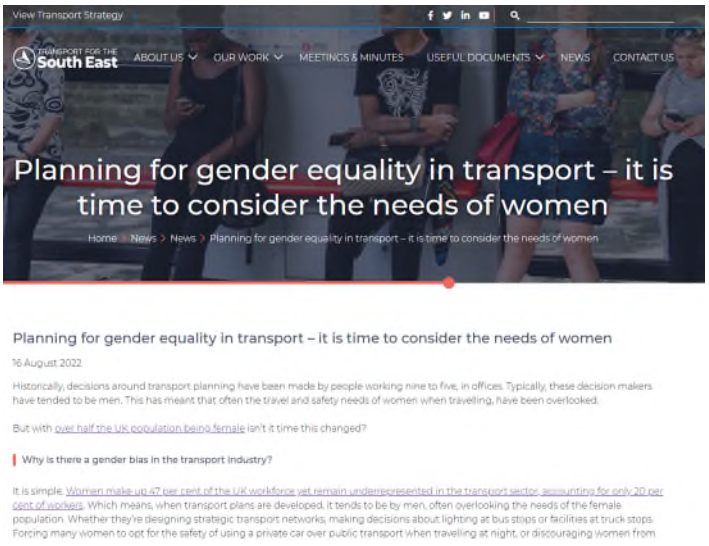
Hampshire Independent – As above

Appendix 2

- **Generic**
  Media: Strategic Investment Plan animation (created inhouse)

Dates: 16-31 August
Lifetime budget: £70
Audience: people aged 16-65 living in the South East region
Reach: 19,078
Link clicks: 615
Click through rate*: 3.8%

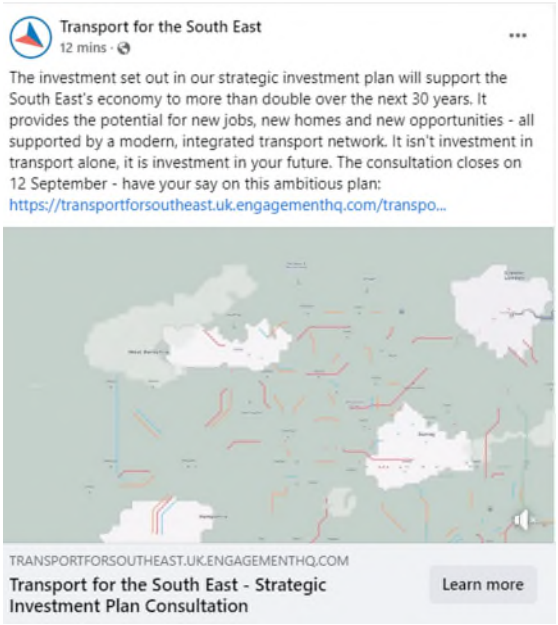
- **Increasing responses from women**
  Media: Article on gender bias in transport planning, image of women of varying ages at a bus stop



Dates: 16.08.22 – 23.08.2022
Lifetime budget: £70
Audience: women aged 18-65 living in the South East region
Reach: 12,580
Link clicks: 1,262

Click through rate*: 14.9%

- **Increasing responses from people aged 16-34**
  Media: Strategic Investment Plan animation (created in collaboration with Steer)



Dates: 23.08.2022 – 30.08.2022
Lifetime budget: £70
Audience: people aged 16-34 living in the South East region
Reach:11,568
Link clicks: 218
Click through rate*: 2.5%

*For reference the industry benchmark for a good Click Through Rate (CTR) on social media adverts is between 2-5%.

Agenda Item 13

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

Date of meeting: **26 September 2022**

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

Title of report: **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 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.**

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

2.2 Appendix 1 sets out the spend position to the end of August 2022 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.

3. DfT Grant Funding

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 have reviewed the Business Plan and have confirmed the release of £1.175m of the grant funding. The balance of a further £250,000 for the proposed Centre of Excellence and £300,000 for the analytical framework are likely to be released following further discussions with the DfT. This is to allow sufficient time for TfSE to develop the plans for these work streams and to liaise with the department to ensure that there is no duplication of effort with existing DfT projects. Work to progress both of these work streams is underway and progress reports are provided in separate Board papers.

3.3 The DfT grant agreement states that if TfSE is unable to progress these work streams in this financial year, the £550,000 funding would be released to support other projects and the delivery of DfT priorities.

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.

4.2 The first round of recruitment took place in May 2022. As a result of this, Sarah Valentine has been appointed to the newly created role of Head of Analysis and Appraisal.

4.3 Due to a number of external factors, particularly challenges facing recruitment and the tight labour market, it was difficult to fill the other positions. As a result, a further round of recruitment is currently underway and has been supported by a recruitment agency. Interviews for the posts will be taking place in the next few weeks and it is hoped that the additional posts will join the team in winter 2022.

4.4 A temporary resource has been brought in to support the delivery of the technical programme for the next six months and will focus on the implementation of the future mobility and freight strategies.

5. Conclusions and recommendations

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

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

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 1: TfSE Budget update – end of August 2022

	Budget	Actual YTD	Forecast	Notes
EXPENDITURE				
Salaries (including on-costs)	850,000	260,952	850,000	
STAFFING	**850,000**	**260,952**	**850,000**	
Transport Strategy	80,000	0	80,000	
Area Studies	563,407	444,728	563,407	
Strategic Investment Plan	147,293	69,581	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	13,585	24,000	
Freight and Logistics	55,350	16,350	55,350	
Analytical Framework	300,000	0	300,000	Funding to be released following further discussions with 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	8,650	30,000	
Centre of Excellence Development	250,000	0	250,000	Funding to be released following further discussions with DfT
TECHNICAL PROGRAMME	**3,024,040**	**627,844**	**3,024,040**	
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	340	2,500	
COMMUNICATIONS/ENGAGEMENT	**88,500**	**9,844**	**64,500**	
TfSE Governance	45,000	0	30,000	
Operational expenses	25,000	17,930	25,000	
OTHER	**70,000**	**17,930**	**55,000**	
TOTAL EXPENDITURE	**4,032,540**	**916,570**	**3,993,540**	
FUNDING				
22/23 Contributions	498,000	488,333	498,000	
DfT Grant	1,725,000	1,175,000	1,725,000	This grant is currently reduced by £550k to £1.175m. A further £550k will be released following further discussions with DfT.
Brought Forward From 21/22	2,170,792	2,170,792	2,170,792	
TOTAL FUNDING	**4,393,792**	**3,834,125**	**4,393,792**	
CARRY FORWARD				
TfSE Reserve	**361,252**		**400,252**	

Agenda Item 14

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

Date of meeting: **26 September 2022**

By: **Cllr Tony Page**

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

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

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

1) **Note the discussions at the recent meeting of the Governance sub-group;**

2) **Agree the proposed amendments to the constitution; and**

3) **Note the support from the accountable body's legal team.**

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1. Overview

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

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

1.3 Membership of the sub-group is as follows:

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

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

2. TfSE Constitution

2.1 The Partnership Board agreed the TfSE constitution in December 2019. The constitution had been revised from an earlier iteration to reflect the imminent proposal to Government for statutory status and to demonstrate that the constitution was fit for purpose for a statutory body. It is considered to be timely to review the

constitution to ensure it reflects the current position of TfSE and the emerging strategic investment plan.

2.2 The sub-group presented a number of areas of the constitution that should be revised to the Partnership Board at the May 2022 meeting. This included the powers and responsibilities of the Board, the governance structures and the scheme of delegations. As recommended by the sub-group, it was agreed that the constitution should retain a focus on obtaining statutory status in the event that the Board decided to pursue this at a later stage.

2.3 Further to the Board meeting in May, work has been undertaken with the accountable body's legal team, who have supported a review of the constitution. Based on the advice of the legal team, it is proposed that TfSE adopt a revised constitution that reflects the partnership nature of the organisation. This reflects the fact that TfSE requires an accountable body to undertake a number of statutory functions, such as monitoring/legal, finance and head of staff. This draft constitution is attached as Appendix A.

2.4 The revised constitution contains the following key changes:

- Status – it clearly sets out that TfSE will operate as a partnership body, whilst recognizing the ambition to achieve statutory status at the appropriate time;
- Statutory officers – the previous Constitution sets out that TfSE, as a statutory body, would have its own Chief Officer, finance officer and monitoring officer. The revised draft recognises that the accountable body will take on those responsibilities whilst TfSE operates in partnership form;
- Scheme of delegations – the scheme of delegations have been updated to reflect the policies and procedures of the accountable body;
- Functions – the revised Constitution retains the general functions of an STB as set out in the Cities and Local Government Devolution Act 2016. However, it is clear that TfSE requires the formal consent of its constituent authorities if it were to submit a proposal for statutory status.
- Audit and Governance Committee – as agreed at the last meeting of the Partnership Board, TfSE will establish an Audit and Governance Committee. This reflects the increased financial responsibility that the partnership has as a result of the increased grant funding from Government. The Audit and Governance Committee will be established following the publication of the SIP. The revised Constitution sets out the proposals for this new committee.

2.5 In recognition that the Partnership Board are keen to demonstrate a longer-term commitment to exploring statutory status, a second draft constitution would be prepared to set out the requirements of TfSE as a statutory body. This would remain in draft, but would allow TfSE to progress quickly in the event that an application for statutory status was agreed at the appropriate time.

2.6 The member sub-group will consider a revised version of the intra-authority agreement (IAA) at its next meeting. This will consider the addition of a 'hold harmless' clause to the IAA and would subsequently be brought to the Partnership

Board for approval. The group will also consider the terms of reference for the Audit and Governance Committee, which would also be presented to the Board for approval.

3. Conclusions and Recommendations

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

CLLR TONY PAGE
Deputy Chair
Transport for the South East

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Constitution
As agreed by Transport for the South East on

CONTENTS

PART 1 INTRODUCTION AND ARTICLES

1. Definitions

1.1 In this Constitution:

"TfSE" means Transport for the South East;

"The TfSE Area" means the area consisting of all the areas of the Constituent Authorities;

"The Constituent Authorities" are the local transport authorities situated wholly or partly in the South East region of England, namely:

- Brighton and Hove City Council
- East Sussex County Council
- Hampshire County Council
- Isle of Wight Council
- Kent County Council
- Medway Council
- Portsmouth City Council
- Southampton City Council
- Surrey County Council
- West Sussex County Council
- &
- Bracknell Forest Council)
- Reading Borough Council)
- Slough Borough Council) Represented by the Berkshire Local
- West Berkshire Council) Transport Body Partnership
- Royal Borough of Windsor) (BLTB)
- and Maidenhead)
- Wokingham Borough Council)

"The Financial Regulations" means the Lead Authority's Financial Procedure Rules and Financial Regulations in force at the relevant time.

"The Inter-Authority Agreement" means the agreement entered into by the Constituent Authorities to set out their roles and responsibilities in respect of operating TfSE dated 26 June 2017.

"The Lead Authority" means the relevant Constituent Authority appointed to carry out the day to day operations of TfSE including to host employees and to enter into contracts on behalf of TfSE.

"The TfSE Board" means a members board appointed in accordance with paragraph 3.

"Transport Strategy" means a transport strategy within the meaning of Section 102I of the Local Transport Act 2008 and includes all investment and delivery plans.

1.2 This Constitution sets out how TfSE operates, how decisions are made and the procedures that are followed to ensure that TfSE operates efficiently, effectively and is both transparent and accountable.

2. Status of TfSE

2.1 TfSE is established by the Constituent Authorities to carry out the functions of a Sub-National Transport Body in partnership with the Department for Transport.

2.2 The Constituent Authorities are committed to securing statutory status as a Sub-National Transport Body for TfSE in accordance with of Section 102E of the Local Transport Act 2008.

2.3 The Constituent Authorities have agreed to act through a 'Lead Authority' until such time as TfSE is granted statutory status.

3. Members of TfSE

3.1 Each Constituent Authority, with the exception of those set out in paragraph 3.2, will appoint one person as a member of TfSE. The person appointed shall be that organisations' elected mayor, chair, leader, or relevant committee or cabinet member with responsibility for transport. The voting rights of each Constituent Authority are set out in Part 5 of this Constitution.

3.2 Bracknell Forest Council, Reading Borough Council, Slough Borough Council, West Berkshire Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council, who are each Constituent Authorities will, through their Joint Committee Berkshire Local Transport Body (BLTB), appoint one person as a member of TfSE, and shall therefore be entitled to one vote between them. The person appointed shall be an elected mayor, chair, leader, committee or cabinet member from one of the six (6) Constituent Authorities identified in this paragraph 3.2.

3.3 The Constituent Authorities will appoint another of their Councillors as a substitute to act as a member of TfSE in the absence of the person appointed. Such appointments will reflect the levels of representation set out in paragraphs 3.1 and 3.2 above.

3.4 All Members will:

(a) collectively be the ultimate policy makers of TfSE;
(b) bring the views of their communities into TfSE's decision making process;
(c) maintain the highest standards of conduct and ethics;
(d) in carrying out the business of TfSE, observe the Code of Conduct for Members adopted by their appointing Constituent Authority.

3.5 A member of TfSE shall not be considered to have an interest in any matter of business of TfSE by virtue of being a Member of a Constituent Authority.

3.6 Unless otherwise stated, references to Members will include Co-opted Members appointed in accordance with paragraph 9 of this Constitution.

4. Chairing TfSE

4.1 The Constituent Authority's shall appoint a Chair of TfSE and any Vice Chair from among the Members and Co-opted members of TfSE.

4.2 The process for the appointment of the Chair and any Vice-Chair is set out in the TfSE Procedure Rules in Part 5 of this Constitution.

4.3 In the absence of the Chair, the Vice-Chair will Chair any meeting of TfSE convened in accordance with this Constitution.

5. Meetings and Procedure

5.1 TfSE will meet at least four (4) times per year but additional meetings may take place should the Chair consider that the need has arisen.

5.2 There are three types of meeting of TfSE:

(a) The Annual Meeting;
(b) Ordinary meetings; and
(c) Extraordinary meetings.

5.3 Meetings of TfSE will be conducted in accordance with the Procedure Rules set out in Part 5 of this Constitution.

5.4 All Members will be entitled to attend meetings of TfSE, and if they are unable to attend, their nominated Substitute Member may attend in their place.

5.5 Attendance at the Annual meeting shall be in person. Attendance at other meetings will ordinarily be in person but, with the Chair's prior agreement, attendance may be virtual.

5.6 A representative of the Secretary of State shall be entitled to attend meetings of TfSE in the role of an observer. They will be entitled to speak when invited to do so but shall have no vote.

6. Executive Arrangements

6.1 TfSE will not operate formal statutory executive arrangements.

6.2 The Lead Authority has delegated authority for the discharge of TfSE's functions which are not reserved to TfSE, in accordance with the scheme of delegation contained in Part 3 of this Constitution.

6.3 Save as otherwise set out in this Constitution, TfSE adopts the Lead Authority's corporate policies and procedures, together with the Financial Regulations, Procurement and Contract Standing Orders and Code of Corporate Governance of the Lead Authority.

7. Financial Contributions

7.1 TfSE is currently funded primarily by grant from the Department for Transport. Future funding decisions will remain the responsibility of the Government at the time.

7.2 The Constituent Authorities have agreed to make financial contributions to the running of TfSE as set out in the Inter-Authority Agreement.

8. Committees of TfSE

8.1 The Constituent Authorities will establish a TfSE Audit and Governance Committee to discharge the roles and functions set out in Part 4 of this Constitution.

8.2 The Constituent Authorities may establish such other TfSE committees as they consider fit to discharge the functions of a Sub-National Transport Body.

9. Co-opted Members

9.1 The Constituent Authorities may appoint any person not being an elected Member of one of the Constituent Authorities as a non-voting Co-opted Member of TfSE. No person may be appointed as a Co-opted Member unless all the voting Members of TfSE agree to do so.

9.2 The Constituent Authorities may by unanimous agreement allocate a vote to Co-opted Members both generally and in relation to specified matters.

9.3 A person co-opted to be a Member of TfSE as the representative of an organisation invited to appoint a representative to TfSE shall cease to be a Co-opted Member of TfSE if they cease to be a member of the organisation they represent.

9.4 The provisions relating to Co-opted Members are set out fully in Part 5 Procedure Rules.

10. Officers

10.1 Until such time as TfSE is granted statutory status, officers of the Lead Authority shall carry out the day-to-day operations of TfSE.

10.2 In the event that TfSE becomes a statutory body, TfSE shall appoint a Lead Officer, a Chief Finance Officer and a Monitoring Officer. However, until such time, the Director of Communities, Economy and Transport (or equivalent) of the Lead Authority shall act as the Lead Officer of TfSE.

10.3 Legal and Finance support shall be provided by the Lead Authority but shall be funded from the TfSE budget.

10.4 The Lead Authority may engage such staff (referred to as ‘officers’) on behalf of

TfSE as it considers necessary to carry out the functions of TfSE within the budget set by TfSE.

10.5 Officers of TfSE will comply with the Lead Authority's Code of Conduct for Officers.

11. Decision Making

11.1 Responsibility for decision making

11.1.1 The Constituent Authorities will issue and keep up to date a record of what part of TfSE or which individual has responsibility for particular types of decisions or decisions relating to particular functions. This record is set out in Part 3 of this Constitution.

11.2 Principles of decision making

11.2.1 All decisions of TfSE shall be made in accordance with the following principles:

(a) Proportionality (meaning the action must be proportionate to the results to be achieved);

(b) Due consultation (including the taking of relevant professional advice);

(c) Respect for human rights, equality and diversity;

(d) Presumption in favour of openness;

(e) Clarity of aims and desired outcomes;

(f) Due consideration to be given to alternative options;

(g) Due consideration to be given to constitutional requirements / adherence to applicable statutory and / or legal frameworks.

11.3 Types of decision

11.3.1 Decisions reserved to TfSE

11.3.1.1 Decisions relating to the functions listed in paragraph 16 of this Constitution will be made by TfSE and not delegated. Meetings of TfSE will follow the Rules of Procedure set out in Part 5 of this Constitution when considering any reserved matter.

11.3.2 Decision making by Committees and Joint Committees established by the Constituent Authorities of TfSE

11.3.2.1 Committees and Joint Committees established by TfSE will follow those parts of the Rules of Procedure set out in Part 5 of this Constitution as apply to them.

11.3.3 **Decision making by Officers**

11.3.3.1 Officers will exercise their delegated authority in accordance with the Scheme of Delegation to Officers set out in Part 3 of this Constitution and other provisions of this Constitution and shall keep appropriate records of the decisions that they have made.

12. Finance, Contracts and Legal Matters

12.1 **Financial Management**

12.1.1 The management of TfSE's financial affairs will be conducted in accordance with the Financial Procedures set out in Part 6 of this Constitution.

12.2 **Legal proceedings**

12.2.1 Until such time as it is granted statutory status, TfSE cannot institute, defend or participate in any legal proceedings in its own right. The Monitoring Officer of the Lead Authority shall be empowered to institute, defend or participate in legal proceedings in the name of the Lead Authority but on behalf of TfSE in any case where the Lead Authority's Monitoring Officer considers that such action is necessary to protect the interests of TfSE.

12.2.2 Any notices to be served on TfSE are to be sent to the Monitoring Officer of the Lead Authority at ESCC, County Hall, St Annes Crescent, Lewes, East Sussex BN7 1UE, which for the purposes of any enactment shall be regarded as the principal office of TfSE.

12.3 **Entering into Contracts**

12.3.1 The Lead Authority shall be empowered to enter into contracts on behalf of TfSE.

12.4 **Authentication of documents**

12.4.1 Where any document is necessary to any legal procedure or proceedings by the Lead Authority on behalf of TfSE, it will be signed by Authorised Signatories of the Lead Authority or some other person duly authorised by the Monitoring Officer in accordance with the Lead Authority's constitution, unless any enactment otherwise authorises or requires.

12.4.2 Contracts entered into by the Lead Authority on behalf of TfSE shall be executed in accordance with the Lead Authority's Procurement and Contract Standing Orders.

13. Review and Revision of this Constitution

13.1 The Lead Officer will monitor and review the operation of the Constitution as required, in consultation with the Monitoring Officer of the Lead Authority.

13.2 Changes to this Constitution must be approved by TfSE in accordance with the Rules of Procedure set out in Part 5 of this Constitution.

PART 2 FUNCTIONS OF TFSE

14. Role and Powers of TfSE

14.1 TfSE has been established to provide a single voice for the South East, to facilitate the development and implementation of transport strategies in the South East and with the objective that economic growth, as well as environmental and social issues, in the area would be enhanced by the development and implementation of these strategies.

14.2 TfSE shall take all steps necessary to secure statutory status as a Sub-National Transport Body. TfSE shall carry out full consultation with the Constituent Authority's prior to submitting a proposal for statutory status and the unanimous approval of the Constituent Authorities is required before the proposal is submitted.

14.3 As set out in the Cities and Local Government Devolution Act 2016, the Secretary of State must have regard to proposals contained in the transport strategy of an STB that appear to the Secretary of State to further the objective of economic growth in the area. The Secretary of State has indicated that they will have regard to TfSE's Transport Strategy as if TfSE had statutory status.

14.4 **General Functions**

14.4.1 To prepare a Transport Strategy for the TfSE Area in accordance with section 102I of the Local Transport Act 2008;

14.4.2 To provide advice to the Secretary of State about the exercise of the transport functions in the TfSE Area;

14.4.3 To co-ordinate the carrying out of transport functions that are exercisable by its different Constituent Authorities with a view to improving the effectiveness and efficiency of the carrying out of those functions;

14.4.4 To prepare a Strategic Investment Plan for the TfSE Area;

14.4.5 If TfSE considers that a transport function in relation to its area would more effectively and efficiently be carried out by TfSE, to make proposals to the Secretary of State for the transfer of that function to TfSE; and

14.4.6 To make other proposals to the Secretary of State about the role and functions of TfSE.

14.5 **Other Powers**

14.5.1 TfSE will act as a partner to the Secretary of State in both road and rail investment processes and will be responsible for setting the objectives and priorities for strategic road and rail investment in the TfSE Area.

14.5.2 TFSE will exercise any powers and duties in accordance with the law and this Constitution.

14.5.3 If further powers and responsibilities are required in order to deliver the Transport Strategy and Strategic Investment Plan TfSE shall, at the appropriate time, make proposals to the Secretary of State as required.

14.6 **Limits on Powers of TfSE**

14.6.1 Until such time as TfSE is granted statutory status, TfSE shall have no specific statutory powers and duties and relies on the powers generally available to the Constituent Authorities as local authorities.

15. Protocol on the Exercise of TfSE's Functions

15.1 TfSE will consult with the Senior Officer Group (which will be a group of officers with each Constituent Authority or co-opted member entitled to appoint one officer as a member) over the Governance Arrangements to be put in place for each major programme of work. A major programme of work shall be one for which TfSE employs an identified Director or Lead Officer. The governance arrangements will ensure that the Constituent Authorities, other Authorities and stakeholders are involved in the formulation of plans and future proposals and given appropriate opportunities to express their views and for these to be taken into account.

15.2 The Governance Arrangements for each approved programme will include an Officers Working Group to be made up of appropriately qualified officers of each of the Constituent Authorities or where appropriate Highway and other Authorities. The Terms of Reference and Membership of each Officers Working Group will be set out in the Governance Arrangements for each programme and will provide the officers of the Constituent Authorities and other Authorities with an opportunity to work closely with TfSE officers and the delivery agencies in the development of plans and proposals.

PART 3 RESPONSIBILITY FOR FUNCTIONS

16. Functions Reserved to TfSE

16.1 TfSE will not delegate the following functions:

(a) Adopting and changing the Constitution;
(b) The adoption, approval, amendment, modification, revision, variation, withdrawal or revocation of a Transport Strategy under section 102H of the Local Transport Act 2008;
(c) The approval of the business plan and budget;
(d) The approval of payments to officers in excess of £150,000; or
(e) The award of contracts in excess of the threshold for goods and services set out in the Public Contracts Regulations 2015.

17. Scheme of Delegations to Officers

17.1 Introduction

17.1.1 The delegated powers set out in this Scheme may be exercised by other officers authorised by the Officer with the delegated power to act on their behalf and in their name, provided that administrative procedures are in place to record the authorisation and monitor decisions taken.

17.1.2 The exercise of delegated powers by officers is required to be in accordance with:

(a) Statute or other legal requirements, including the principles of public law, the Human Rights Act 1998, statutory guidance and statutory codes of practice;

(b) This Constitution and the Financial Regulations currently in force;

(c) The revenue and capital budgets of TfSE, subject to any variation thereof which is permitted by the Financial Regulations; and

(d) Any policy or direction of TfSE or any TfSE Committee exercising delegated powers.

17.1.3 Officers may not exercise delegated powers where:

17.1.3.1 The matter is reserved to TfSE by law or by this Constitution;

17.1.3.2 The matter is a function which cannot by law be discharged by an officer; or

17.1.3.3 TfSE, a TfSE Committee or Joint Committee to which TfSE is a party, has determined that the matter should be discharged otherwise than by an officer;

17.1.3.4 The Lead Officer has directed that the officer concerned should not exercise a delegated function in special circumstances.

17.1.4 Any reference in this Scheme of Delegation to any enactment shall include a reference to any amendment or re-enactment of the same.

17.1.5 Where, in relation to an item before TfSE or a TfSE Committee, an Officer is given specific authority to determine a particular matter, the Officer shall ensure that there is an appropriate audit trail to evidence such determination.

17.2 **Delegations to the Lead Officer**

17.2.1 To establish and determine, in accordance with the policies and procedures of the employing authority, the grading of posts (within approved budgets).

17.2.2 To discharge any function which is neither the statutory responsibility of nor been specifically delegated to another officer, Committee or reserved to TfSE under Part 3 of this Constitution.

17.2.3 To direct any officer not to exercise a delegated function in special circumstances unless they are required to do so by law.

17.2.4 To take any action which is required as a matter of urgency in the interests of TfSE, in consultation (where practicable) with the Chair of TfSE. Where action is taken as a matter of urgency a report shall be submitted to the next meeting of TfSE.

17.2.5 To take preliminary steps to protect the rights and interests of TfSE subject to consultation with the Chair of TfSE in relation to any Bill or Statutory Instrument or Order in Parliament.

17.2.6 To conduct before either House of Parliament any proceedings (including the retention of Parliamentary Agents and Counsel) connected with the passage of any Private Bill which TfSE has resolved to promote or oppose, including the negotiation and agreement of amendments to any such Bill, and the negotiation and approval of any terms, agreement or undertaking offered in consideration of TfSE not opposing any Private Bill.

17.2.7 To nominate, appoint and remove, in consultation with the Chair or Vice-Chair of TfSE, TfSE representatives on the board of companies, trusts and other bodies, of which TfSE is a member, and to agree constitutional arrangements for such companies, trusts and other bodies and give any necessary consent required within relevant constitutions.

17.2.8 To nominate an officer to act as the 'Responsible Officer for TfSE projects who will act as the main point of contact for the Department for Transport.

17.2.9 To provide a comprehensive policy advice service to TfSE and in particular to advise on TfSE's plans and strategies.

17.2.10 To control and co-ordinate press and media relations, the organisation of

press conferences, publicity and public relations within prescribed policy including approval of the issue of all official TfSE publicity and official publications.

17.2.11 To authorise the attendance of officers at professional conferences or seminars which are appropriate to the work of TfSE and within any policy framework from time to time laid down by TfSE.

17.2.12 To provide a comprehensive administrative service to TfSE.

17.2.13 To be the Proper Officer for ensuring the maintenance of public access to information in relation to TfSE documents, reports and background papers.

17.2.14 To approve the award of contracts on behalf of TfSE up to the value of £100,000, in accordance with the PCSOs of the Lead Authority.

17.2.15 To approve, in consultation with the Chair, the award of contracts on behalf of TfSE up to the threshold for goods and services set out in the Public Contracts Regulations 2015, in accordance with the PCSOs of the Lead Authority.

17.2.16 To supervise procedures for the invitation, receipt and acceptance of tenders.

17.3 **Delegations to the Lead Authority**

The Chief Finance Officer (s.151 officer) and the Monitoring Officer shall carry out those roles in respect of TfSE.

The following functions are delegated to appropriate Officers of the Lead Authority:

17.3.1 To effect the proper administration of TfSE's financial affairs particularly in relation to financial advice, procedures, records and accounting systems, internal audit and financial control generally.

17.3.2 To take all actions requiring investment and financing, subject to the submission to TfSE of an annual report on treasury management activities and at six monthly intervals in accordance with CIPFA's Code of Practice for Treasury Management and Prudential Codes.

17.3.3 To affect all insurance cover required in connection with the business of TfSE and to settle all claims under such insurances arranged for TfSE's benefit.

17.3.4 To prepare manuals of financial and accounting procedures to be followed by Officers of TFSE as are deemed necessary by the Lead Authority's Chief Finance Officer.

17.3.5 To bid for and accept grant offers on behalf of TfSE, subject to all the terms and conditions set out by the grant awarding body.

17.3.6 To submit all claims for grant funding.

17.3.7 To make all necessary banking arrangements on behalf of TfSE, to include authorisation of all forms of payment.

17.3.8 To monitor revenue and capital spending and submit a report to TfSE at not more than quarterly intervals. This report will separately identify the capital expenditure relating to schemes promoted by TfSE.

17.3.9 In relation to revenue expenditure under the control of officers, to consider reports of officers on any likely overspending, and to approve transfers between expenditure heads up to a maximum of £500,000, provided that, where it is not possible to finance an overspend by such a transfer, the matter shall be referred to TfSE for consideration of a supplementary estimate.

17.3.10 To collect all money due to TfSE, and to approve the writing-off of bad debts.

17.3.11 To make all necessary arrangements to ensure the payment of staff employed by TfSE.

17.3.12 To exercise the functions of the authority in relation to pensions and (without prejudice to the generality of this) to be the person specified to determine disputes in the first instance arising from the decisions of the Authority as scheme employer under the Local Government Pension Regulations.

17.3.13 To sign certificates under the Local Government (Contracts) Act 1997.

17.3.14 To be the officer nominated, or to nominate in writing another officer, as the person to receive disclosures of suspicious transactions for the purposes of the Proceeds of Crime Act 2002 and any regulations made there under.

17.3.15 To exercise the responsibilities assigned to the Chief Finance Officer in the Financial Regulations and the Contract Procurement Rules.

17.4 Delegations to the Lead Authority's Monitoring Officer

The functions to be carried out by the Lead Authority's Monitoring Officer are as follows:

17.4.1 Should at any time it appear to the Monitoring Officer that any proposal, decision or omission by TfSE has given rise to, or is likely to give rise to, unlawfulness or maladministration, to prepare a report to TfSE with respect to that proposal, decision or omission.

17.4.2 To contribute to the promotion and maintenance of high standards of conduct. TfSE has delegated to the Monitoring Officer of the Lead Authority the following powers to deal with matters of conduct and ethical standards in accordance with the requirements of the Localism Act 2011:

(a) To act as TfSE's Proper Officer to receive complaints that Members of TfSE have failed to comply with their appointing Authority's Code of Conduct for Members;

(b) To refer such complaints to the Monitoring Officer of the elected Member's appointing Authority;

(c) To maintain the Register of Member's interests in accordance with section 29 of the Localism Act 2011 and to ensure that it is available for inspection and published on TfSE's website.

(d) To receive complaints from the Monitoring Officer of a Constituent Authority concerning the administration of TfSE's affairs.

17.4.3 To provide advice on the scope of powers and authority to take decisions, maladministration, financial impropriety, probity, budget and policy framework issues to all members of TfSE.

17.4.4 To institute, conduct, prosecute and defend any legal proceedings in the name of the Lead Authority but on behalf of TfSE, as may be necessary to protect and promote TfSE's interests in accordance with any general policy laid down by TfSE, subject to consultation with the Chair in any case where the matter is of significance to TfSE's reputation or where the Lead Authority proposes to appeal to the Court of Appeal or the Supreme Court on TfSE's behalf.

17.4.5 To settle, if appropriate, and in the interests of TfSE, any actual or threatened legal proceedings.

17.4.6 To instruct Counsel and professional advisers, where appropriate.

17.4.7 To supervise the preparation and sealing or signature of legal documents.

17.4.8 To authorise other officers to seal documents or to sign documents which are not required to be under seal. To complete all property transactions and contractual arrangements where terms have been agreed by TfSE.

17.4.9 To determine exemptions under Section 36 of the Freedom of Information Act 2000.

17.4.10 To accept on behalf of TfSE the service of notices, orders and legal procedures.

PART 4 COMMITTEES

18. Audit and Governance Committee

18.1 Statement of Purpose

The Audit and Governance Committee is a key component of corporate governance providing an independent, high-level focus on the audit, assurance and reporting framework underpinning financial management and governance arrangements for TfSE. Its purpose is to provide independent review and assurance to Members on governance, risk management and control frameworks. It oversees financial reporting and internal and external audit, to ensure efficient and effective assurance arrangements are in place and assists the TfSE Board in providing leadership, direction and oversight of the overall risk appetite and risk management strategy.

18.2 Membership

18.2.1 Membership of the Audit and Governance Committee comprises five members (drawn from the members appointed by the Constituent Authorities in accordance with paragraph 3 of this Constitution).

18.2.2 The members of the Audit and Governance Committee shall appoint from among them a Chair of the Committee.

18.2.3 A representative of the Department for Transport (DfT) will be invited to attend meetings of the Audit and Governance Committee.

18.2.4 An independent member may be invited to join the Audit and Governance Committee where the Chief Officer and the Chair of the Committee agree that specialist skills are required

18.3 Terms of Reference

The core functions of the Audit and Governance Committee are to:

18.3.1 approve TfSE's Accounts;

18.3.2 recommend approval of the annual statement of accounts for TfSE;

18.3.3 governance, risk and control;

18.3.4 review corporate governance arrangements against the Code of Corporate Governance and the good governance framework;

18.3.5 monitor the effectiveness of arrangements to secure value for money;

18.3.6 be satisfied that the assurance framework adequately addresses risks and priorities including governance arrangements in significant partnerships;

18.3.7 Monitor TfSE's risk and performance management arrangements including

review of the risk register, progress with mitigating action and the assurance map;

18.3.8 Consider reports on the effectiveness of internal controls;

18.3.9 Monitor the anti-fraud strategy, risk-assessment and any actions;

18.3.10 Make recommendations to the Chief Finance Officer and Monitoring Officer in respect of Part 6 of the Constitution (Financial Regulations).

18.4 **Frequency and Quorum**

18.4.1 The Audit and Governance Committee shall be comprised of five (5) members and the quorum shall be three (3), of whom at least two (2) shall be representatives of the Constituent Authorities.

18.4.2 The Audit and Governance Committee shall meet quarterly or at such intervals as the Chair of the Committee may decide.

18.5 **Accountability Arrangements**

The Audit and Governance Committee shall report to its findings, conclusions and recommendations on the effectiveness of governance, risk management and internal controls to TfSE on an annual basis.

18.6 **Miscellaneous**

18.6.1 The Audit and Governance Committee may invite any individual, whether internal or external, to attend all or part of its meetings in whatever capacity as the Chair deems appropriate in order to assist the Audit and Governance Committee in its duties.

18.6.2 The Audit and Governance Committee will meet privately with the external auditor at least once a year, without the presence of TfSE Officers.

PART 5 PROCEDURE RULES

19. Suspension and Revocation of TfSE Procedure Rules

19.1 **With the exception of the Rules marked by a double asterisk (**) any Rule may be suspended at a meeting of TfSE either by a motion included on the agenda or by a motion put to the meeting without notice and passed by a majority of those present and voting. A motion to suspend any Rules will not be moved without notice unless at least ten (10) Members of TfSE are present.

19.2 These Rules may be changed by TfSE either at the Annual Meeting or by a motion on notice made at an Ordinary or Extraordinary meeting of TfSE.

19.3 Changes may only be made to these Rules and / or this Constitution if the motion is passed by a Super Majority in a weighted vote (see paragraph 23.14 (Voting)).

20. Interpretation, Suspension and Chair's Ruling

20.1 These Rules apply to meetings of TfSE and, where appropriate, to meetings of the Audit and Governance Committee and any other Committees or Sub Committees of TfSE established from time to time.

20.2 References in these Rules to the "Chair" mean the Member of TfSE for the time being presiding at the meeting of TfSE and a meeting of a Committee or Sub Committee of TfSE.

20.3 These Rules should be read in conjunction with other parts of this Constitution.

20.4 **These Rules are subject to any statute or other enactment whether passed before or after these Rules came into effect.

20.5 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.

21. Membership of TfSE

21.1 Each Constituent Authority shall appoint one of its elected members to be a Member of TfSE. The person appointed shall be in the case of a Constituent Authority with an elected Mayor, the Mayor or the elected Member with responsibility for transport or in any other case, the Leader, the Chair or the elected Member with responsibility for transport.

21.2 **Each Constituent Authority shall appoint another of its elected members to act as a Member of TfSE in the absence of the Member appointed under sub-paragraph 23.3.1 above ("the Substitute Member").

21.3 **A person shall cease to be a Member or a Substitute Member of TfSE if they cease to be a member of the Constituent Authority that appointed them.

21.4 **A person may resign as a Member or Substitute Member of TfSE by written notice served on the proper officer of the Constituent Authority that appointed them (who for the purposes of this paragraph 21.4 shall be the Monitoring Officer of the Constituent Authority that appointed them) and the resignation shall take effect on receipt of the notice by the proper officer.

21.5 **Where a Member or Substitute Member of TfSE's appointment ceases by virtue of paragraphs 21.3 or 21.4, the Constituent Authority that made the appointment must, as soon as practicable, give written notice of that fact to the Lead Officer and appoint another of its elected members in that person's place.

21.6 **A Constituent Authority may at any time terminate the appointment of a Member or Substitute Member appointed by it to TfSE and appoint another of its elected members in that person's place.

21.7 **Where a Constituent Authority exercises its power under paragraph 21.6 it must give written notice of the new appointment and the termination of the previous appointment to the Lead Officer and the new appointment shall take effect and the previous appointment terminate at the end of one week from the date on which the notice is given (or such longer period not exceeding one (1) month as is specified in the notice).

21.8 **For the purposes of this paragraph 21, an elected mayor of a Constituent Authority shall be treated as a member of the Constituent Authority.

21.9 A person shall cease to be a Co-opted Member or a Substitute Co-opted Member of TfSE if they cease to be a member of the Authority that appointed them.

21.10 A person may resign as a Co-opted Member or Substitute Co-opted Member of TfSE by written notice served on the proper officer of the Constituent Authority that appointed them (who for the purposes of this paragraph 21.10 shall be the Monitoring Officer of the Constituent Authority that appointed them) and the resignation shall take effect on receipt of the notice by the proper officer.

21.11 **Where a Co-opted Member or Substitute Co-opted Member's appointment ceases by virtue of sub-paragraph 21.9 or 21.10, the Authority that made the appointment must, as soon as practicable, give written notice of that fact to the Monitoring Officer and appoint another of its elected members in that person's place.

21.12 **An Authority may at any time terminate the appointment of a Co-opted Member or Substitute Co-opted Member appointed by it to TfSE and appoint another of its elected members in that person's place.

21.13 Where an Authority exercises its power under sub- paragraph 23.3.12, it must give written notice of the new appointment and the termination of the previous appointment to the Monitoring Officer and the new appointment shall take effect and the previous appointment terminate at the end of one week from the date on which the notice is given (or such longer period as is specified in the notice).

21.14 The Members of TfSE appointed by the Constituent Authorities may appoint

further Co-opted Members if they all agree to do so.

21.15 TfSE may at any time terminate the appointment of a Co-opted Member who was not appointed by a Constituent Authority but such termination must be agreed by every Member appointed by a Constituent Authority.

22. Chair

22.1 ** At its Annual General Meeting TfSE shall appoint one (1) of its Members or Co-opted Members as its Chair for the forthcoming year.

22.2 **The appointment of the Chair shall be for a fixed term of one (1) year until the next Annual Meeting unless the Chair resigns or the appointment is terminated by TfSE.

22.3 **The Chair may resign by written notice served on the Lead Officer of TfSE and the resignation shall take effect on receipt of the notice by the Lead Officer.

22.4 **TfSE may terminate the appointment of the Chair where one has been appointed (under paragraph 22.1).

22.5 **Where a person ceases to be Chair by virtue of paragraph 21.3 or 21.4, TfSE shall appoint a further Chair in accordance with this paragraph 22.

23. Vice-Chairs

23.1 ** One or more Vice-Chairs may be appointed annually by TfSE from among its Members or Co-opted Members and will, unless they resign, cease to be members of TfSE or become disqualified, act until their successor become entitled to act.

23.2 The appointment of the Chair and Vice-Chairs shall be the first business transacted at the Annual Meeting of TfSE.

23.3 **On a vacancy arising in the office of Chair or Vice-Chair for whatever reason, TfSE shall make an appointment to fill the vacancy at the next Ordinary Meeting of TfSE held after the date on which the vacancy occurs, or, if that meeting is held within fourteen (14) days after that date, then not later than the next following meeting. The Member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

23.4 **Subject to these Rules, anything authorised or required to be done by, or in relation to, the Chair, may be done by, or in relation to, any of the Vice-Chairs.

24. Meetings

24.1 **The Annual Meeting of TfSE shall be held in June on a date and at a time determined by TfSE.

24.2 **Ordinary Meetings of TfSE for the transaction of general business shall be held on such dates and at such times as TfSE shall determine.

24.3 **An Extraordinary Meeting of TfSE may be called at any time by the Chair.

25. Admission of the Public

25.1 **All meetings of TfSE, its Committees and Sub-Committees shall be open to the public (including the press) except to the extent that they are excluded whether during the whole or part of the proceedings either:

25.1.1 in accordance with Section 100A(2) of the Local Government Act 1972; or

25.1.2 by resolution passed to exclude the public on the grounds that it is likely, in view of the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information as defined in Section 100I of the Local Government Act 1972. Any such Resolution shall identify the proceedings or the part of the proceedings to which it applies and state the description, in terms of Schedule 12A to the Local Government Act 1972 of the exempt information giving rise to the exclusion of the public.

26. Notice of Meetings

26.1 **At least five (5) clear days before a meeting of TfSE:

26.1.1 Notice of the time and place of the intended meeting shall be published by the Lead Officer and posted on the TfSE website;

26.1.2 A summons to attend the meeting, specifying an agenda for the meeting, shall be left at or sent by post or electronic mail to all Members of TfSE at the principal office of the Constituent Authority which appointed the Member.

26.2 **Lack of service on a Member of TfSE of the summons shall not affect the validity of a meeting of TfSE.

27. Meeting Agendas

27.1 **Any Member of TfSE may require the Lead Officer to make sure that an item is placed on the agenda of the next available meeting of TfSE for consideration.

27.2 **Any item proposed to be included on the agenda for any meeting of TfSE in accordance with sub-paragraph 27.1 above, which is not submitted at least five (5) days ahead of the meeting shall not be included on the agenda for that meeting unless it is agreed by the Chair. In this case, the amended agenda for the meeting will state the reason for the late acceptance of any such item.

27.3 The Lead Officer shall set out in the agenda for each meeting of TfSE the items of business requested by Members (if any) in the order in which they have been received, unless the Member concerned has given prior written notice to the Lead Officer prior to the issue of the agenda for the meeting, for it to be withdrawn. If the Member concerned is not present at the meeting

when an item of which they have given notice comes up for discussion, this item shall, unless TfSE decides otherwise, be treated as withdrawn.

27.4 **Except in the case of business required by these Rules to be transacted at a meeting of TfSE, and other business brought before the meeting as a matter of urgency, (and of which the Lead Officer shall have prior notice and which the Chair considers should be discussed at the meeting), no business shall be transacted at a meeting of TfSE other than that specified in the agenda for the meeting.

28. Chair of Meeting

28.1 **At each meeting of TfSE, the Chair, if present, shall preside.

28.2 **If the Chair is absent and more than one Vice-Chair is present at the meeting, they shall agree between themselves who is to chair the meeting and in default of agreement the Lead Officer shall invite the members present to elect a Vice-Chair to preside for the duration of the meeting.

28.3 **If the Chair and all the Vice-Chairs of TfSE are absent from a meeting of TfSE, the Lead Officer shall invite the Members present to elect a Member to preside for the duration of the meeting or until such time as the Chair (or Vice-Chair) joins the meeting.

28.4 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.

29. Quorum

29.1 No business shall be transacted at any meeting of TfSE unless at least eight (8) of the Members are present and those Members together hold more than fifty percent (50%) of the weighted voting rights.

29.2 If at the time for which a meeting is called, and for thirty (30) minutes thereafter, a quorum is not present, then no meeting shall take place.

29.3 If during any meeting of TfSE the Chair, after counting the number of Members present and their weighted voting rights, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of TfSE.

30. Order of Business

30.1 At every meeting of TfSE, the order of business shall be to select a person to preside if the Chair or Vice-Chair are absent and thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied:

(a) by the Chair at their discretion; or

(b) on a request agreed to by TfSE. the Chair may bring before TfSE at their discretion any matter that they consider appropriate to bring before TfSE as a matter of urgency.

31. Committees

31.1 TfSE appoints the Audit and Governance Committee. The terms of reference of this Committee are set out in Part 4 of this Constitution.

31.2 If TfSE secures statutory status it shall establish a Scrutiny Committee and update this Constitution accordingly.

31.3 TfSE may appoint such other Committees as it considers necessary for the effective governance and administration of TfSE.

32. Rules of Debate

32.1 The Chair shall propose each motion.

32.2 A Member shall address the Chair and direct any speech to the question under discussion. If two or more Members indicate they wish to speak, the Chair shall call on one to speak first.

32.3 The conduct of the meeting shall be the responsibility of the Chair who shall ensure that every Member wishing to speak has an opportunity to do so.

32.4 A Member shall not speak for longer than five (5) minutes on any matter without the consent of the Chair.

32.5 If the Chair is of the opinion that the matter before TfSE has been sufficiently discussed the Chair may put the Motion that the question now be put.

32.6 The Chair shall decide all questions of order and any ruling by the Chair upon such questions and the interpretation of these Rules of Procedure and upon matters rising in debate shall be final and shall not be open to discussion.

32.7 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of TfSE during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the 1972 Act.

33. Voting

33.1 **There shall be a presumption that decisions are normally taken by consensus. In the absence of consensus decisions will be taken on the basis of a weighted vote. The number of votes to be cast by a Member appointed by a Constituent Authority shall be determined in accordance with the arrangements set out in Annex B .

33.2 **The following decisions shall require a Super Majority:

33.2.1 the approval or revision of the Transport Strategy;

33.2.2 the approval of the Annual Budget;

33.2.3 the adoption of and any changes to this Constitution.

33.3 **A "Super Majority" shall consist of:

(a) the Members who together hold at least seventy five percent (75%) of the weighted vote; and

(b) a simple majority of the Members appointed by the Constituent Authorities present and voting.

33.4 Each Member shall cast a number of votes equal to the combined weighted votes of the Constituent Authorities they represent and a Substitute Member shall have the same voting rights as the Member they are replacing.

33.5 In the event of a tied vote at a meeting of TfSE, the Chair will have a casting vote.

33.6 At any meeting of TfSE or any of its Committees or sub-Committees, if immediately after a vote is taken any Member so requires there shall be recorded in the minutes of the proceedings of that meeting whether that person cast his vote for the question or against the question or whether they abstained from voting.

33.7 Voting at the Audit and Governance Committee shall be on the basis of one member one vote.

34. Conduct of Members

34.1 If the Chair is of the opinion that at a meeting any Member of TfSE, or Substitute Member acting in that Member's place, has misconducted, or is misconducting him or herself by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by willfully obstructing the business of TfSE, the Chair may notify the meeting of that opinion and may take any of the following actions either separately or in sequence:

34.1.1 the Chair may direct the Member to refrain from speaking during all or part of the remainder of the meeting of TfSE;

34.1.2 the Chair may direct the Member to withdraw from all or part of the remainder of the meeting of TfSE;

34.1.3 the Chair may order the Member to be removed from the meeting of TfSE; and

34.1.4 the Chair may adjourn the meeting of TfSE for such period as they consider

expedient.

34.2 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in the Chair may, without question put, adjourn the meeting of TfSE for such period as the Chair considers expedient.

34.3 If a member of the public interrupts the proceedings at any meeting of TfSE, the Chair shall warn him or her. If they continue the interruption the Chair shall order the member of the public to leave the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

35. Notification and Declaration of Interests

35.1 In this Rule 35:

(a) **"The Code"** means the Code of Conduct for Members adopted by the elected Member's appointing Authority under Section 28 of the Localism Act 2011;

(b) **"Member of TfSE"** includes a Substitute Member when acting as a Member of TfSE and Co-opted Members.

35.2 Members of TfSE must within twenty eight (28) days of their appointment to office notify the Lead Officer in writing of the details of their disclosable pecuniary interests arising in respect of the TfSE area (including, where required, interests of their partner) and their personal interests.

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

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

36. Records

36.1 The Lead Officer shall ensure that the names of the Members of TfSE present at any meeting of TfSE, any Substitute Member acting in a Member's place, and any Co-opted Member shall be recorded in the Minutes of the meeting concerned.

36.2 The Minutes of the proceedings of a meeting of TfSE are to be kept in such form as TfSE may from time to time determine.

36.3 The Minutes of the proceedings of a meeting of TfSE shall be signed at the next meeting of TfSE by the person presiding at the meeting of TfSE to which the

Minutes relate.

36.4 Any minute purporting to be signed as mentioned in paragraph 36.3 shall be received in evidence for the purposes of any legal proceedings without further proof.

36.5 Until the contrary is proved, a meeting of TfSE, a Minute of whose proceedings has been signed in accordance with this paragraph 36.5 is deemed to have been duly convened and held, and all the Members of TfSE present at the meeting, and any Substitute Member acting in a Member's place, are deemed to have been duly qualified.

37. Publication of Report

37.1 **Reports or other documents for the consideration of TfSE or a Committee of TfSE shall be marked "Private & Confidential Not for Publication" only if the Monitoring Officer of the Lead Authority determines that this should be done on one or more of the grounds specified in the Act.

37.2 **Copies of the Agenda of meetings of TfSE, its Committees and Sub Committees, including prints of reports or other documents to be submitted to TfSE its Committees and Sub Committees (other than reports or other documents marked "Not for Publication") shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five (5) clear days before any meeting of TfSE, its Committees and Sub Committees at the Principal place of business of each of the Constituent Authorities. Copies of all documents other than those marked. "Not for Publication" shall be made available on TfSE's website.

37.3 **Where an item or report has been added to an Agenda, any revised Agenda or additional report shall be available for public inspection as soon as the item or report has been added to the Agenda, provided copies are also, at that time, available to Members of TfSE, its Committees and Sub Committees and published on TfSE's website

37.4 **Access to Information Procedure Rules**

37.5 Except as otherwise indicated, these rules apply to all meetings of TfSE, its Committees and Sub Committees.

37.6 The Rules in this paragraph 37.4 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.

37.7 TfSE, its Committees and Sub-Committees will supply copies of:

37.7.1 any Agenda and reports that are open to public inspection;

37.7.2 any further statements or particulars, if any, as are necessary to indicate the nature of the items in the Agenda; and

37.7.3 if the Lead Officer thinks fit, any other documents supplied to Members in connection with an item to any person on payment of a charge for postage and any other costs, or electronically free of charge.

37.8 TfSE, its Committees and Sub Committees will make available copies of the following for six years after a meeting:

37.8.1 the Minutes of the meeting, excluding any part of the Minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information;

37.8.2 a summary of any proceedings not open to the public where the Minutes open to inspection would not provide a reasonably fair and coherent record;

37.8.3 the Agenda for the meeting;

37.8.4 reports relating to items when the meeting was open to the public.

37.9 The Officer responsible for the report will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:

37.9.1 disclose any facts or matters on which the report or an important part of the report is based; and

37.9.2 which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information.

38. Exclusion of access by the public to meetings

38.1 Confidential information – requirement to exclude public

38.1.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

38.1.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

38.2 Meaning of Confidential Information

Confidential information means information given to TfSE, its Committees and Sub-Committees by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

38.3 Meaning of Exempt Information

Exempt Information means information falling within the following categories (subject to any qualifications):

(a) Information relating to any individual;

(b) Information which is likely to reveal the identity of any individual;

(c) Information relating to the financial or business affairs of any particular person (including the authority holding that information);

(d) Information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between TfSE, its Committees and Sub Committees and employees or office holders of TfSE;

(e) Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings;

(f) Information which reveals that TfSE or a TfSE Committees proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) to make an order or direction under any enactment;

(g) Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

38.4 **Exclusion of access by the public to reports**

38.5 If the Monitoring Officer of the Lead Authority thinks fit, TfSE or a TfSE Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked “Not for Publication” together with the category of information likely to be disclosed.

ANNEX A - CODE OF CONDUCT FOR MEMBERS

PART 1 GENERAL PROVISIONS

1. General Provisions

1.1 TfSE is not required to adopt its own Code of Conduct for Members but each Member of TfSE has been appointed by a Constituent Authority to represent it on TfSE.

1.2 In representing their Constituent Authority each Member will be acting as a Member of the Constituent Authority and will be expected to comply with the provisions of their own Code of Conduct.

PART 2 DISCLOSABLE PECUNIARY INTERESTS

2. Notification of Disclosable Pecuniary Interests

2.1 Within twenty eight (28) days of becoming a Member, you must notify the Lead Officer of any 'disclosable pecuniary interests' by completing the prescribed form.

2.2 A 'disclosable pecuniary interest' is an interest of yourself, or of your partner if you are aware of your partner's interest, within the descriptions set out in the table below.

2.3 **"Partner"** means a spouse or civil partner, or a person with whom you are living as husband or wife, or a person with whom you are living as if you are civil partners.

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from TfSE) made or provided within the 12-month period prior to notification of the interest in respect of any expenses incurred by you in carrying out duties as a Member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation Act) **1992** (a).

Contracts	Any contract which is made between you or your partner (or a body in which you or your partner has a beneficial interest) and TfSE – a) Under which goods or services are to be provided or works are to be executed; and b) Which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of TfSE.
Licences	Any licence (alone or jointly with others) to occupy land in the area of TfSE for a month or longer.
Corporate Tenancies	Any tenancy where (to your knowledge) – a) The landlord is TfSE: and b) The tenant is a body in which you or your partner has a beneficial interest.
Securities	Any beneficial interest in securities of a body where – a) That body (to your knowledge) has a place of business or land in the area of TfSE; and b) Either: (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

2.4 For the purposes of the above:

(a) "A body in which you or your partner has a beneficial interest" means a firm in which you or your partner is a partner or a body corporate of which you or your partner is a director, or in the securities of which you or your partner has a beneficial interest;

(b) "Director" includes a member of the committee of management of a registered society within the meaning given by section 1(1) of the Co-operative and Community Benefit Societies Act 2014, other than a society registered as a credit union;

(c) "Land" excludes an easement, interest or right in or over land which does not carry with it a right for you or your partner (alone or jointly) to occupy the land or receive income but includes your home; and

(d) "Securities" means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

3. Non-Participation in case of Disclosable Pecuniary Interest

3.1 If you are present at a meeting of TfSE, or any Committee, Sub- Committee, Joint Committee or Joint Sub-Committee of TfSE, and you have a disclosable pecuniary interest in any matter to be considered or being considered at the meeting:

(a) You must not participate in any discussion of the matter at the meeting;

(b) You must not participate in any vote taken on the matter at the meeting;

(c) If the interest is not registered, you must disclose the interest to the meeting;

(d) If the interest is registered you are also required to disclose the interest to the meeting

(e) If the interest is not registered and is not the subject of a pending notification, you must notify TfSE's Monitoring Officer of the interest within 28 days;

(f) You are also required to withdraw from the room of the meeting while the matter is being considered.

4. Offences

4.1 It is a criminal offence to:

4.1.1 Fail to notify the Lead Officer of any disclosable pecuniary interest within 28 days of appointment as a Member of TfSE;

4.1.2 Fail to disclose a disclosable pecuniary interest at a meeting if it is not on the Register of Interests maintain;

4.1.3 Fail to notify the Lead Officer within twenty eight (28) days of a disclosable pecuniary interest that is not on TfSE Register that you have disclosed to a meeting;

4.1.4 Participate in any discussion or vote on a matter in which you have a disclosable pecuniary interest;

4.1.5 Knowingly or recklessly provide information that is false or misleading in notifying the Lead Officer of a disclosable pecuniary interest or in disclosing such interest to a meeting.

4.2 The criminal penalties available to a court are to impose a fine not exceeding level 5 on the standard scale and disqualification from being a Councillor for up to five (5) years.

ANNEX B – DISTRIBUTION OF VOTES

Constituent authority	Population[1]	Number of votes[2]
Brighton and Hove City Council	287,173	2
East Sussex County Council	549,557	4
Hampshire County Council	1,365,103	10
Isle of Wight Council	140,264	1
Kent County Council	1,540,438	11
Medway Council	276,957	2
Portsmouth City Council	213,335	2
Southampton City Council	250,377	2
Surrey County Council	1,180,956	8
West Sussex County Council	846,888	6
- *Bracknell Forest Council*	*119,730*	-
- *Reading Borough Council*	*162,701*	-
- *Royal Borough of Windsor & Maidenhead*	*149,689*	-
- *Slough Borough Council*	*147,736*	-
- *West Berkshire Council*	*158,576*	-
- *Wokingham Borough Council*	*163,087*	-
Berkshire Local Transport Body (total)	901,519	6
Total	7,552,567	54

[1] Population as per ONS 2016 estimates

[2] Number of votes = population/140,000 (the population of constituent authority with the smallest population, this being the Isle of Wight)

Agenda Item 15

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

Date of meeting: **26 September 2022**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 6 September 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 6 September 2022 and was attended by more than 35 members of the Forum. The Forum welcomed three new members which demonstrates the continued interest in engaging with the work of TfSE.

2. Feedback from the Transport Forum Meeting on 6 September 2022

The Disabled Passenger

2.1 The forum was introduced to:

- Gordon McCullough from Research Institute for Disabled Consumer (RiDC)
- Victoria Garcia from Brighton and Hove Buses
- Catherine Folca from Transport Focus
- Graham Oulton, Guide Dog Volunteer

2.2 The Forum were presented with insight into the research that RiDC have conducted concerning accessibility of electric vehicle charging. It was highlighted that there is a real demand from disabled car users for electric vehicles, but that this cannot be fulfilled as a result of inaccessible charging infrastructure. The Forum were also informed that disabled people feel excluded from being able to be a part of the green agenda, not only as a result from their inability to use EVs, but also because of the barriers to public transport, which causes an increase in use of private car amongst disabled people.

2.3 Research was shared from Transport Focus on the challenges that disabled users face when using the roads, motorways and services on the Strategic Roads

Network. Transport Focus will be undertaking further work to explore the accessibility of websites that disabled road users have to use to plan their journeys.

2.4 Brighton and Hove Buses have made huge progress on accessibility and demonstrate best practice to others in the sector. They shared key learning, including the importance of having senior management involved in awareness of accessibility for all businesses, to ensure it shapes policy and budgets, and the importance of recognising the value of the Purple Pound.

2.5 The Forum were also offered a personal perspective of accessible transport, highlighting that a key component of being able to travel is being given the confidence from a provider that they will be able to fulfil their journey. It was agreed that accessibility must be considered and implemented more widely to ensure cross village/town/county travelling is seamless.

2.6 The Forum had the opportunity to ask the panel questions which generated a good discussion. The Forum considered that disabled representation on the Board would ensure that this issue is fully considered.

SIP Consultation

2.7 The Forum received a presentation on the quantitative and qualitative analysis of the SIP consultation to date. This addressed emerging themes and current position of support.

2.8 The Forum were informed on the next steps of the SIP, and noted that there will be a full presentation to the Board on November 2022, which would subsequently be published on the TfSE website.

Technical Work Programme Update

2.9 The Forum also received an update report on TfSE's technical work programme, including Freight and Logistics, decarbonisation and future mobility. An update on communications and stakeholder engagement activity was also provided.

3. Future Transport Forum Engagement

3.1 The next meeting of the Transport Forum will be held on Tuesday 20 December 2022. Part of this meeting will be used to discuss the progress of the DfT's additional priority workstreams and an update on the future mobility technical work.

3.2 It was noted that a future Transport Forum meeting should be held in person. The TfSE secretariat will look to arrange this meeting in the late spring of 2023.

4. Conclusions and recommendations

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

4.2 The Forum members welcomed the opportunity to see in some detail, the consultation response on the SIP, and the opportunity to discuss accessibility in the transport sector.

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

GEOFF FRENCH

Chair of the Transport Forum
Transport for the South East

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Agenda Item 16

Report to:	**Partnership Board - Transport for the South East**
Date of meeting:	**26 September 2022**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Responses to consultations**
Purpose of report:	**To agree the draft responses submitted in response to various consultations**

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

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1. Introduction

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

- Transport for London – Consultation on proposals to extend the Ultra-Low Emission Zone (ULEZ);
- Department for Transport – Consultation on primary legislative changes to reform our railways;
- Gatwick Airport - Gatwick Airport Northern Runway Project: Summer 2022 Consultation;
- Department for Transport - Consultation to update the Strategic Road Network (SRN) and the delivery of sustainable development (circular 02/2013); and
- Great British Railways Transition Team - Rail Freight Growth Target Call for Evidence

2. Transport for London – Consultation on proposals to extend the Ultra-Low Emission Zone (ULEZ)

2.1 In May 2022, Transport for London (TfL) launched a consultation on their proposals to extend the Ultra-Low Emission Zone (ULEZ) from 29 August 2023. Under the new proposals, the new boundary would cover almost all of Greater London, up to the existing Low Emission Zone (LEZ) boundary. The consultation also sought preliminary views on the future of road user charging in the capital.

2.2 This consultation closed on 29 July 2022 and the officer level response that was submitted is contained in Appendix 1. The consultation response acknowledges that there is a need for action in order to mitigate air quality issues and the adverse health impacts of pollutants emitted by road traffic, but highlights a number of concerns that TfSE have identified regarding the current proposals provided by Transport for London. In terms of the proposals to introduce a future London-wide road user charging scheme, the response states that the proposals set out are currently at a very early stage and that TfL would need to prepare an extensive evidence base in support of any road user charging scheme. Members of the Partnership Board are recommended to agree the response to this consultation contained in Appendix 1.

3. Department for Transport – Consultation on primary legislative changes to reform our railways

3.1 In June 2022, the Department for Transport (DfT) sought views on primary legislative changes required to effect rail reform as set out in the Williams-Shapps Plan for Rail. The consultation focused on:

- the core functions and duties of Great British Railways
- a new governance framework
- a reform of wider industry structures and processes

In addition to this, the DfT were also seeking evidence of the risks and potential implications of the policies proposed to inform their impact assessments.

3.2 This consultation closed on 4 August 2022 and the officer level response that was submitted is contained in Appendix 2. The response highlights the important role that TfSE, and the other STBs, can play in relation to the future development of the railway and rail transformation. Members of the Partnership Board are recommended to agree the response to this consultation.

4. Gatwick Airport - Gatwick Airport Northern Runway Project: Summer 2022 Consultation

4.1 In Summer 2022, Gatwick Airport Limited (GAL) ran a 6-week focused consultation on updated road designs to their proposed Northern Runway plans, following on from stakeholder feedback in the Autumn 2021 consultation on the project. In addition to updated road designs for the proposals, GAL also sought further feedback on their updated plans for car parks, hotels, offices, the airfield, water management, carbon and noise at the airport. The proposals are currently at the pre-

application stage of the Development Consent Order (DCO) process and GAL have indicated that they are likely to submit their application in the first half of 2023 at the earliest.

4.2 This consultation closed on 27 July 2022 and the officer level response that was submitted is contained in Appendix 3. The response confirms that TfSE neither support or oppose GAL's Northern Runway Proposals at this time and highlights that a number of aspects of the proposals require further information in order to enable the potential impacts of the proposals to be more fully assessed. Members of the Partnership Board are recommended to agree the response to this consultation contained in Appendix 3.

5. Department for Transport - Consultation to update the Strategic Road Network (SRN) and the delivery of sustainable development (circular 02/2013)

5.1 In July 2022, the Department for Transport (DfT) launched a consultation on proposed changes to Circular 02/13. The purpose of this Circular is to set out planning policy in relation to the strategic road network and roadside facilities. The circular also gives details on how National Highways will fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient Strategic Road Network. The proposed changes aim to:

- strengthen environmental policies in response to the transport decarbonisation plan and the drive towards zero emission transport
- implement policy to reflect a recent written ministerial statement about lorry parking and a new section on freight facilities
- clarify policy in order to address legal issues
- remove or amend out of date material

5.2 This consultation closed on 15 September 2022 and the officer level response that was submitted is contained in Appendix 4. Overall, the response welcomes the proposed change of emphasis from mitigation via highways measures towards promotion of sustainable and non-highway transport interventions. Members of the Partnership Board are recommended to agree the response to this consultation.

6. Great British Railways Transition Team - Rail Freight Growth Target Call for Evidence

6.1 In the Williams-Shapps Plan for Rail, the UK Government committed to setting a rail freight growth target. The Department for Transport (DfT) has commissioned the Great British Railways Transition Team (GBRTT) to develop a range of rail freight growth target options. In July 2022, the GBRTT launched a call for evidence with the purpose of understanding how much of the current and future market demand for freight could be met by rail, and the role rail can play in the nation's supply chains. The call for evidence will help GBRTT to understand the realistic volume of goods that could be transferred to rail; where the potential for future rail freight traffic exists and where new rail terminals could be needed.

6.2 This consultation closes on 27 September 2022 and the draft response is contained in Appendix 5. The appendix provides responses from TfSE to the questions set out by GBRTT as part of this call for evidence. Members of the Partnership Board are recommended to agree the response to this consultation.

7. Conclusion and recommendations

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

RUPERT CLUBB
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TRANSPORT FOR THE South East

ULEZ Consultation Team
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28 July 2022

Dear ULEZ Consultation Team

Consultation on proposal to extend the London ULEZ scheme from August 2023

I am writing to you as Technical Lead for Transport for the South East (TfSE) in response to TfL's consultation on the Mayor's proposal to extend the ultra-low emissions zone (ULEZ) scheme to cover the whole of Greater London (with some detailed boundary differences) from 29 August 2023.

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

TfL has provided a strong evidence base about air quality and the adverse health impacts of pollutants emitted by road traffic in support the proposal to extend the London ULEZ. From that evidence, not least the contravention of World Health Organisation (WHO) air quality guidelines, the need for further action is clear.

TfSE also recognises that further expansion of the ULEZ as proposed would deliver additional air quality improvements for the capital. However, outside London, within the TfSE area, the proposed ULEZ expansion will most affect people and businesses closest to the Greater London Authority (GLA) boundary, in east Berkshire (Slough, Windsor & Maidenhead), Surrey and Kent. The proposal will then impact proportionately less on people and businesses further out from the GLA boundary– but still in significant numbers.

Administrative boundaries are effectively artificial in day-to-day life; people and businesses operate without particular regard to them. This is especially true in contiguous communities that straddle the boundary, such as Crayford/Dartford. The functional cross-boundary relationships between places in outer London and in the inner orbital TfSE area are important (whether for work/business, education, health,

leisure, or any other needs). NHS Hospital Trusts' operational boundaries for example are not limited by the GLA boundary. The further extended ULEZ will impact people and businesses in ways that have not yet been sufficiently understood.

Neither TfL nor TfSE have specific details of the numbers, types and origins/ destinations of the cross-boundary journeys involved, broken down by age of vehicle (which would help determine the extent of potential ULEZ non-compliance). This means it is not possible to identify the numbers and locations of people and businesses in the TfSE area whose current activities would be affected. This makes it difficult for TfSE to reach a fully informed view on the proposals.

Until a full set of mitigation measures has been identified been funded and ready to be put in place to address the issues – both within and outside London – TfSE considers the proposed extension of the ULEZ zone extension to be premature. To address this, further joint action by the Mayor of London and by national government, partnering with the relevant non-London local authorities most affected (among other stakeholder interests) will be required. More data collection and analysis will be needed (including on potential economic, social and behavioural impacts) about the roll-out of the October 2021 ULEZ extension within London (both inside and outside the zone), and in non-London boroughs/districts adjacent or close to the zone boundary. That data gathering may be an essential requirement for national government, so it can target its own resources effectively on identified impacts of these ULEZ proposals outside London.

Issues of particular of concern that have been identified by TfSE are as follows:

Lack of travel alternatives: The Mayor of London has been able to dedicate a considerably higher level of resource to provide alternatives to private car use over the years than authorities outside London. However, the density of the available public transport network is considerably lower in outer London than in inner London (the boroughs of Bexley and Kingston – which abut the TfSE area – are not served by any tram, Underground or Overground services, for example). Inner London tends to have a more comprehensive public transport offer than places beyond the GLA boundary. Likewise cycle hire, dedicated cycle routes, car clubs and other alternatives follow the same pattern. Consequently, there will be a disproportionate negative impact on people and businesses outside London because of the relative lack of travel alternatives. That will be especially inequitable for those least able to afford to update the vehicle(s) they use or pay the £12.50 daily charge. Further work should be undertaken on analysing the impacts of the proposal on low-income groups outside London and firm proposals drawn up to mitigate these impacts.

Economic impacts: Reducing the ease of connectivity across the London boundary risks negative economic impacts on communities and businesses both inside and outside the boundary. The impacts could be worse where businesses that are still struggling to recover post-Covid, for which an extra

daily charge, or the cost of replacing vehicles they use, would be too much at this time.

Scrappage scheme(s): The proposal includes “the largest scrappage scheme [that is] feasible”, but this is only intended to cover residents and businesses within London. The same scrappage scheme will be needed for people, businesses and other organisations outside London. Achieving this will require direct funding from national government. The Mayor must collaborate with national government to ensure a joined-up solution is ready before the ULEZ expansion goes ahead. This may also require collaboration with bodies such as the Society of Motor Manufacturers and Traders to minimise the impacts of rising prices (and possibly lack of supply) for new and/or second hand ULEZ-compliant vehicles on those least able to afford them.

Temporary exemptions: Where TfL propose temporary exemptions from the ULEZ charge, the periods of time for those exemptions are not long enough for people outside London – not least because of the relative lack of alternative means of travel. Consideration must be given to extending [temporary] exemption to those who would not fall within the exemption categories proposed but who can demonstrate a reasonable case on the basis of hardship.

Publicity: There must be a strong and widespread publicity campaign prior to introducing any proposed change to the ULEZ zone. The effects of the proposals (and the alternatives being offered) would need to be clear to people both inside and outside Greater London.

Specific operational practicalities: There must be very clear highway signing so drivers understand when they are approaching or entering the zone – along with clear advice about appropriate alternatives.

The consultation also raises the question of potentially introducing a **London-wide road user charging scheme** in the future. The proposals set out in the consultation document are at a very early stage, and consequently there is little detail to comment on at this point.

TfSE modelled the potential high-level impacts of a national road user charging scheme on future travel demand, the economy, population growth and carbon emissions as part of the supporting evidence base for its draft Strategic Investment Plan (SIP). The results of this work demonstrate that a national road user charging scheme is one of several national transport policy interventions that will be needed to deliver the strategic priorities identified in the SIP.

In any event, some form of national road user charging may need to be considered by Government to compensate for the decline fuel duty that will result from the ban on petrol and diesel cars and vans that comes into effect in 2030. However, there is

a risk that any scheme that is solely configured to replace this lost revenue may not enable wider demand management objectives to be achieved.

Introducing a London-only road user charging scheme could have significant adverse effects on traffic patterns around the edge of London that would need to be identified, understood, mitigated and managed. Depending on the charging schedule for such a scheme, there could be even greater adverse social and economic impacts than the proposed all-London ULEZ expansion, particularly where movement takes place across the scheme boundary.

TfL would need to prepare an extensive evidence base in support of any road user charging scheme (including for places beyond the London boundary) and test a range of different charging options. This would then enable the potential impacts to be readily understood and adverse impacts suitably mitigated by TfL themselves, or by national government for places outside London. The potential impact on lower income households would be an issue which would need to be thoroughly investigated.

It is too early to say whether a London-only road user charging scheme would be appropriate without a strong supporting evidence base and considerably more detail about how a scheme would work in practice.

Thank you for the opportunity to comment on these proposals. This is an officer-level letter at this stage, subject to endorsement by TfSE's Partnership Board at its next meeting on 26 September; a further iteration of this response may therefore follow.

Yours faithfully

Mark Valleley
Technical Lead, Transport for the South East

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TRANSPORT FOR THE South East

Rail Transformation Programme Consultation
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Emailed to: railconsultation@dft.gov.uk

2 August 2022

Dear Rail Transformation Programme Team

Legislation to Implement Rail Transformation

I am writing to you in my role as Technical Lead for Transport for the South East (TfSE) in response to the Department's consultation on the potential legislation that will be required to deliver the transformation of the country's railways. This includes arrangements to set up Great British Railways (GBR), which is to act as the "guiding mind" behind the railway as envisaged by the rail white paper.

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

Both TfSE's transport strategy (published in July 2020) and its draft Strategic Investment Plan (SIP), which is subject to public consultation between June and September this year, were both based on extensive technical work. This means they are underpinned by a robust supporting evidence base. TfSE's response to this consultation takes account of that evidence base and the numerous formal and informal discussions with our key stakeholders.

TfSE supports the formation of GBR and has valued the opportunities it has had to date to liaise with the GBR Transition Team (GBRTT).

This consultation document mainly addresses aspects of rail transformation that require new primary legislation to achieve them. There are some matters that can be dealt with by new/amended secondary legislation or through existing powers. The consultation document does not go into detail on those matters which makes it hard to perceive the full picture of mechanisms for how the Government proposes the new railway should be operated and governed.

This response does not seek to answer all the questions posed in the consultation document – many of them cover topics on which TfSE has no specific expertise or

knowledge. The points we raise below are cross-referenced to the questions that are of most relevance.

STBs were created through the amendments in the Local Transport Act 2008 made by section 21 of the Cities and Local Government Devolution Act 2016. The general functions of STBs (as set out in s102H of the 2008 Act) include:

- Providing advice to the Secretary of State for Transport about the exercise of transport functions in relation to [their] areas (s102H(1)(b));
- Coordinating the carrying out of transport functions … that are exercisable by different constituent authorities (s102H(1)(c)); and
- Making other proposals to the Secretary of State about the role and functions of the STB (s102H(1)(e).

TfSE considers that there is a strong role for STBs in relation to the railway and in rail transformation. TfSE's Transport Strategy sets out an important role for the railway to help meet TfSE's strategic objectives. TfSE's draft SIP highlights project proposals to enhance the contribution from the railway over the life of TfSE's transport strategy, as part of a multi-modal investment programme. STBs offer their constituent authorities the opportunity to come together to liaise with and shape plans of key national network operators such as National Highways and Network Rail.

The rail white paper (published by DfT in May 2021) highlights the important role of partnering in the transformed railway. GBR should "work openly and transparently with local, devolved and commercial partners" (Williams-Shapps Plan for Rail, p30). GBR will "work with and be responsive to the needs of local and regional partners" (p40 text box). "In England, new partnerships with Great British Railways' regional divisions will give towns, cities and regions greater control over local ticketing, services and stations (heading, p41).

TfSE values the positive working relationship it has established and maintained with the railway – in particular with Network Rail's Southern and Wales & West regions, but also with train operators, the Rail Delivery Group and other bodies such as the Rail Freight Group. Network Rail has worked closely with TfSE to help develop the draft SIP. TfSE is represented on the challenge panel that Network Rail's Southern region's plans and proposals for control period CP7 (2024-2029). TfSE has been involved as a key stakeholder in Network Rail's study work on Solent to the Midlands freight and investigations such as the Paddington-Reading, Reading Area and Wessex Route studies. So, there is already valuable and mutually beneficial work going on between the railway and TfSE – just as with other STBs. Those arrangements can be built upon further, through clarity from Government in the legislation for the railway highlighting the importance of partnering with England's STBs.

Of particular interest to TfSE, the rail white paper includes a proposition for "a new strategic partnership" for London and the South East, to be established to "support housing, economic growth and the environment across the highly interconnected

transport network in that part of the country" (p42). It would be highly advantageous to have the relevant STBs (TfSE, England's Economic Heartland (EEH) and Transport East (TE)) as key partners to that work, because of the importance of:

- A coordinated approach to rail-based transport solutions for London and the South East as a whole. The three STBs can provide an important counterpoint to the attention that might otherwise be given to the needs of Greater London; and
- An integrated approach to transport planning, spatial planning and economic development for the whole London and the South East area.

Through representation of their respective constituent bodies and the positive influence they bring to bear in promoting delivery of government policy, STBs are well placed to provide regionally based partnering to realise the government's aims for the railway, as well as each STB's own key objectives. To do so requires the relevant STBs to be able to input into the specifications of Passenger Service Contracts (PSCs), developing and growing rail freight and the railway's long term planning process.

TfSE understands the operational reasoning behind the geographical definition of Network Rail's routes and regions (which we assume will be taken forward to become GBR's regional breakdown too). The regional organisation of the railway and the areas covered by each STB can be very different, which affects the quality of collaboration that is possible. Some STB areas operate in three separate Network Rail regions, each with its own approach to engagement and collaboration with the STB(s). To overcome this, GBR will need to work closely with the STBs on ensuring effective and joined-up collaboration. For its part, TfSE does not see a particular need for altering the railway's regional geographies to achieve that improved interface.

It is therefore TfSE's advice to the Secretary of State to include in legislation a specific requirement for the transformed railway to partner with STBs across England on the delivery of better local and regional transport solutions and on the strategic planning that will provide the necessary framework for this into the future. Such a requirement on the railway (especially on GBR) could be made in either primary legislation (which many STBs would prefer) or, if not, through supporting regulations. These points relate to **Question 1** (and paragraph 2.8, fourth bullet) and **Question 2** (and paragraph 2.9) of the consultation document.

Question 8 and **Question 9** ask about how competition is dealt with on the railway. In the TfSE area, there have been few (if any) open access passenger operations. Open access for freight is however a very important consideration.

Question 8 asks whether ORR's competition duty ("to promote competition in the provision of railway services for the benefit of users of railway services" – Railways Act 1993, section 4(d)) should be amended so ORR also is to take account of public sector spending – with a view to protecting taxpayers (paragraph 2.49 in the consultation document refers). It is important that ORR's competition duty takes a balanced view on how railway resources (especially train paths on busier routes)

should be allocated. ORR would need to take account of user benefits and impact on taxpayers, along with other government policies and other duties that the government may give to GBR. For example, a separate consultation by GBR TT is asking about whether GBR should be given specific targets to grow freight operation on the railway. Such a requirement will have an impact on how train paths might be allocated in future (including, potentially, between competing freight operating companies) – which in turn is relevant to ORR's competition duty.

Question 9 asks about whether the competition requirements of Chapter I of the Competition Act 1998 should be disapplied to the railway, so as not to stop train operators collaborating – if GBR directs them to do so (paragraphs 2.50-2.55 of the consultation document refer). GBR could usefully make such directions to provide better services for users, better value for money etc. The consultation document proposes that such directions should lead to defined benefits, though it is not clear whether a definition of valid reasons will appear in the legislation and/or whether there would be a requirement on GBR to define what the intended benefits of collaboration will be.

TfSE sees strong advantages in allowing inter-operator cooperation and collaboration. The instances where GBR may direct such collaboration should include (but not be restricted to) improving the service offered to rail users, improving value for money (including for public sector funding) and/or delivering key government policy objectives. More limiting definitions of those circumstances in legislation risks GBR not being able to provide and promote best use of the railway.

TfSE also supports potential legislation to require GBR to look beyond its own estate and its own operations. GBR needs to consider its own duties as part of the wider transport network and play its part in delivering central government (and hence STBs') transport objectives. GBR also needs to factor more thinking about first mile/last mile travel (especially for passengers) into its likely responsibility for operating stations itself, among other things. STBs, including TfSE, are more than happy to work alongside GBR as it does this.

This is an officer-level response at this stage that is subject to endorsement by TfSE's Partnership Board at its next meeting on 26 September. A further iteration of this response may therefore follow.

Yours faithfully

Mark Valleley
Technical Lead, Transport for the South East

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Transport for the South East, County Hall,
St. Anne's Crescent, Lewes, BN7 1UE

Emailed to: feedback@gatwickfutureplans.com

26 July 2022

To whom it may concern,

Gatwick Northern Runway Project Consultation – Summer 2022

I am writing to you in my role as Technical Lead for Transport for the South East (TfSE) in response to the latest consultation on Gatwick Airport's Northern Runway Proposals.

Transport for the South East (TfSE) is a sub-national transport body (STB) that represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities.

TfSE welcomes the opportunity to comment on the refined proposals set out in the further round of targeted consultation that Gatwick Airport Limited (GAL) is currently undertaking.

We understand that proposals for the project are currently at the pre-application stage of the Development Consent Order (DCO) process, therefore a formal response will be submitted at the acceptance stage.

Carbon emissions and climate change

Transport is currently the single biggest contributor to Green House Gas emissions. Action needs to be undertaken to address this and our transport strategy includes a commitment to meet the Government's target of achieving net zero carbon emissions by 2050, at the latest. Gatwick Airport Limited should aim for a proposal of this size to be an exemplar project in delivering on sustainable growth and tackling climate change within the transport sector.

In the Autumn 2021 consultation, the Preliminary Environmental Impact Report suggested that there will be an increase in overall carbon emissions of 1.387 MtCO2e at the 2038 assessment year as a consequence of the expansion plans. The Government's Transport Decarbonisation Plan (TDP), and the recently published Jet Zero Strategy, sets out the Government's commitments and the actions needed to decarbonise the entire transport system in the UK and to deliver net zero aviation by 2050. Following on from the publication of the Jet Zero Strategy, TfSE would advise GAL to consider revising and updating the Economic Impact Assessment and other carbon assessments as part of the airport's DCO application.

TfSE notes that Gatwick Airport Limited still plans to submit a draft Carbon Action Plan as part of the future application for development consent that will aim to set out the actions and mitigation required for the airport to reduce the impacts of carbon emissions. As part of the development of the Carbon Action Plan, it is critical that GAL works with key stakeholders to consider ways in which greenhouse gas emissions can be reduced. Until this report is available, it will not be possible to determine the extent to which the expansion plans will contribute to the Government's mandated target of achieving net zero carbon emissions by 2050.

Surface access and car parking

As set out in our response to the Autumn 2021 consultation, the proposed expansion of Gatwick Airport will have significant impacts on the transport system in and around the surrounding areas of Gatwick Airport and these impacts will need to be satisfactorily addressed as part of the proposals.

We note the changes to the highway proposals that have been made following the Autumn 2021 consultation. However, the changes do not appear to have incorporated sufficient additional measures to make using sustainable modes of travel a more attractive option for staff and passengers. As a consequence, they will not contribute to the current objectives of increasing the proportion of passengers using sustainable forms of transport form 48% in 2020 to 60% by 2030.

TfSE welcomes the revised forecasting of car parking provision at the airport following on from feedback received as part of the Autumn 2021 consultation. A decrease from the initially proposed amount of 18,500 additional car parking spaces down to 12,025 is a positive outcome from the previous consultation. TfSE still questions the need for this level of increase in car parking spaces with the forecast increase in passenger movements being accommodated through investment in more sustainable forms of travel.

We note that you plan to develop an updated draft Airport Surface Access Strategy (ASAS), as part of a future DCO application submission, that will provide further detail and information around your commitment to increasing the proportion of trips that are made by public transport and other sustainable transport modes. TfSE will look forward to reviewing this Strategy as part of your ongoing work for the Northern Runway Proposals.

Employment and economy

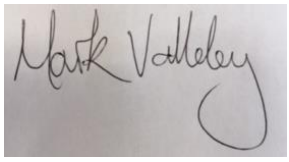
The projected increase of 18,400 additional job opportunities by 2038 continues to be welcomed by Transport for the South East. We note that you are refining your Employment, Skills and Business Strategy (ESBS) following on from comments received as part of the Autumn 2021 consultation and will also develop a ESBS Implementation Plan that will be submitted as part of any future DCO application. TfSE would wish to

review this when this is published to identify how the employment opportunities arising from potential airport expansion could be maximised.

In conclusion, at this point in the process TfSE's position is that it neither supports nor opposes the proposals to bring the northern runway into regular routine use. As has been highlighted in this response and our response that was submitted as part of the Autumn 2021 consultation, there are a number of aspects of the proposals where further information is required to enable the potential impacts of the proposals to be more fully assessed. In addition, clear and robust strategies need to be developed to deal with the potential impacts of the proposed expansion plans on carbon emission and noise and ensure that a greater proportion of those travelling to the airport as passengers or employees can do so using sustainable forms of transport. It is vital that all of the documentation and supporting information relating to the proposals is made available to enable thorough scrutiny as the proposals progress through the DCO process. In the meantime, the Airport will continue to be an important consideration for TfSE as we continue to develop our Transport Strategy. We will welcome continued engagement with Gatwick Airport Limited as your expansion proposals are developed further and appreciate there will be a further opportunity to respond during the DCO process.

This is an officer response. The TfSE Partnership Board meets on 26 September 2022 and will consider this draft response and a further iteration of it may therefore follow.

Yours sincerely,



Mark Valleley
Technical Lead
Transport for the South East

Response from Transport for the South East to the consultation on proposed changes to DfT Circular 02/2013: strategic Road network and the delivery of sustainable development

1. Introduction

1.1 The Government is proposing to make a number of changes to the Department for Transport (DfT)'s circular 02/2013: Strategic road network and the delivery of sustainable development (C02/2013). The purpose of this Circular is to set out planning policy in relation to the strategic road network and roadside facilities. The circular also gives details on how National Highways will fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient Strategic Road Network.

1.2 The revised circular:

- makes a number of changes to strengthen environmental policies in response to the transport decarbonisation plan and the drive towards drive towards zero emission transport
- implements policy changes to reflect a recent written ministerial statement about lorry parking and a new section on the spacing of freight facilities
- includes minor changes to clarify policy in order to address legal issues
- includes changes to remove or amend out of date material

1.3 The Government is not proposing a review of the role of the C02/2013 at this stage. A fuller review of C02/2013 could be required in due course, depending on the implementation of the Government's proposals for wider reform of the planning system.

2. Overall comments

2.1 The consultation marks a change of emphasis from mitigation via highways measures towards promotion of sustainable and non-highway transport interventions, which is welcomed.

2.2 The move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate') is welcomed. This accords with the approach that was adopted to the development of TfSE's Transport Strategy.

2.3 There is potential for those parts of the guidance that relates to National Highways involvement in "signing off" sustainable transport initiatives, to lead to conflict between local planning/transport authorities and Nationals Highways, which could delay the planning process. Another key issue is the way in which the guidance will be interpreted particularly where it allows for a considerable degree of

subjectivity and there is always a risk of it being applied inconsistently. This is an issue which may require further attention is a fuller review of the guidance. There are also a number of apparent inconsistencies in the guidance which are highlighted in the responses to the consultation questions set out below.

3. Response to consultation questions

Q1. Do you agree or disagree with the changes proposed in the introduction section?

Para. 6 states:	National Highways "...will support initiatives that reduce the need to travel by private car and enable the necessary behavioural change to make public transport, cycling and walking the natural first choice for all who can take it."
Response:	We welcome the change of emphasis away from the sole focus on preserving the role of the strategic highway network. The paragraph could also be enhanced to include greater emphasis upon land-use planning to provide mixed-use and higher density development, better integrated with existing communities, which reduce the need for vehicular travel.
Para 12. States:	"Development in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy should have no significant impact on the SRN"
Response:	We agree with principle but caution the wording - local impacts of sustainable development could possibly be considered "significant"- but not "severe"- this is pertinent to Environmental Assessment significance criteria and NPPF Para. 111 which states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
Para 15.	Specifically focuses on the transport decarbonisation plan and the move away from 'predict and provide' to 'vision and validate'.
Response:	As set out above , we welcome the change in approach as the TfSE's Transport Strategy advocates this approach
Para 17 states	National Highways "will support development promoters and local authorities in applying the principles of Manual for Streets and the National Design Guide on Movement, in particular to ensure that well considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals."
Response:	We agree with the principle, but caution whether this would mean National Highways will become drawn into developing and commenting upon the detail of Local Plan policies and

	development control decision making. This should be retained at the local planning and transport authority level to avoid delay in Local Plan and development control processes, especially considering available resource

Q2. Do you agree or disagree with the changes proposed in the new connections and capacity enhancements section?

Para 22 states:	National Highways "…will adopt a graduated and less restrictive approach to the formation of new connections on the remainder (i.e. non high-speed traffic elements) of the SRN, determining each case on its own merits."
Response:	We welcome the differentiation in policy applicable for urban SRN where sustainable development is most likely to come forward.

Q3. Do you agree or disagree with the changes proposed in the engagement with plan-making section?

Para 30 states:	"…there cannot be any presumption that such infrastructure [new connections or capacity enhancements] will be funded through a future RIS"
Response:	The principle may be reasonable but caution that the wording does not make it clear whether the development of schemes can be funded through RIS funding.
Para 34 states:	National Highways "can review measures that would help to avoid or significantly reduce the need for additional infrastructure on the SRN where development can be reasonably delivered through identified improvements to the local transport network, including sustainable travel choices, such as walking, wheeling, cycling, public and shared transport."
Response:	We agree with principle but caution whether this would mean National Highways will become drawn into developing and commenting upon detail of Local Plan policies, and development control decision making, that should be retained at the planning and transport authority level to avoid delay in the local plan and development control process, especially considering available resource.

Q4. Do you agree or disagree with the changes proposed in the engagement with decision-taking section?

Para 44 states:	"National Highways expects development promoters to enable a reduction in the need to travel by private car…"
Response:	We caution that this potentially puts National Highways in the role of arbiter of acceptability of sustainable transport strategies for development that may affect SRN and hence development control decision making. This should be retained at the local planning and transport authority level to avoid delay in the local plan and development control process, especially considering available resource.
Para 46 states:	"In highway capacity terms, the impact of development is likely to be acceptable if it can be accommodated within the relevant section (link or junction) of the SRN or does not increase demand for a section that is already operating at, or exceeding capacity."
Response:	We question whether a small increase in traffic on a section that is "at capacity" could be defined as a "severe impact" in line with NPPF para 111. This has the potential to significantly restrict development across South East England, as "at capacity" could be interpreted in a number of ways in line with the Design Manual for Roads and Bridges (DMRB), with significant proportions of the SRN being potentially defined as being "at capacity". Also, this paragraph seems to ignore the potential for area-wide sustainable travel or demand management initiatives to reduce background vehicle flows, which could result in links currently perceived to be "at capacity" being transformed into links with spare capacity to accommodate new development. This also appears to contradict Para 53. which is compliant with NPPF and states: "Where a Transport Assessment agreed by the Company indicates that a development would not significantly impact the SRN, new infrastructure will not be required. However, where this assessment indicates that a development would have an unacceptable safety impact or severe impact on the SRN, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary".
Para 55 states:	"…may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the Company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.

Response:	We welcome this inclusion, but Para 46 as currently written potentially undermines the intent.
Para 58 &59 state:	Para 58 - “for reasons of safety, liability and maintenance, any physical infrastructure that is necessary to mitigate the environmental effects of development must be located outside the highway boundary of the SRN”.... Para 59 ”An exemption to the requirement to site structures outwith highway land can be made for those owned and provided by the Company, and otherwise only in exceptional circumstances where there is no practicable alternative and safety is not compromised.”
Response:	The primary consideration for siting physical environmental mitigation infrastructure should be to locate it where it is likely to be most effective and least environmentally detrimental. For instance, in the case of mitigating a development from road noise where the SRN is on an embankment, then the most effective location for a noise barrier will be at the top of the embankment within highway land. Paragraphs 58 and 59 need to be redrafted accordingly.

Q5. Do you agree or disagree with the changes proposed in the special types of development section?

No response.

Q6. Do you agree or disagree with the changes proposed in the roadside facilities section?

Para. 80 to 83	Address spacing of freight facilities in recognition of existing shortages. This includes reduced maximum spacing between services that provide for lorry parking in areas of identified need
Response:	TfSE agrees with the changes to the provision of freight facilities to address existing shortages in provision.
Para. 110 to 113	Set out provisions for zero emission and hybrid vehicles at roadside facilities.
Response	TfSE supports the proposed changes

Q7. Do you agree or disagree with the changes proposed for annex A?

Q8. When should the new requirements in annex A apply from?

Annex A	Sets out the detailed requirements for roadside facilities including those for freight and zero emissions vehicles.
Response:	TfSE agrees with the changes proposed for Annex A which, given the existing shortage of freight facilities, should be introduced as soon as reasonably practical.

Q9A. Are the facilities and parking currently required by the circular sufficient or not sufficient to enable utilisation of longer and heavier vehicles?

No response.

Q9B. Please explain your answer.

Q10. What additional facilities and/or parking could be required to enable utilisation of longer and heavier vehicles? Please explain your answer.

No response.

Q11. In what format would you like to see the circular published moving forward?

The publication of the circular should follow existing Government Guidance on publishing documents that was updated on 5 August 2022.

Q12. Do you agree or disagree the proposed objectives meet our obligations under the Equalities Act 2010?

No response

Draft TfSE response for consideration at TfSE Partnership Board on 26 September 2022

Rail Freight Growth Target

A Call for Evidence on designing and delivering rail freight growth target options for the rail network

Response Template

Responding to this Call for Evidence

This Call for Evidence launches on 5th July 2022 and will be open for 12 weeks, until 27th September 2022.

We recommend you read the Call for Evidence Document in full before submitting your response and strongly encourage you to respond using the online survey. The Call for Evidence Document and the online survey can be found at: Rail Freight Growth Target | Great British Railways Transition Team (gbrtt.co.uk).

If you are unable to use the online survey, you can respond by completing this form and sending it via email to RFGTcallforevidence@gbrtt.co.uk.

You may respond as an individual or on behalf of an organisation or organisations (please let us know all the organisations you are responding on behalf of).

We have grouped the questions into several themes. You can answer as many of them as are of interest and relevance to you or your organisation. Please provide as much evidence, based on credible data or verifiable qualitative information (such as examples and case studies), as you can to support your submission.

There are two parts to this call for evidence:

- Part One: Meeting customers' needs, and

- Part Two: Designing a growth target.

Part One is primarily aimed at organisations that have an active role in the movement of freight. These questions are intended to supplement our current understanding of market demand and forecast growth, and develop an understanding of your perception of engaging with the rail industry.

The questions in Part Two are to seek your views on how important rail freight growth is to you or your organisation, and how a rail freight growth target can be designed and implemented to achieve the desired outcome.

The most valuable responses will show how we can support rail freight growth in the context of our five strategic objectives over the short-term (the next five years), the medium-term (the next 10 years), and the long-term (the next 30 years). Respondents are welcome to consider the full range of potential measures or interventions, particularly those which complement private sector activity. Recognising the financial constraints the railway faces, any proposals that require public investment, should set out the cost and benefits, highlight the tensions and trade-offs, and evidence the efficiencies such a proposal would realise.

About you

1. What is your name? *(required)*

Mark Valleley

2. What is your email address? *(required)*

Mark.valleley@eastsussex.gov.uk

3. What is your job title? *(required)*

Technical Lead

4. Are you responding as an individual or on behalf of an organisation? *(required)*

☐ Individual

☒ Organisation

Click or tap here to enter text.

About your organisation

5. What is the name of your organisation? *(required)*

Transport for the South East (TfSE)

6. What is the role of your organisation? *(required)*

Sub-national Transport Body (STB)

7. What region(s) does your organisation currently operate in? *(required)*
(please select all that apply)

☐ East Midlands (England)	☒ South East (England)
☐ East of England	☐ South West (England)

☐ London	☐ Yorkshire and the Humber
☐ North East (England)	☐ Wales
☐ North West (England)	☐ West Midlands (England)
☐ Scotland	

8. Are you a current rail industry stakeholder? *(required)*

☒ Yes

☐ No

9. Which of these options best describe the organisation you work for or are representing? *(required)*

☐ Manufacturer that uses rail to transport goods	☒ Sub National Transport Body
☐ Manufacturer that does not use rail to transport goods	☐ Trade Body
☐ End-customer that uses rail to transport goods	☐ Terminal Operator (with rail traffic)
☐ End-customer that does not use rail to transport goods	☐ Terminal Operator (without rail traffic)
☐ Retailer that uses rail to transport goods	☐ Retailer that does not use rail to transport goods
☐ Freight Operating Company	☐ Port Operator (with rail traffic)
☐ Train Operating Company	☐ Port Operator (without rail traffic)
☐ Third-Party Logistics Company that uses rail to transport goods	☐ Government body or department
☐ Third-Party Logistics Company that does not use rail to transport goods	☐ Rail infrastructure manager (current or prospective)
☐ Transport Authority	☐ Rail Industry Regulator
☐ Local Council	☐ Customer Representative Body

Other (please specify):

Click or tap here to enter text.

Part One: Meeting customers' needs

Understanding your views on the rail industry

Note: Please only answer question i if you do not currently use rail to transport goods.

i. Have you used rail to transport goods in the past?
(please select only one item)

☐ Yes

☒ No

Note: Please only answer question ii if you do not currently use rail to transport goods. If you do move goods by rail, please move to question iii.

ii. Why does your organisation not use rail to transport goods?
(please select all that apply)

☐ Rail network capacity	☐ Reliability (compared to other transport modes)
☐ Rail network capability	☐ Origin locations are too variable
☐ Rail terminal connectivity	☐ Destination locations are too variable
☐ Cost (compared to other transport modes)	☐ Volume of goods is too small for a whole train
☐ Flexibility (compared to other transport modes)	☐ Difficult to understand how to use rail
☐ Do not know who to contact to explore using rail	☒ Other *(please specify)*

Other (please specify):

It is not part of our remit to transport goods.

iii. What are the key reasons why your organisation does not transport a larger tonnage of freight by rail?
(please select all that apply)

☐ Rail network capacity	☐ Reliability (compared to other transport modes)
☐ Rail network capability	☐ Origin locations are too variable
☐ Rail terminal connectivity	☐ Destination locations are too variable
☐ Cost (compared to other transport modes)	☐ Volume of goods is too small for a whole train
☐ Flexibility (compared to other transport modes)	☒ Other *(please specify)*

Other (please specify)

It is not part of our remit to transport goods.

iv. What is your perception of working with the rail industry?
(please share any experiences or case studies)

TfSE has a very positive and constructive working relationship with various parts of the industry, including Network Rail (Southern and Wales & Western), TOCs, RDG, ROSCOs and others. TfSE and Network Rail have collaborated on (and provided data for) each other's strategic work such as TfSE's Transport Strategy (2020) and draft Strategic Investment Plan (SIP, 2022); and NR area studies and route studies (eg Paddington-Reading, Reading Area, Solent-Midlands Freight and more).

Understanding current and future market demand

v. Do you see the greater use of rail freight as a viable solution for reducing greenhouse gas emissions in your operation?
(please select only one item)

☒ Yes

☐ No

If yes, please describe the potential role you think rail should play in your supply chain:

For supply chain movements operating in, to/from or across the TfSE area, rail has a major potential role to deliver more sustainable freight movement that the equivalent by road – with outcomes including reduced CO2, reduced road traffic, improved air quality, improved safety and, on some routes, faster journey times (including by avoiding road congestion

hotspots). Rail freight can also be used to reduce the pressure on availability of road haulage drivers. The potential for more use of rail in supply chains is set out in more detail in TfSE's Freight, Logistics and Gateways Strategy – see

vi. Are there parts of your supply chain you would like to transfer to rail?
(please select only one item)

☐ Yes

☒ No

If yes, please outline what parts of the supply chain and where these are geographically

Click or tap here to enter text.

vii. Does your organisation currently move goods by road in a single leg journey that exceeds approximately 100km on a regular basis?
(please select only one item)

☐ Yes

☒ No

If yes, please provide further detail about geographic location and frequency:

Click or tap here to enter text.

viii. If the rail industry was not constrained (eg by capacity, driver resource or asset availability), how much extra freight tonnage could be moved by rail each year?

Please specify where and why suppressed demand exists on the rail network:

In TfSE's area, considerably more freight tonnage could be moved by rail if those constraints were overcome. Another constraint, not mentioned here, is the available loading gauge on different routes (precluding operation of inter-modal containers, for example) – which also needs to be addressed progressively across the network. Line capacity constraints both within and beyond the TfSE area suppress the potential to meet more demand for rail-based freight, including: for freight links that require trains to circuit London on the West London Line and North London Line (or Gospel Oak-Barking); Woking; Windmill Bridge Junction and lines through East Croydon; routes through and around Southampton; Basingstoke-Reading; Reading-Paddington; and Lewisham, amongst others. Outside the TfSE area, there are other capacity constraints that suppress demand for Solent-Midland freight services, as identified in the joint route study between Network Rail and National Highways.

ix. Please describe how the total annual tonnage of freight moved by your organisation (across all transport modes) is likely to change over the next 5 years, 10 years, and 30 years.
[Please specify if any demand drivers have been identified]

5 years:

Not applicable.

10 years:

Not applicable.

30 years:

Not applicable.

Understanding the opportunities and challenges to rail freight growth

x. Do any of the terminals or facilities you presently occupy have a rail-connection but do not receive rail traffic?
(please select only one item)

☐ Yes

☒ No

If yes, please specify where:

TfSE does not occupy any terminals or facilities.

xi. Are there any terminals or facilities you presently occupy adjacent to or near the railway that are not currently rail-connected?
(please select only one item)

☐ Yes

☒ No

If yes, please specify where:

Click or tap here to enter text.

xii. What are the key opportunities for the credible, commercially viable growth of rail freight usage in the next 5, 10, and 30 years?

5 years:

Parcels and higher value, low bulk goods – an opportunity to repurpose 3rd rail passenger stock (such as Networkers) as it comes off lease.

10 years:

Trade will increase through the port of Southampton, spurred by current port expansion plans with any decline in trade with mainland Europe and increase with the rest of the world. Big opportunity for rail freight.

30 years:

Increasing use of rail freight to deliver mode shift and achieve carbon reduction targets.

Understanding your priorities and future engagement

xiii. Please rank the following in order of importance from 1 (low importance) to 5 (high importance) for your organisation: decarbonisation; cost; journey time; reliability; flexibility.

Note: *please make sure you use all five numbers and do not use a number more than once (e.g. you cannot score decarbonisation and cost both five).*

	1	2	3	4	5
Decarbonisation	☐	☐	☐	☐	☒
Cost	☐	☐	☒	☐	☐
Journey Time	☒	☐	☐	☐	☐
Reliability	☐	☐	☐	☒	☐
Flexibility	☐	☒	☐	☐	☐

xiv. Would you welcome further engagement with the rail industry to begin looking for potential solutions to establish a rail service?
(please select only one item)

☒ Yes

☐ No

xv. Do you have any other comments you would like to add to support your response to Part One?

TfSE's Freight, Logistics and Gateways Strategy identifies a clear future role for rail-based freight to contribute to economic growth in the TfSE area, deliver mode shift away from road-based freight and contribute to supply chain decarbonisation. The strategy can be found at: https://tfse.org.uk/app/uploads/2022/05/TfSE_FLAGS_Report_v1.71.pdf. Section 3 of the strategy identifies the current and future capability of the rail network for rail freight movement. Opportunities must be taken to complete short gaps in overhead electrification, especially to provide better links between key rail freight corridors in/around London. Seaports should have rail links restored and used where feasible (eg at Sheerness). Opportunities of potential new rail freight interchanges in the TfSE area need to be explored and exploited. More work needs to be done to increase rail freight capability to and from Heathrow. TfSE is keen to collaborate with GBR on opportunities to increase opportunities for rail freight on the network, encouraging and growing demand, and delivering a more decarbonised supply chain.

Part Two: Designing a growth target

Understanding your views on rail freight growth

xvi. On a scale of 1 (low importance) to 5 (high importance), how important is rail freight growth to you or your organisation?
(please select only one item)

1	2	3	4	5
☐	☐	☐	☐	☒

xvii. On a scale of 1 (highly ineffective) to 5 (highly effective), how effective do you think a growth target will be in incentivising rail freight growth?
(please select only one item)

1	2	3	4	5
☐	☐	☐	☐	☒

xviii. How do you think a target can incentivise rail freight growth?
[Please consider any opportunities, challenges, benefits and disbenefits]

Targets for growing rail freight, suitably specified, will be an incentive to GBR to work to resource and enable that growth – rail freight operations can and would be measured and monitored; and GBR will be held to account by both DfT and ORR for delivering on their policies and related requirements.

Understanding your views on measuring a growth target

xix. Of the options described in Table 1 *(see Page 13)*, what do you think is the best metric for measuring a future growth target?
(please select only one item)

Economic Value	Modal transfer	Carbon reduction	Freight moved	Freight lifted	Freight distance travelled	Total freight trains operated
☐	☐	☐	☒	☐	☐	☐

xx. Are there any other metrics that you would suggest for measuring a future rail freight growth target?

GBR's primary performance target for freight growth needs to combine increases in Freight Moved (tonne km) and more Carbon Reduction (tonnes of CO2) – highlighting the aims of increasing the amount of freight on the railway and of decarbonising it. In other words, despite increases in rail freight tonne miles, CO2 generated by freight trains should be reducing. Increasing the total Economic Value of goods moved on the railway is also a

beneficial target – which would focus GBR's attention on prioritising loads that either are of more economic value and/or facilitate economic growth. Modal Transfer is less under GBR's control, but monitoring this and other indicators in Table One will provide essential intelligence/evidence.

xxi. Over what timeframe should the growth target be set?
(please select only one item)

Control Period 7 (2024 – 2029)	End state to 2030 (with intermediate targets)	End state to 2030 (without intermediate targets)	End state to 2050 (with intermediate targets)	End state to 2050 (without intermediate targets)	Other *(please specify)*
☐	☐	☐	☐	☐	☒

Other (please specify):

TfSE's freight strategy runs to 2035. Setting absolute 'end state' targets for rail freight to 2035 (or perhaps to 2030 to begin with) would be a reasonable period during which the railway should be incentivised to maximise rail freight growth (while decarbonising rail freight movement) within current constraints and capacity of the existing rail network. After that, it is reasonable to expect a need to invest in major infrastructure enhancements to free up network capability for more rail freight growth. Intermediate targets should be set, if possible, every 5 years. This will focus attention on growing rail freight in the context of planning for activities and interventions in the next Control Period.

If you chose an answer with an end state (with or without intermediate targets), please specify what you think the end state should be and why:

Click or tap here to enter text.

xxii. Across what geography should the rail freight growth target apply?

Rail network	Separate targets for the Regional Divisions of GBR	Other *(please specify)*
☒	☒	☐

Other (please specify):

Click or tap here to enter text.

xxiii. Should the rail freight growth target be designed to cover all market sectors, or should there be several market-specific targets?
(please select only one item)

☒ One target

☐ Several market-specific targets

Understanding your views on delivering a growth target

xxiv. How can the public and private sector work together better to ensure a future growth target is delivered?

TfSE, Network Rail, freight industry bodies and others have been collaborating successfully on a range of topics – not least on TfSE's own work, including the transport strategy, draft strategic investment plan and freight strategy. The freight strategy identified an action area to address public sector "freight blindness", which evidences itself in a range of ways. For TfSE, the challenge will be to address the different functions that different authorities have that influence freight and logistics in their own area and beyond. TfSE is planning to relaunch its Freight Forum in early 2023, which would offer GBR an excellent link with parts of the freight and logistics industry and with local authorities, LEPs etc. TfSE is very keen to continue to collaborate with GBR on a wide range of issues that will be of importance to both organisations, building on the strong links that have already been established between TfSE and Network Rail.

xxv. What is needed from the supply side of the rail industry (commercial operators, GBR and Government) to support the growth of rail freight?
[Please outline any concepts or actions that are needed and include the associated benefits and costs]

Industry needs certainty to free up investment to improve the way its logistical needs can be met. The railway needs to overcome the images and narratives around its freight capabilities – that rail freight is slow, requires huge investment in infrastructure, is unreliable (will a consignment be delayed – or get there at all?), has high operating costs etc. The railway needs to look carefully at how to bring costs down and how to operate dependably (including use of diversionary routes). Some freight customers will want to come to the

railway because they want to reduce their environmental impacts. Some will require help to invest in infrastructure that gives them physical access to the railway. The government may wish to apply policy-led incentives that makes rail freight a more desirable product – whether using 'carrot' or 'stick' approaches. More information is available in TfSE's freight strategy and its supporting evidence base.

xxvi. What impact would these concepts or actions have on rail freight growth?

Actions that bring more freight customers to the railway and encourages existing customers to use the railway more will grow the demand for rail freight.

xxvii. What are the potential trade-offs (eg capacity or access) to deliver these concepts or actions?

The rail network has a range of inherent issues around capacity, operational resilience and cost of accessing the network. These and other constraints will limit the amount that rail freight capability can grow. The point has already been reached on some lines, and will easily be reached on others before long, where the numbers and types of trains reach the limit of the railway's capability. At or before that point is reached, assessment will need to be made of the relative value of current and proposed use of the train paths on offer. For some routes, business cases should be drawn up for potential capacity enhancements. A policy (with targets) for rail freight growth must recognise that the railway's capacity for that growth is finite.

xxviii. Which one of these concepts or actions would be most significant from a costs and benefit perspective?

Consideration could be given (on a route by route basis) to identifying the potential economic value (and contribution to economic growth) of different alternative sets of train path options for a rail corridor on a congested part of the network. That assessment may be more readily achieved by route corridor (ie on links between network 'nodes') rather than at [congested] nodes themselves. Such an assessment could usefully inform the railway's thinking about how the network is used, although economic value is not the only determinant in deciding priorities for allocating paths for different types of service/trains.

xxix. Do you have any other comments you would like to add to support your response to Part Two?

TfSE, in common with other STBs, will welcome opportunities to collaborate with GBR on growing rail freight, as well as other issues.

THERE ARE NO MORE QUESTIONS

Title	Metric	Description	Pros	Cons
Economic value	Value of freight £x	To measure the total economic value of all the freight trains that operate	○ Able to measure economic value of freight which could be used to make trade offs and enable enhanced decision making about use of capacity. ○ Able to demonstrate comparative economic value by commodity	○ Could be difficult to measure and would require new methodology ○ Not currently used or reported by the economic regulator
Modal transfer	Lorry movements avoided	To measure the total number of lorry movements that have been prevented	○ Able to measure carbon savings accurately and links to Net Zero carbon reduction targets ○ Able to demonstrate progress in delivering modal transfer for the addressable road market ○ Able to capture new to rail traffic	○ To capture additional growth in demand (beyond what runs today), a process would be required to map the HGVs that would otherwise have run (across all commodity types) ○ Does not capture modal transfer from other transport modes (eg from air)
Carbon reduction	Carbon tonnes saved	To measure the total amount of carbon saved by moving goods by rail instead of other modes	○ Able to measure carbon savings accurately and links to Net Zero carbon reduction targets ○ Can be linked to lorry movements avoided	○ To capture the carbon savings of additional freight volumes (beyond what runs today), a process would be required to calculate the saving based on what would otherwise have run (this would be needed across different transport modes) ○ Target could be achieved without increasing the volume of freight moved by rail through the greater use of bio-fuels or because of future decarbonisation of the rail network
Freight moved	Net Tonne Kilometres	To measure both the volume of goods and the distance travelled	○ Able to capture both short distance flows moving heavy goods (e.g. Construction materials) and longer distance flows carrying comparatively lighter goods (e.g. Intermodal containers)	○ Not the best representation of short distance and lighter-weight cargo ○ Not able to demonstrate new to rail traffic easily
Freight lifted	Tonnes	To measure only the volume of goods transported	○ Able to capture traffic flows in bulk markets over both short and long distances	○ Not able to appropriately capture the movement of lighter-weight goods (e.g. parcels) or comparatively lighter-weight goods (e.g. Intermodal containers) which can travel long distances ○ Not able to demonstrate new to rail traffic easily
Freight distance travelled	Kilometres	To measure only the distance the goods are moved	○ Able to capture the total distance travelled by rail, regardless of the weight of goods	○ Not able to appropriately capture the movement of bulk goods with considerable tonnage volumes that travels over short distances ○ Not able to demonstrate new to rail traffic easily
Total freight trains operated	Trains per annum	To measure the total number of additional freight trains that ran	○ Able to capture additional freight trains that operate on the network, regardless of weight or distance ○ Able to capture new to rail traffic	○ Could lead to erroneous behaviours of running trains partially loaded (which the metric may not be able to capture) ○ May not incentivise the industry to identify operational efficiencies to run longer and heavier loads, or to maximise the trainload capacity of existing services

Table 1: Examples of the pros and cons of potential rail freight growth target metrics

Next steps

A summary report of the responses will be published in autumn 2022. It will summarise the key themes, findings, and next steps.

The responses to both parts of this call for evidence will be supplemented by economic modelling and lessons learned from the development of other rail freight growth targets, which will be factored into the next stage of this work. The ranges of scenario assumptions and timeframes of the options are still to be determined. The Freight Operating Companies and the Rail Delivery Group will continue to be consulted throughout this process, to inform the development of credible and deliverable options. We will present rail freight growth target options to the Secretary of State later this year.

Thank you for your engagement and input. If you have any questions about this Call for Evidence, please contact RFGTcallforevidence@gbrtt.co.uk. We welcome your continued engagement in this process.

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