

**Transport for the South East
Partnership Board**

Agenda

21 March 2022, 14:45 – 16:00

Virtual via MS Teams

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 Rob Humby Deputy Leader and Executive Lead Member for Economy, Transport and Environment Hampshire County Council	Cllr Jamie Lloyd (sub for Cllr Amy Heley), Deputy Chair of Environment, Transport and Sustainability, Brighton & Hove City Council
Alex Williams, Director of City Planning 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
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Cllr Jeremy Moulton Deputy Leader and Cabinet Member for Growth Southampton City Council	Ian Phillips Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr Phil Jordan Cabinet Member for Infrastructure and Transport Isle of Wight Council	Cllr Alan Jarrett Leader Medway Council	Martin Harris Business Representative – Transport Sponsor Coast 2 Capital LEP (jointly representing LEPs)
Stuart Kistruck (sub for John Halsall) Director for Planning and Franchising Network Rail		

Apologies: John Halsall (Network Rail), Cllr Amy Heley (BHCC), Cllr Joy Dennis (WSCC)

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	Financial Update (p17-19) <ul style="list-style-type: none"> - <i>End of February Forecasts</i> - <i>Annual Report</i> 	Rachel Ford
7	Governance Update (p48) <ul style="list-style-type: none"> - <i>Governance work programme</i> - <i>Terms of reference update</i> 	Cllr Tony Page
8	MRN / LLM Update (TO FOLLOW)	Sarah Valentine
9	DfT/STB priority workstreams procurement update (p54-56)	Mark Valleley
10	Area Studies Progress Update (p57-59)	Sarah Valentine
11	Strategic Investment Plan Progress Update (p60-64)	Rachel Ford/Steven Bishop
12	Technical Programme Progress Update (p65-68) <ul style="list-style-type: none"> - Bus Back Better - Future Mobility - Transport decarbonisation 	Mark Valleley / Tiffany Lynch
13	Communications & Stakeholder Engagement (p69-72)	Hollie Farley
14	Transport Forum (p73-75)	Geoff French
15	Responses to Consultations (p76-105)	Rupert Clubb
16	AOB	All
17	Date of Next Meeting June 13 th 2022, 13:00 – 16:00	

Officers Attending Virtually

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
Elan Morgan	Transport for the South East
Tiffany Lynch	Transport for the South East
Emily Bailey	Transport for the South East
Joseph Ratcliffe	Kent County Council
Andrew Bull	Medway 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
Pam Turton	Portsmouth City Council
Richard Kenny	Hampshire County Council
James Hammond	Folkestone & Hythe District Council
Andy Rhind	DfT
Peter Duggan	DfT
Colin Rowland	Isle of Wight Council
Anthony Middleton	C2C LEP
Mark Prior	Brighton and Hove City Council
Matt Davey	West Sussex County Council
Stuart Kistruck	Network Rail
Ernest Amoako	Woking Borough Council

**TfSE Partnership Board
24 January 2022
Minutes**

Partnership Board members attended virtually		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Rob Humby Deputy Leader and Executive Lead Member for Economy, Transport and Environment Hampshire County Council	Cllr Tony Page Deputy Leader Reading Borough Council <i>(representing Berkshire Local Transport Body)</i>
Stuart Kistruck Director of Planning & Franchising-Southern Region Network Rail <i>(Deputising for John Halsall)</i>	Ian Phillips Chair South Downs National Park Authority <i>(Representing protected landscapes)</i>	Richard Leonard Head of Network Development, Strategy & Planning Highways England
Cllr Phil Jordan Cabinet Member for Infrastructure and Transport Isle of Wight Council	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Joy Dennis Cabinet Member for Highways and Infrastructure West Sussex County Council
Cllr Colin Kemp Borough Council <i>(jointly representing District and Borough Councils)</i>	Cllr Lynne Stagg Cabinet Member for Traffic and Transportation Portsmouth City Council	Cllr Jeremy Moulton Deputy Leader, Cabinet Member for Growth Southampton City Council
Alex Williams Director of City Planning Transport for London	Cllr Alan Jarrett Leader Medway Council	Geoff French CBE Chair Transport Forum
Cllr David Monk Leader Folkestone & Hythe District Council <i>(jointly representing District and Borough Councils)</i>	Martin Harris Business Representative – Transport Sponsor Coast 2 Capital LEP <i>(jointly representing LEPs)</i>	Cllr Amy Heley Chair of the Environment, Transport & Sustainability Committee Brighton & Hove City Council

Guests (virtual):

Chris Douglas, WSP, Technical Director – Freight Transport

Apologies:

- John Halsall, Route Managing Director for South East, Network Rail
- Daniel Ruiz, Smart Mobility and Transport Lead, Enterprise M3 LEP *(jointly representing LEPs)*
- Cllr Matt Furniss, Cabinet Member for Transport, Surrey County Council

Observers virtual:

Rupert Clubb, Transport for the South East

Rachel Ford, Transport for the South East
 Sarah Valentine, Transport for the South East
 Jasmin Barnicoat, Transport for the South East
 Emily Bailey, Transport for the South East
 Elan Morgan, Transport for the South East
 Tiffany Lynch, Transport for the South East
 Benn White, Transport for the South East
 Hollie Farley, Transport for the South East
 Mark Valleley, Transport for the South East

Ernest Amoako, Woking Borough Council
 Andrew Bull, Medway Council
 Mark Prior, Brighton and Hove City Council
 Matt Davey, West Sussex County Council
 Nikki Nelson-Smith, Highways England
 Joseph Ratcliffe, Kent County Council
 James Hammond, Folkestone & Hythe District Council
 Pete Boustred, Southampton City Council
 Simon Duke, Surrey County Council
 Tony Middleton, Coast 2 Capital LEP
 Pam Turton, Portsmouth City Council
 Andy Rhind, DfT
 Peter Duggan, DfT
 Alex Pringle, SDNPA

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier (KG) welcomed Partnership Board members to the meeting and noted apologies. 1.2 Cllr Glazier welcomed Cllr Colin Kemp who has taken over from Cllr Daniel Humphreys as one of the District and Borough Partnership Board representatives. 1.3 Cllr Glazier welcomed Emily Bailey who has joined TfSE as a Project Manager covering Jasmin Barnicoat's maternity leave.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
3. Declarations of interest	
3.1 Cllr Glazier asked Board Members to declare any interests they may have in relation to the agenda. No interests were declared.	
4. Statements from the public	
4.1 Cllr Glazier confirmed that no statements from the public have been submitted ahead of today's meeting.	

5. Future roles and responsibilities of TfSE	
<p>5.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>5.2 RC presented the final report into the future development of Transport for the South East (TfSE) and proposed the next steps to support the implementation of the findings.</p> <p>5.3 In response to queries raised regarding the expansion of the TfSE team, RC confirmed that this was linked to the Comprehensive Spending Review bid where a small expansion of a couple of additional team members would be required to provide the capacity and capability to take the work forward. However, the proposal from the Arup report to conduct a wider organisation development exercise to develop the operating model and required staffing structures would not be taken forward at this time but will be reviewed following the DfT's decision on a multi-year funding settlement for TfSE. RC iterated that recruitment would not take place without funding in place</p> <p>5.4 In response to queries regarding expanding the scheme of delegation, it was confirmed that the Governance Member Sub-Group would provide an appropriate oversight of the development of this and will ensure the Board are content with future arrangements. The Board requested an earlier re-establishment of the Governance Member Sub-Group to ensure adequate time to align any proposed changes to governance arrangements with the development of the SIP and also to provide appropriate oversight of any potential changes in responsibility due to any imminent Government announcements.</p> <p>5.5 The Board were content to re-establish the Governance Member Sub-Group with the following members:</p> <ul style="list-style-type: none"> ▪ Cllr Rob Humby ▪ Cllr Tony Page ▪ Geoff French ▪ Daniel Ruiz ▪ Cllr Dan Watkins ▪ Cllr Amy Heley <p>5.6 Mark Valleley (MV) confirmed that TfSE are keeping in touch with the work of constituent authorities, especially around Mobility as a Service (MaaS) to ensure work is not duplicated and to establish opportunities where TfSE can provide support.</p> <p>5.7 The recommendations were agreed by all Partnership Board members <i>(with the amendment that the Governance Member Sub-Group will meet before the next Board meeting in March 2022)</i>.</p> <p>RECOMMENDATIONS: The members of the Partnership Board are recommended to:</p>	

<p>(1) Note the findings of the independent review into the potential future roles, responsibilities and structures for TfSE;</p> <p>(2) Agree to adopt the organisational objectives, future activities and areas for focus identified in the transport value chain and the proposed road map to move to the implementation of the Strategic Investment Plan;</p> <p>(3) Note the future capability requirements and agree to delegate authority to the lead officer, in consultation with the Chair, to develop staffing structures to support this, as appropriate;</p> <p>(4) Note the findings on the current governance structures; and</p> <p>(5) Agree to re-establish the Governance Member Sub-Group from summer 2022, to lead a review into the constitution and governance arrangements to ensure they are fit for purpose for the implementation of the Strategic Investment Plan.</p>	
6. Freight, Logistics and International Gateways Strategy	
<p>6.1 Mark Valleley (MV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>6.2 MV outlined why the freight strategy was developed and its purpose. MV introduced Chris Douglas (CD), WSP Technical Director – Freight Transport to present the detail. CD explained the development of the strategy, the stakeholder engagement, the content of the document and highlighted some of the key outputs.</p> <p>6.3 In response to a query as to whether Network Rail (and the successor body of Great British Railways (GBR)) are happy with the content of this strategy, MV confirmed TfSE have a great working relationship with Network Rail and also have good communication links with the GBR Transition Team. Both MV and Stuart Kistruck (Network Rail) confirmed that Network Rail were involved in developing this strategy and TfSE has also assisted Network Rail with work they are undertaking in this area too.</p> <p>6.4 The recommendation was agreed by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to agree the draft Freight, Logistics and Gateways Strategy.</p>	
7. Lead Officer’s Report	
<p>7.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>7.2 RC highlighted the national policy papers and guidance that are expected to be released in the coming weeks/months. RC also briefly detailed some of the ongoing joint STB work that is occurring, including regular joint (and individual) communication with the DfT.</p> <p>7.3 The recommendation was agreed by all Partnership Board members.</p>	

<p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note the activities of Transport for the South East between October 2021 - January 2022.</p>	
<p>8. Finance Update – Quarter 3</p>	
<p>8.1 Cllr Keith Glazier (KG) reiterated a note sent last week to Board members confirming the successful outcome of TfSE’s bids for additional workstream funding. KG invited Andy Rhind (AR) from the DfT to comment on this and the Comprehensive Spending Review (CSR) funding outcome. AR confirmed the successful bids were testament to the work of TfSE and the regarding which the organisation is held by the DfT. AR also confirmed the CSR breakdown for STBs will be agreed and announced soon.</p> <p>8.2 Rachel Ford (RF) guided the Partnership Board members through the key parts of the paper.</p> <p>8.3 RF detailed TfSE’s financial position at quarter 3 and the forecast spend for the rest of this financial year. RF also outlined the detail on the successful workstream bids.</p> <p>8.4 RF confirmed the proposals for the local contributions for 2022/23 to remain at the current amounts of £58,000 for county authorities and £30,000 for unitary authorities.</p> <p>8.5 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <p>(1) Note the current financial position for 2020/21 to the end of December 2021, including the forecasts for end of year spend; (2) Note the position on funding discussions with the Department for Transport for 2022/23; (3) Note the funding decision for the additional Department for Transport / STB work streams and agree to delegate authority to the lead officer, in consultation with the Chair, to progress the procurement exercises for these areas; (4) Agree the local contributions for 2022/23; and (5) Note that work will be commencing on the business plan and annual report for 2022/23.</p>	
<p>9. Area Studies Progress Update</p>	
<p>9.1 Sarah Valentine (SV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>9.2 SV gave a brief update on the progress of the area studies and confirmed all five studies are entering the final stages of the technical work.</p>	

<p>SV thanked officers and Board Members for their engagement and contribution on these studies to date.</p> <p>9.3 KG reiterated that the engagement and feedback sessions with members have been really useful, and encouraged Board members to feedback to the team as soon as possible if they do have any further comments on the studies.</p> <p>9.4 The recommendation was agreed by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note the progress made with work on the area studies.</p>	
10. Strategic Investment Plan Progress Update	
<p>10.1 Rachel Ford (RF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>10.2 RF gave a brief update on the process to procure consultants to develop the SIP and confirmed that a consortium of Steer and KPMG have now been appointed. RF also confirmed the procurement process has been completed for the engagement specialist to lead the consultation of the SIP, the successful bidders were ECF (Forestville Communications Ltd).</p> <p>10.3 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <p>(1) Note the outcome of the procurement exercise; (2) Note the progress on the procurement exercise to appoint a consultation specialist; and (3) Note the progress with the Strategic Investment Plan to date.</p>	
11. Technical Programme Update	
<p>11.1 Mark Valleley (MV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>11.2 MV outlined briefly the progress on the Bus Back Better regional evidence base work, Future Mobility Strategy implementation work and the technical work currently underway on decarbonisation.</p> <p>11.3 In response to a query raised regarding the recent notification of reduced funding for bus service improvement plans, RC and Andy Rhind (AR) confirmed as per a recent letter from the DfT, the high aspirations of all the local transport authorities mean the DfT will need to prioritise the funding allocated for this work.</p>	

<p>11.4 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <p>(1) Note the progress with ongoing work on defining the future ambition for bus services in the TfSE area; (2) Note the work that has been initiated on the implementation of TfSE’s Future Mobility Strategy; and (3) Note progress with TfSE’s ongoing decarbonisation work.</p>	
<p>12. MRN / LLM Update</p>	
<p>12.1 Sarah Valentine (SV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>12.2 SV outlined two announcements relating to TfSE priority Major Road Network (MRN) schemes since the last Board meeting.</p> <p>12.3 On 27 October 2021, the DfT announced that the A259 Bognor Regis to Littlehampton scheme in West Sussex had been approved to progress to the next stage of development. It was also announced that to help the scheme progress to the next stage, the Department would make a contribution of £849,000 towards the costs of developing an Outline Business Case (OBC).</p> <p>12.4 On 7th December 2021, the DfT announced that the A28 Birchington, Acol and Westgate-on-Sea Relief Road scheme in Kent had been approved to progress to the next stage of development. It was also announced that to help the scheme progress to the next stage, the Department would make a contribution of £750,000 towards the costs of developing an OBC.</p> <p>12.5 SV also made the Board aware that since the report was written, a letter has been received from the DfT explaining that they are reviewing the MRN and LLM programme due to not having sufficient funding to cover all the schemes in the programme, but also since 2019, there have been changes to Government policy on transport investment, carbon impacts, impacts of new forecasts and the impact of Covid-19 on delivery and future demand.</p> <p>12.6 The DfT have therefore asked STBs to review all their MRN and LLM schemes and re-prioritise them accordingly. SV will have further conversations with the DfT and scheme promoters on this development and will update Board Members in due course.</p> <p>The recommendation was agreed by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note that two TfSE priority Major Road Network schemes that were at Strategic Outline</p>	

<p>Business Case stage have been granted approval to proceed to their next stage of their development and that both have received confirmation of development funding from DfT towards the costs of developing their Outline Business Cases.</p>	
13. Communications and Stakeholder Engagement	
<p>13.1 Hollie Farley (HF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>13.2 HF confirmed the variety of engagement that has taken place in the past few months and the engagement planned for the next few months including MP engagement via a parliamentary reception and virtual engagement sessions.</p> <p>13.3 TfSE are keen to involve Board members in the communications activity and would welcome input from Board members as to how we can best work together.</p> <p>13.4 Cllr Keith Glazier (KG) reiterated that Board members should liaise with HF on ideas for future engagement and also to be involved, if you can, in the MP and district and borough engagement sessions.</p> <p>13.5 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <p>(1) Note the engagement and communication activity that has been undertaken since October 2021; and (2) Note and agree the communications and engagement plan for the SIP development process, attached as Appendix 1.</p>	
14. Transport Forum Update	
<p>14.1 Geoff French (GF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>14.2 GF confirmed the Transport Forum met on 14 December 2021 where the main agenda items were a presentation from the Great British Railway Transition Team and a thorough update on TfSE's freight strategy.</p> <p>14.3 GF also confirmed that further to a discussion with Forum members, it was agreed that the meetings will continue virtually with the option to hold an in person meeting possibly once a year.</p> <p>14.4 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p>	

<p>(1) Note the recent meeting of the Transport Forum; and (2) Note and consider the comments from the Forum.</p>	
<p>15. Responses to consultations</p>	
<p>15.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>15.2 RC highlighted the main detail contained in the consultation response on the 'Whole industry strategic plan (WISP) for rail - call for evidence' due to its significance, and welcomed comments from Board Members on all consultation responses.</p> <p>15.3 Board members welcomed TfSE's response to the WISP and also the approach taken by TfSE in responding to Gatwick Airport's consultation. RC confirmed as STBs, TfSE does not have a view on air transport policy, with a focus for the organisation on surface transport to the airports.</p> <p>15.4 In response to a query, RC confirmed what positive elements TfSE are looking for when responding to local transport plan consultations – namely, planning for people and places and not cars.</p> <p>15.5 KG will confirm to Cllr Dan Watkins who represents Kent County Council on the Gatwick Airport Limited (GAL) stakeholder board meetings.</p> <p>15.6 The recommendations were agreed by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to agree the draft responses to the following consultations:</p> <p>(1) Great British Railways Transition Team - Whole industry strategic plan for rail; call for evidence; (2) Department for Transport - Future of Transport Regulatory Review Consultation; (3) Gatwick Airport Limited – Northern Runway Proposals Consultation; (4) Transport East – Draft Transport Strategy for the East Consultation; (5) West Sussex County Council and Surrey County Council - Local Transport Plan Consultations; (6) All-Party Parliamentary Group for the South East - Inquiry: financing the future - what does Levelling-up mean for South East England?; and (7) Office of Rail and Road – Consultation on the Office of Road and Rail's role and approach to road investment strategy 3 (RIS3).</p>	<p>KG</p>
<p>16. AOB</p>	
<p>16.1 Cllr Rob Humby questioned the wider impacts of TfSE's work on society and health (incl mental health) and how the Board could take a lead on this and the impact the Board can have. RC explained that it is important</p>	

<p>for TfSE’s work to understand and quantify the social and environmental benefits as well as the economic benefits. TfSE and the Board have an important role in reiterating the benefits of planning for people and places and how local authorities and regional bodies have a responsibility to look at these things differently.</p>	
<p>17. Date of Next Meeting</p>	
<p>17.1 The next Partnership Board meeting will be held on Monday 21 March 2022, 13:00 – 16:00 and it will be held virtually.</p>	

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

Date of meeting: **21 March 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 January 2022 – March 2022.

1. Introduction

1.1 The focus of work for TfSE in recent months has been concentrated on shaping the SIP narrative and concluding the area studies with our consultants.

1.2 Alongside this, a programme of engagement has been formulated as we prepare the draft SIP for consultation in summer 2022.

1.3 Our funding for additional workstreams on Bus Back Better, Electric Vehicle Charging Infrastructure Strategy and Local Capacity and Capability was agreed upon by the Board at our January meeting so we have progressed on the procurements with plans for all three workstreams.

2. National policy

Recent national policy

2.1 The ‘Levelling Up the United Kingdom’ policy paper was published on 02 February 2022. This high level paper identified the definition of levelling up and how wide reaching it is as an ideology. Data was provided to demonstrate the geographical disparities of the UK and 12 missions were outlined to guide the approach to levelling up that will be needed in the next decade.

2.2 Some interesting points to note were the proposals for a new, 3 level framework for devolution for local authorities, alongside the establishment of Levelling Up Directors and the creation of regional centres of excellence to provide bespoke support to local transport authorities.

2.3 TfSE will continue to make the case for infrastructure investment in the South East and will watch closely to see how the levelling up policy develops. The paper references

future engagement opportunities with local areas via Ministers and local panels, and TfSE will look to feed into these as appropriate.

3. Work of Transport for the South East

Strategic investment plan

3.1 Work is now underway on producing the draft strategic investment plan for consultation in June 2022. Further detail on the timeline and programme of work can be found in agenda item 11.

Joint STB work

3.2 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.

3.3 The Chief Officers of the STBs have established regular meetings to identify areas where collaboration is appropriate and to ensure we are joined up in relation to emerging policy developments. A meeting was held on the 31 January with the STB directors and the DfT.

Events

3.4 TfSE have held several engagement events this year and as the SIP develops at pace, we will continue to provide stakeholder engagement throughout 2022 to ensure all feedback is captured during the consultation period. TfSE will be holding engagements with District and Borough authorities on the 7 and 8 March to address our emerging outcomes from the technical work programme as well as the SIP contents at a SPOC level. This follows on from the MP virtual briefings that have been held on the 11th February, 25th February and 4th March, as well as the parliamentary reception that was held on 1 February in which MPs and Board Members attended. Further to the Parliamentary reception, Baroness Vere met with Councillor Glazier on February 3rd.

3.5 The All Party Parliamentary Group (APPG) for the South East held a call for evidence session on the 23rd February where we spoke on “What does Levelling Up mean for the South East?”.

3.6 We presented at a jointly held webinar with the Transport Planning Society (TPS) focused on the local transport challenge of achieving continued economic growth whilst decarbonising transport.

3.7 Localis interviewed TfSE about for work they are undertaking with South East Councils to understand Resetting the South East. This provided an opportunity to set out the Boards’ vision for transport in the South East and the contribution the Transport Strategy and subsequent strategic investment plan will support decarbonisation, connectivity and growth.

TfSE Team

3.8 TfSE are awaiting their CSR funding outcomes which will determine TfSE’s work plan for the next financial year. We expect that the funding letter will also include some broad assumptions for future funding, which will support our business planning process.

4. Conclusions and recommendations

4.1 In conclusion, 2022 will demonstrate our capability to deliver additional workstreams funded by the DfT to enhance our support to the local transport authorities. Preparations are also underway for a series of events to support the SIP consultation.

4.2 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
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Email: Emily.bailey@eastsussex.gov.uk

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

Date of meeting: **21 March 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 2021/22 to the end of February 2022, including the forecasts for end of year spend;**
- (2) Note the position on funding discussions with the Department for Transport for 2022/23; and**
- (3) Agree the Annual Report for 2021/22.**

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 2021/22 to the end of February 2022, including forecasts for the projected spend at the end of the financial year.

1.3 The paper also provides an update on the discussions with the Department for Transport on grant funding for 2022/23.

2. 2021/22 budget update

2.1 Following receipt of the DfT grant funding totalling £1.225m for 2021/22, members of the Partnership Board agreed the budget for 2021/22 at the January 2021 meeting. The budget set out plans to deliver an ambitious technical programme, including finalising five area studies, delivering the freight, logistics and international gateways strategy and commencing work on the strategic investment plan. The budget also included staffing costs and support costs, including communications and engagement activities and back office functions.

2.2 Appendix 1 sets out the spend position to the end of February 2022 against the agreed budget and a forecast for end of year spend.

2.3 Year to date expenditure on the technical programme amounts to just under £1.5m, including the area studies, completion of the future mobility strategy and the

freight, logistics and international gateways strategy. A number of work streams have commenced in 2021/22 and will conclude in the next financial year, such as the area studies and strategic investment plan. The residual budget will be carried forward and ringfenced for their completion.

2.4 The budget was updated in the January 2022 Partnership Board meeting to recognise that TfSE had been awarded an additional £700,000 of funding to support activity against four areas, which are decarbonisation, buses, EV charging infrastructure strategy and local capability. Although procurement for these work streams is currently underway, work will not commence until 2022/23 and therefore the budget will be carried forward and ringfenced for the next financial year.

2.5 We are currently forecasting that approximately £1.2m will be spent from the technical programme by the end of March 2022. However, this is subject to change and final expenditure figures will be reported to the Partnership Board at their next meeting. East Sussex County Council, as our accountable body, will provide s151 sign off to the end of year accounts.

2.6 Staffing costs remain slightly lower than the initial budget, which reflects the staff changes that have occurred over the last 12 months. Operational expenses and communications and engagement expenditure is expected to be considerably lower than budget, which is a reflection on the ongoing virtual nature of the operation of TfSE, i.e. reduced room bookings, staff travel and event attendance.

2.7 The forecast sets out that TfSE is likely to carry forward just over £1.5m of committed funding for the technical programme. This figure includes the final costs of the area studies (just over £450,000), the completion of the SIP and the recently awarded funding for the four additional work streams. This money will be ringfenced and is presented in the 2022/23 budget. There is a further carry forward of £209,000, which is to be used to support the delivery of the technical programme in the next 12 months.

2.8 TfSE has maintained a small reserve for a number of years. It is forecast that the reserve will be £341,000 at the end of March 2022, although this does include a ringfenced amount of £97,000 to cover the costs associated with two fixed term posts that are funded through DfT grant funding. This gives a base reserve of £244k.

3 Grant funding for 2022/23

3.1 At the Partnership Board meeting in October 2021, members agreed to submit a three year funding bid to the Department for Transport for consideration as part of the departmental budget setting within the Comprehensive Spending Review announced in autumn 2021. The bid set out the funding that we were seeking over three years to deliver and implement the technical programme. The bid also included funding to support staffing and operational costs beyond those covered by the constituent authority contributions. The proposal also set out the likely costs for the implementation of the SIP, which would commence in 2023/24 and cover the requirements for business case and scheme development.

3.2 At the time of drafting this report, the grant funding decision for 2022/23 has not been confirmed. It is understood that a decision is imminent, and it is hoped that a verbal update will be provided at the meeting.

3.3 It is hoped that the grant letter will also provide indicative funding allocations for 2023/24 and 2024/25. In effect this would provide an indicative multi year funding allocation for business planning purposes and would be welcomed.

5 Annual Report

5.1 In line with previous years, we intend to publish both a retrospective annual report and a forward-looking business plan at the start of the new financial year. The documents are being designed in 'digital first' format; they will be hosted on the TfSE website and shared proactively with stakeholders as part of our communications and engagement activity.

5.2 The **Annual Report 2020-21** provides clarity around Transport for the South East's structure, role, vision and purpose alongside a summary of our achievements in 2020-21, as well as information on our governance, finances and the team. We will measure our success against the objectives set out in last year's Business Plan 2020-21. Appendix 2 presents the draft Annual Report for approval.

5.3 A **Business Plan 2022-23** will be presented to the Board at the next Partnership Board meeting.

6 Conclusions and Recommendations

6.1 The Partnership Board are recommended note the financial position to the end of February 2022 and the end of year projections.

6.2 Members are asked to note the current position on grant funding for 2022/23 and to agree the draft annual report for publication on the TfSE website.

RUPERT CLUBB

Lead Officer

Transport for the South East

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TfSE Financial Update – End of February position and Year end forecasts

	Budget	YTD	Forecast	Notes
INCOME				
Local Contributions	498,000	556,000	556,000	Kent paid early for 22/23
DfT Grant	1,225,000	1,225,000	1,225,000	
Additional DfT Funding	700,000		700,000	
Reserves	462,304	462,304	462,304	
Carry forward	63,385	63,385	63,385	
Committed funding	974,354	974,354	974,354	
TOTAL INCOME	3,923,043	3,281,043	3,981,043	
EXPENDITURE				
Staffing				
Core Policy Team	555,000	461,817	532,838	
Additional team resource	120,000	83,475	100,000	
Technical Programme				
Transport Strategy	50,000	5,000	13,050	
Area Studies - Outer Orbital	315,692	282,542	394,614	
Area Studies - Inner Orbital	273,764	144,320	146,890	
Area Studies - South Central	273,279	143,475	146,010	
Area Studies - South West Radial	315,000	160,637	173,039	
Area Studies - South East Radial	315,000	159,662	180,847	
Strategic Investment Plan	160,000	5,264	12,707	
SIP consultation	20,000	0	0	
Thematic Studies	75,000	26,050	29,910	
Future Mobility	22,629	26,842	26,842	
Freight and Logistics Strategy	125,000	76,601	92,950	
Analytical Framework	125,000	26,600	26,600	
Other costs	7,000	-3,243	-3,243	
EV Charging Strategy	100,000	0	0	
Bus Back Better	300,000	0	0	
Local Capacity and Capability	300,000	0	0	
TfSE Future Role	30,000	26,527	26,527	
Operational Expenses	35,000	4,201	5,000	
Communications/Engagement				
Events	20,000	2,202	5,000	
Advertising and publicity	25,000	6,792	10,000	
Website	10,000	362	500	
Stakeholder Database	7,000	6,000	6,000	
Media Subscriptions	2,500	1,380	1,500	
Committed funding			1,502,618	
Carry forward (non-technical)			209,665	Includes KCC early payment
Reserves	341,179		341,179	£97,000 ringfenced for DfT funded fixed term posts
TOTAL EXPENDITURE	3,923,043	1,646,506	3,981,043	

Annual report 2021-2022





Chairman's welcome

For the majority of the last year, we have continued to live with the uncertainty brought about by the Covid-19 pandemic. Now a few months into 2022 we are seeing signs of the pandemic ending and life beginning to feel more hopeful for a return to normality, however that may look post pandemic.

As our region's voice for strategic transport, TfSE has an opportunity to ensure the work emerging from our area studies and feeding into our strategic investment plan (SIP) reflects the impacts of the pandemic, and delivers the best outcomes for our region – helping us move towards our vision for 2050 and supporting economic recovery and growth in the South East and across the UK.

Our SIP will be an ambitious but achievable multi-modal investment plan that will be the blueprint for future investment in strategic transport infrastructure for the next thirty years. As we take this next step, we have reviewed our governance structures and adopted new organisational objectives - setting a future focus for TfSE that not only aligns to the constituent authority and Department for Transport (DfT) drivers for a sub-national transport body but also matches our aim for bold and ambitious investment plan. Delivering benefits for stakeholders across the South East and the UK. You can read more about these objectives in this report.

Through our SIP we're committed to improving transport and hitting net zero carbon emissions in the South East by 2050 at the latest. We know that transport is the single biggest contributor to UK carbon emissions and this year we set up the South East Regional Decarbonisation Forum, bringing together local authority officers, sharing best practice and identifying areas for joint working as we work towards this common goal.

Over the last year we have also worked to build upon our already strong relationships with local authorities, national transport bodies and other partners as we have developed our area studies and investigated the issues, challenges and opportunities identified in our transport strategy.

We have worked with industry experts and local stakeholders to deliver our future mobility and freight, logistics and gateways strategies and associated action plans, which set out a series of strategic actions so that together with our stakeholders we can achieve our vision for the region.

I wish to once again thank all our partners and stakeholders who continue to work with us. I would like to thank DfT ministers for their ongoing time and

support, as well as the continued funding for our work programme. I also want to thank them for the funding recently allocated for work on four additional work streams; Decarbonisation, Bus Back Better, Local Authority Capacity and Capability and Electric Vehicle (EV) Charging Infrastructure.

Finally, I would like to thank my fellow board members for their continued support - over the next year we will need your support more than ever as we engage on our SIP. As always it is a pleasure to work with you all, rising above political differences to get behind a positive vision for the future.

I look forward to working with you all over the next 12 months as we make this fundamental step ever closer to securing our region's economic future and improving prosperity, opportunity, and quality of life for everyone who lives and works here.

CLlr Keith Glazier
Chair, Transport for the South East



Lead Officers Foreword

As we turn our attention to the development of our strategic investment plan, I have been taking time to reflect on our achievements over the last year.

Extensive work has gone into our technical programme. Through five area studies and two thematic studies we have built the foundations upon which we can develop our strategic investment plan – a plan that looks to transform and build resilience into transport systems in the South East region over the next thirty years.

Through a comprehensive programme of communications and engagement activity we have built on our relationships with stakeholders across the region, bringing our partners on this journey with us and harnessing the fantastic experience and knowledge from across the TfSE partnership.

We have built on key relationships at a national, regional and local level and speaking with one voice for the South East region we have been able to have our say on key issues and influence policy development. As we move into the next phase, these relationships will continue to support the work that we do and strengthen the **golden thread** from national policies, through our transport strategy and strategic investment plan to Local Transport investment and improvement plans.

In January we were allocated a further £600,000 grant funding from DfT for work on some additional workstreams. Part of this work programme will be to develop a regional centre of excellence, with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans. This additional funding will allow us to support the work of the department and demonstrates the government's confidence in TfSE and our work programme.

We have a lot of work to do over the next year to understand how we reach our goal of a decarbonised transport system by 2050 but the work we have started through our Transport Decarbonisation Forum is really promising. We are also yet to see what the lasting impact of Covid-19 will be on the way people will travel, both within the region, the rest of the UK and internationally.

We now have established, good working relationships with Network Rail, Highways England and more recently the Great British Railway Transition Team and we look forward to developing these further in the next 12 months – these partnerships are key to the long term delivery of our SIP.

Whilst we develop our SIP, we need to consider alternative ways of funding and financing, including demand management to bolster existing funding streams and ensure we can deliver on our plan.

As we go out to public consultation on our draft SIP this summer, it will be a challenging but exciting time for TfSE. We will embark upon a series of regional engagement events to support our wide-reaching digital consultation and communications campaign. Our SIP is **a plan developed by the South East, for the South East** and so it is of utmost importance to us that all stakeholders can respond.

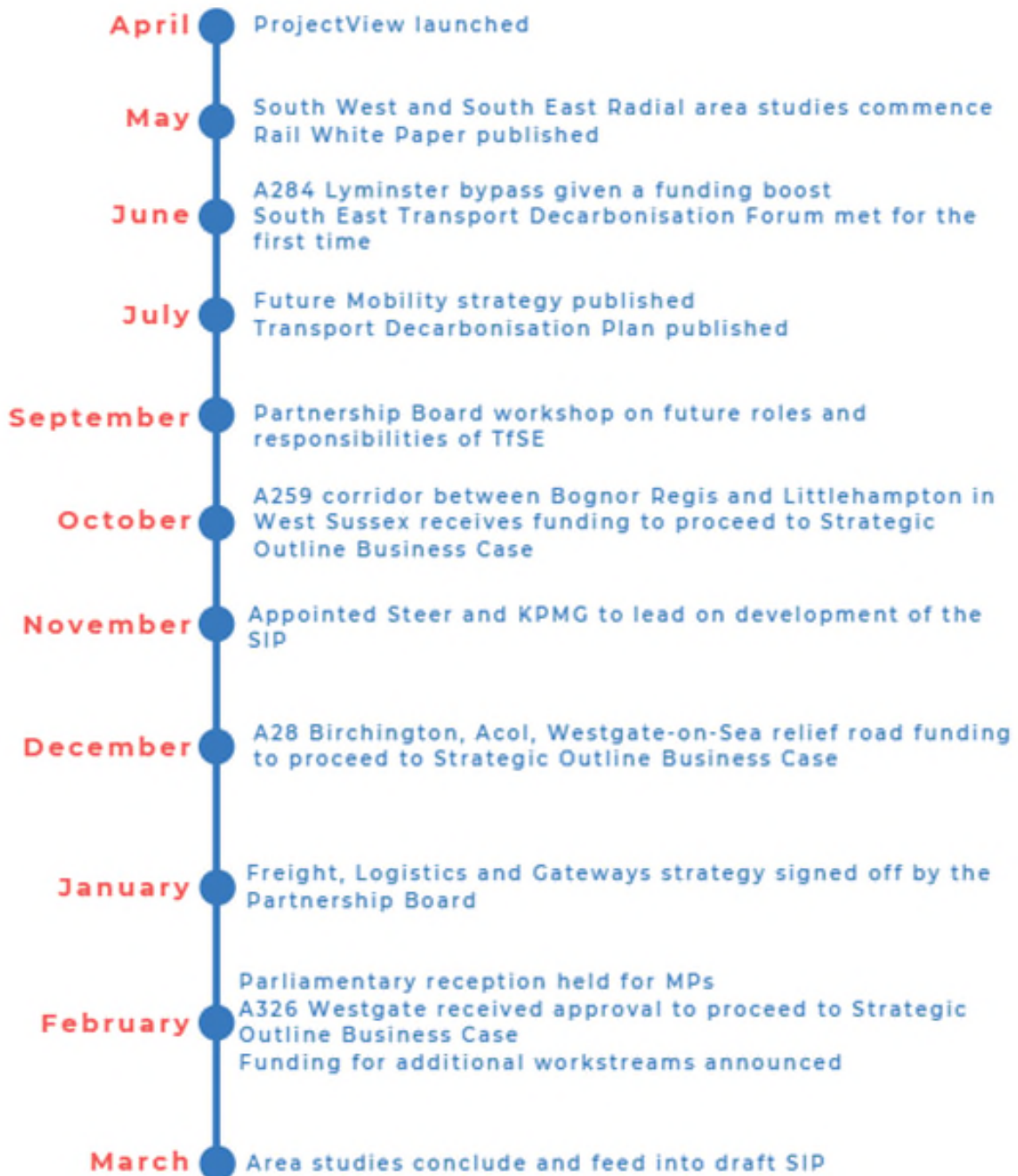
I am immensely proud of the Transport for the South East team and wider partnership – we have achieved a lot in the last 12 months, and we are making our mark as a strong and trusted partner at a regional and national level. We are in a strong position to make a real difference as we work towards submission of the SIP in just twelve months from now.

We wouldn't be where we are without the support and hard work of so many of our partners. So, thank you to all who have played a part – I and the rest of the TfSE team look forward to working with you on delivering our investment plan for the South East.

Rupert Clubb

Lead officer, Transport for the South East

Year in focus – 2021/22



About Transport for the South East

Transport for the South East is a unique partnership for our region, bringing together local authorities, local enterprise partnerships and transport providers to speak with one voice on the South East's strategic transport priorities.

Our region – covering Berkshire, Hampshire, Isle of Wight, Surrey, West Sussex, East Sussex, and Kent – is the most productive region in the country outside of London. It is home to 7.5 million residents and more than 350,000 businesses and is our nation's key international gateway for people and goods. It boasts world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business.

Our focus is on developing a strategic investment plan for the South East that will support the South East's continued recovery from the effects of Covid-19, and facilitate growth whilst working to achieve our shared vision of a better, more prosperous, net-zero carbon South East with a sustainable transport network at its heart.

What we do

By operating strategically across the South East on transport issues – a role that no other organisation has undertaken until now – we're able to directly influence how, where and when money is invested in our region's transport networks. We don't replicate the work of local transport authorities; we work with them to ensure that the plans we put forward reflect the needs and priorities of the communities they represent.

In line with this are our new organisational objectives, adopted by our Partnership Board in January 2022. These are:

- Identify and support interventions that deliver the transport vision and strategy;
- Secure higher levels of transport investment in the South East's strategic transport network; and
- Support TfSE's key stakeholders in responding to and overcoming emerging transport challenges.

At the heart of Transport for the South East's work programme is our landmark thirty-year transport strategy, published in July 2020 and later accepted by Government.

"I am impressed by the scale of the work carried out and by your vision of a 'sustainable route to growth'. I believe this can complement the Government's objectives for faster adoption of digital technology and investment in sustainable transport whilst striving for a highly productive economy." –

Baroness Vere, Transport Minister for Roads, Buses and Places¹

¹ Excerpt from [letter to TfSE Chair, Councillor Keith Glazier from Baroness Vere of Norbiton on 14 October 2020](#).

Our Transport Strategy sets out how, with the right investment, we can grow the South East's economy, boost jobs and opportunity, improve quality of life and hit net-zero carbon emissions by 2050 at the latest. To make that vision a reality, we're working with partners and stakeholders to develop our strategic investment plan – a blueprint for investment which we will publish for consultation in June 2022. We know that delivering this plan and solving the big challenges we face – like decarbonisation, modal shift, improving air quality and increasing access to jobs, training, and education – will require more than just partnership working.

How we are structured

We have a robust governance structure which provides leadership, accountability, expertise, and oversight of the Transport for the South East programme. It also gives our partners and stakeholders the ability to guide and influence our work at all levels.

The Partnership Board is our principal decision-making forum. It brings together elected members from our constituent authorities alongside representatives of local enterprise partnerships (LEPs), district and borough authorities, protected landscapes, and the independent chair of the Transport Forum.

Network Rail, National Highways and Transport for London also attend the board as non-voting members, providing valuable additional insight and expertise. Find out more about our board on page 23.

The TfSE team act as advisors to the board, calling upon input and advice from two key forums: the Senior Officer Group, comprising local authority transport officers and other partner representatives; and the Transport Forum, which brings together a wider group of stakeholders including passenger groups, environmental groups, active travel campaigners, transport operators, universities, ports, and airports.

Transport for the South East's technical work programme, stakeholder engagement and communications activities are carried out by the Programme Management Office. Find out more about our team on page 26.

Member and officer sub-groups provide additional advice, focus and insight on key issues. These include working groups on our transport strategy, area studies, decarbonisation forum, freight forum, governance reform and communications and stakeholder engagement.

The right structure to deliver the strategic investment plan (SIP)

As work on implementation of the SIP progresses, we must ensure that TfSE has the right governance structures, staffing structures and capabilities and organisational framework in place to deliver this ambitious plan. The existing governance and staffing structures will need to expand and evolve to deliver the plan in a timely and efficient way, allowing dynamic and timely decisions to be made.

In April 2021, TfSE commissioned an independent review into its current position which resulted in recommendations as to how TfSE might need to evolve to ensure that it remains 'fit for purpose' to implement the SIP.

Throughout May to July 2021, several stakeholder interviews, workshops and focus groups were conducted with Senior Officer Group, the Partnership Board, TfSE team and other key stakeholders. In August 2021 a survey was issued to members of the Transport Forum seeking their opinions of the roles and responsibilities that TfSE might need to implement of the SIP.

The review also included desk-based research into other sub-national transport bodies and similar bodies to provide a benchmark and to offer best practice development options. The findings will be fed into the development of the SIP and will be taken forward throughout the next 12 months.

How we are funded

Transport for the South East operates a mixed funding model. Our core staffing complement is funded by contributions from local transport authorities, while our technical programme and other staffing costs relies on grant funding from the Department for Transport.

This approach reflects our commitment to delivering best value for our partners and taxpayers. Find out more about our funding and finances on page 20.

Our partners



From area studies to strategic investment plan

To make our vision for the South East a reality, we're working with partners across the region to determine what the South East's priority transport schemes and initiatives should be up to 2050.

We have been doing this through a series of area and thematic studies, led by our team of transport strategy managers.

The outcomes of these pieces of work feed directly into our strategic investment plan – a blueprint for investment that we want to deliver with government and national bodies like Network Rail and National Highways.

Area studies

Each of our five area study geographies are based around the most important economic corridors in our region. These corridors connect our biggest towns and cities and international gateways and are where the greatest opportunities for sustainable economic growth exist.

Partnership working has been central to our geographical area studies with stakeholder forums for the outer orbital, inner orbital, south central radial, south east radial, and south west radial studies. Each forum has brought together a diverse range of views and voices from local government, transport operators, environmental groups, active travel campaigners and more.

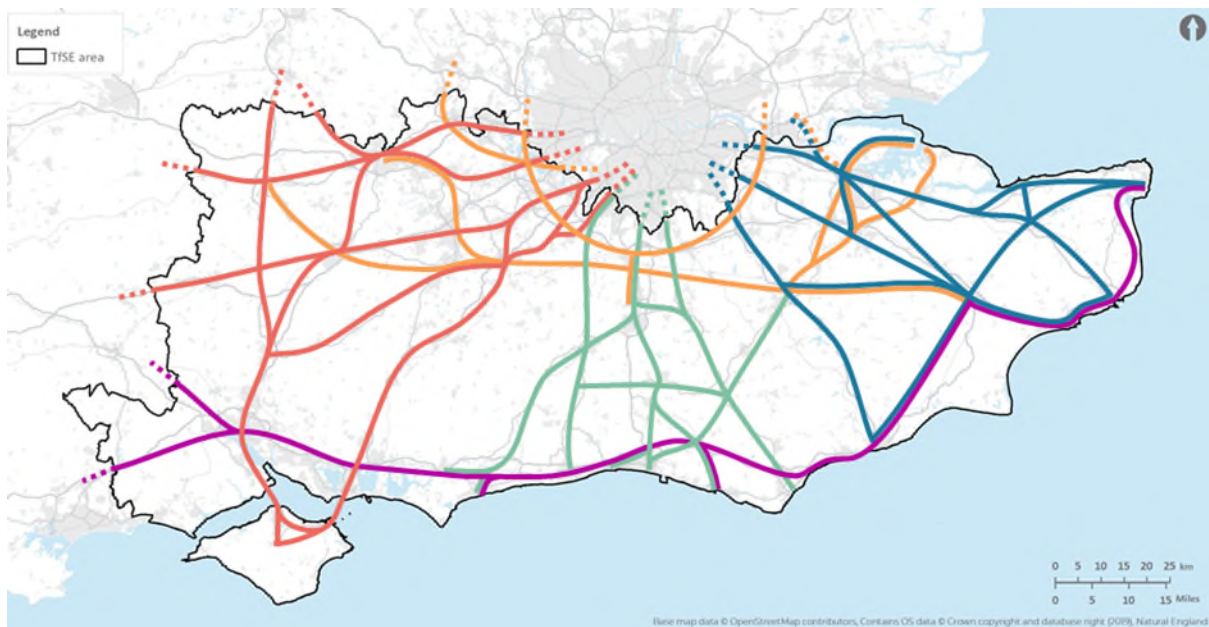
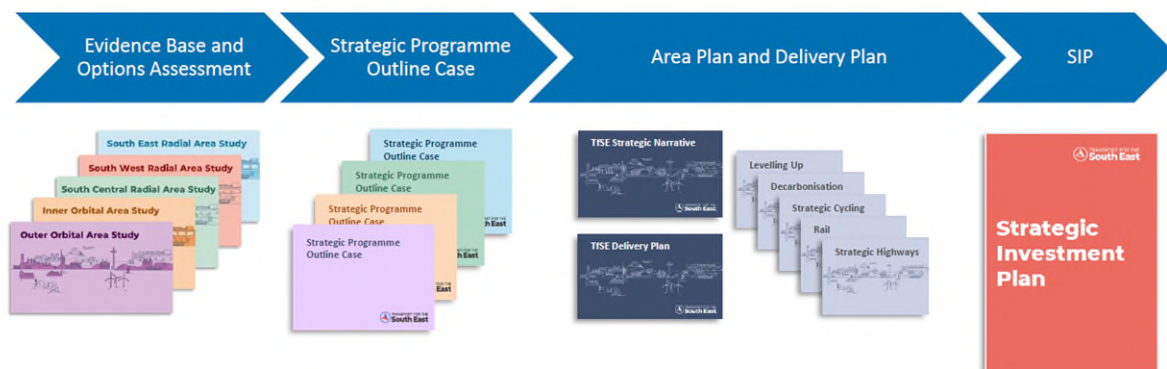


Figure 1. Map of the TfSE area showing the five area study geographies; outer orbital (purple), inner orbital (orange), south central radial (green), south east radial (blue) and south west radial (red).

Each study has investigated the issues, challenges and opportunities identified in our transport strategy in more detail, identifying a shortlist of transport interventions to make life better for people, for businesses and for the planet that delivers on the vision in TfSE's transport strategy.

The emerging outputs from each of the five area studies have then been brought together to form four strategic programme outline cases (SPOCs) which feed into our strategic narrative and delivery plan that will inform our SIP.



Thematic studies

Future Mobility Strategy

Developed with our partners here in the South East and nationally, our future mobility strategy sets out a people and place-based approach to future mobility – ensuring that the benefits of innovation and investment are maximised in each part of our region. The strategy includes an action plan that sets out the steps to get us there, so we can track our progress and deliver tangible results. Now that our strategy has been published, we are now focussed how we deliver the action plan.

Freight, Logistics and Gateways strategy

The UK, the South East is the UK’s principal gateway for the movement of goods and people, hosting many major international freight gateways that enable freight movements to and from the continent and to and from the whole of

In January 2022 our Partnership Board agreed our freight, logistics and gateways strategy, which sets out the challenges that need to be tackled to enable the industry to operate more efficiently whilst working towards net zero. The strategy comes with an action plan which sets out a series of strategic actions so that together with our stakeholders we can deliver a more sustainable and effective freight and logistics network for the South East and the rest of the UK.

ProjectView

Working with expert transport consultants, WSP, we launched **ProjectView** in April 2021 to support our work and help make sure that investment decisions across the South East are based on common and consistent information. It allows local government officers to create and develop bespoke maps of their area using their chosen data layers and presenting easy-to-view supporting evidence for schemes, projects, and other initiatives.

Today, **ProjectView** has over 100 users, mostly from local authorities. We are looking to run a second application window to bring on more users with a particular focus on engaging with district and borough authorities. We will also

be adding more data sets from our current workstreams; area studies, future mobility and freight, logistics and gateways as well as from the local planning data refresh.

Decarbonisation

Through our transport strategy we're committed to hitting net zero carbon emissions in the South East by 2050 at the latest and we know that transport is the single biggest contributor to UK carbon emissions. While our local authority partners are putting in place local transport plans to increase walking and cycling and move away from fossil fuels, our role as TfSE is to make sure investment priorities we put forward will enable us to our goal of a net zero carbon future for transport in the South East by 2050.

To support this, we have developed our transport modelling tool, **SEELUM (South East Economy and Land Use Model)** further to enable the carbon emissions impacts of the packages of interventions identified in the area studies to be assessed. We have also helped trial a tool developed by the Centre for Research into Energy Demand Solutions (CREDS) that enables the carbon footprints of neighbourhood areas to be assessed.

Identifying transport decarbonisation pathways for the South East.

Work is ongoing to identify potential decarbonisation trajectories that will need to be followed to reach net zero emissions. The work will also assess the potential effectiveness of the various local and national mechanisms that will need to be applied to follow a trajectory to net zero emission from surface transport.

In addition, in June 2021 we set up the **South East Regional Transport Decarbonisation Forum**, bringing together local transport authority officers and external bodies from across the South East who have been tasked with delivering transport decarbonisation. The forum has now met five times, sharing best practice and identifying areas for joint working as well as overseeing TfSE's work on decarbonisation

Investing in our region's transport

As we work towards our vision for 2050 it isn't solely through the work of TfSE that investment will be sought for our regions transport. In addition to our collective efforts our partners are also bidding for more investment through various avenues including the Housing Infrastructure Fund, Active Travel Funding, Bus Service Improvement Plans and Levelling-Up funds.

One of our aspirations is to strengthen the **golden thread** from national policies such as Bus Back Better, Transport Decarbonisation Plan the Road Investment Strategy and so on, through our transport strategy and strategic investment plan to Local Transport Plans (LTPs), Bus Service Improvement Plans (BSIPs) and Local Cycling and Walking Improvement Plans (LCWIPs).

The last year has seen significant investment in areas across the South East region including;

- The A320 North of Woking has received £41.8 million² from Homes England through the **Housing Infrastructure Fund (HIF)**. Carried out in partnership between Surrey County Council as the highways authority, Runnymede Borough Council as the planning authority, the works will improve traffic flow, open up sites for housing development and deliver improvements for walkers and cyclists as well as improved access to public transport. [Read more about the Housing Infrastructure Fund at GOV.UK](#).
- The **Solent Future Transport Zone** has been awarded **£28.8 million** from the DfT as part of a trial programme to help make journey's easier, smarter and greener. Working alongside other local authority led schemes, the Solent Future Transport Zone will provide real-world testing for experts, allowing them to work with a range of local organisations such as councils, hospitals, airports, and universities to test and trial innovative ways to transport people and goods.
- As a result of the Covid-19 pandemic Local Transport Authorities have received funding from the Government's Emergency Active Travel fund, £250 million funding earmarked for schemes that would:
 - Enable more people to walk and cycle where possible
 - Support safe social distancing in areas where people congregate e.g. town centres, high streets, transport hubs or bus stops.

Local Transport Authorities in the South East region have received more than **£42 million**³ from this fund.

- In October 2021, LTAs across the region submitted BSIPs to Government seeking additional funding for schemes that aim to make buses a more attractive by making them an affordable more practical alternative to

² Figures taken from <https://www.gov.uk/government/publications/housing-infrastructure-fund>

³ Figures taken from <https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations>

using private cars and helping existing bus users to travel more frequently. Funding allocations are still to be announced.

Investing in our railways

In 2020, we formalised our relationship with Network Rail through a Memorandum of Understanding. This enabled Network Rail to use our transport strategy data to inform cost/benefit analysis of potential network improvements, enabling the wider economic benefits to be captured as part of its planning process.

We are also working with the Great British Railways Transition Team to ensure STBs are represented within their strategic planning work and into the future. We have also provided partners with support for their business case development, including for the extension of high-speed services in coastal Kent and East Sussex and enhancing the railway between Abbey Wood and Ebbsfleet.

TfSE continues to meet regularly with Network Rail's southern and western regions' strategic planning teams. Network Rail is actively involved in TfSE area study and thematic strategy groups. TfSE has taken part in work led by Network Rail on specific strategic reviews, including London Paddington-Reading, Reading Area and Freight between Southampton and the Midlands.

Investing in our roads

Major Road Network

We have continued to make the case for investment in priority road schemes to cut congestion, boost active travel, support new housing, and drive economic growth.

In 2019-20, on behalf of our partner authorities, we submitted the South East's priority schemes from the Major Road Network for consideration as part of a £3.5bn investment programme during 2020-25. This included several larger schemes (c.£50m+) known as Large Local Majors (LLM).

To date TfSE area has received £26.791m funding towards priority road schemes.

In the last 12 months the following routes have been given approval to move to the next phase of scheme development:

A284 Lyminster bypass – This scheme received a funding boost of £11.8 million from Government towards the construction of a new 1.1mile single carriageway between Lyminster and Wick. The A284 is the primary route between Littlehampton and the A27 and is an important route for residents and businesses. Journeys in the area are often very slow along the narrow route into the town centre, with numerous delays caused by the Wick railway level crossing. The bypass would provide **shorter and less congested routes** and help **improve air quality for local residents**.

A259 corridor between Bognor Regis and Littlehampton in West Sussex – granted £849,000 funding from central Government this scheme is now

progressing to full business case development. The A259 links Bognor Regis and Littlehampton, two urban areas that are a focus for planned growth and regeneration. Investment in this road will **increase resilience** for the surrounding road network, including the very congested A27. It will help **safeguard it for the future, boost economic growth and support new housing and jobs as well as improving public transport and active travel options.**

A28 Birchington, Acol, Westgate-on-Sea relief road – receiving Government funding of £750,000 to support the **development of a full business case**, the A28 Birchington, Acol and Westgate-On-Sea Relief Road scheme will **reduce congestion, support greater economic activity** as new housing is developed and **improve active travel and public transport measures** in that area.

A326 Westgate improvement scheme – this scheme can now progress to outline business case development with the backing of £1.254m grant funding from Government. Connecting to the M27 at junction 2 and serving the Waterside area of the New Forest this scheme will help unlock and support development bringing about new housing and jobs at sites including emerging proposals for the expansion of Southampton's Port - a critical driver for economic activity in the local area, but also at a regional and national level.

National Highways and the Strategic Road Network

In October 2021, TfSE signed a Joint Engagement and Action Plan with National Highways to ensure the two organisations **work collaboratively to support respective work programmes** and seek to **achieve mutually beneficial outcomes for transport users, regional economies, and the environment.** There are five objectives, one of which is to take due consideration of each other's current and emerging strategies and underpinning technical analysis, where possible.

Strengthening our relationships

Partnership working is at the heart of what we do. With most of the engagement activity still happening online we have continued to meet regularly with stakeholders from across the region, building new relationships and strengthening existing ones as our stakeholder group widens further.

Joint working with other Sub-national Transport Bodies (STBs)

Transport for the South East is one of seven sub-national transport bodies (STBs) in England. Individually, we work across our own geographies to speak with one voice on behalf of the region we represent. Together we meet regularly to collaborate on issues which transcend administrative and regional boundaries, including freight, decarbonisation and rural mobility sharing best practice and delivering efficiencies in our collective work.

We are also planning the first ever joint STB conference to be held at the Vox in Birmingham on 26 May 2022. The conference offers an opportunity to demonstrate our collective strategic leadership on transport infrastructure and allows TfSE to promote and share the contribution we are making to joined up thinking on themes such as decarbonisation, inclusive economic growth, and freight.

In 2021, STBs were invited by DfT to bid to take a lead on four additional workstreams; Decarbonisation, Bus Back Better, Local Authority Capacity and Capability and Electric Vehicle (EV) Charging Infrastructure. In February 2022 we were successfully allocated £600,000 grant funding towards this work. This helps demonstrate how well-placed STBs are to support the DfT in the delivery of its priorities, helping to shape and deliver national policy.

Stakeholder engagement

Our Communications & Stakeholder Engagement team are responsible for this workstream. Collectively they ensure partners and wider stakeholders have many opportunities to play a meaningful part in the development of our technical work as we work towards the development of our strategic investment plan. They provide them with regular news, updates and events and build mutually beneficial relationships with people and organisations including environment groups and special interest groups who have a stake in shaping our shared vision for the future.

Over the last 12 months we have continued to enhance our relationship with the Department for Transport, Local Transport Authorities, and district and borough authorities. This way we can ensure **our strategic investment plan will be designed by the South East, for the South East** and to keep a *golden thread* running from policies set by Government, through our transport strategy and strategic investment plan, into locally generated plans for transport improvement.

Throughout winter we held a series of virtual engagement sessions led by our Chair and inviting political members, local transport authority partners and other stakeholders from across the region to hear about and discuss our technical programme and the emerging outcomes from our area studies. We also hosted a parliamentary reception at the House of Commons in February, followed by a series of virtual sessions to share this detail with MPs from across the region.

Through our Universities Steering Group meetings we have continued to work closely with university leaders from across the South East who have specialisms in areas relevant to our transport strategy and who have shown a strong appetite for collaboration. Together, we have started to develop opportunities for innovative research which could help us further to deliver our strategy.

We have also continued to work with the private sector to better understand the role it could play in delivering our strategic investment plan, helping to limit the costs of future investment to the taxpayer and improve the deliverability of our proposals.

Consultation responses

Using our collective voice to respond to consultations is one of the many ways we make sure the South East has its say on key issues and influences policy development - adding value to our partners and the people and businesses they represent.

Here are a few key consultations we have responded to in the last year.

Future of Transport Regulatory Review Consultation

This consultation launched by the DfT, and the Office for Zero Emission Vehicles considered ground-breaking technologies that will transform over the next decade, including: measures to place the UK at the forefront of cutting-edge transport technologies, proposals for inclusively designed EV charge points and drones and autonomous vessels that could perform new functions, such as delivering goods and aiding search-and-rescue missions.

Our response to this consultation was a joint submission from the seven STBs. Read the response in full [\[insert link\]](#).

Whole Industry Strategic Plan – Call for evidence to help deliver the future of Britain’s railway.

Using evidence gathered through the development of our transport strategy and more recently our area studies we were able to provide a robust, informed response to the Great British Railways Transition Team’s (GBRTT) call for evidence to inform the whole industry strategic plan for the British rail sector. Detailing our interest in the future development of the rail network, and in particular the part that serves South East England.

Read our response to the GBRTT call for evidence [\[insert link\]](#).

National Infrastructure Commission – Second National Infrastructure Assessment

TfSE provided a response to this consultation, feeding in information from our transport strategy and further work on topics such as asset management, the potential for road user charging, decarbonisation, demand management and connectivity.

You can read our full response to the Second National Infrastructure Assessment on our website [\[insert link\]](#).

We respond to consultations on a range of issues, schemes, and policy proposals. You can view the full list of our consultation responses at transportforthesoutheast.org.uk/publications

Finance

Transport for the South East is funded by contributions from our constituent authorities and grant funding from the Department for Transport. This mixed approach to funding reflects our commitment to delivering best value for our partners and taxpayers.

Multi-year funding proposal

In October 2021 TfSE submitted a multi-year funding bid to Government.

Securing a multi-year funding commitment from government enables us to implement and deliver our strategic investment plan, supporting the Department for Transport to meet its priorities in a timely, efficient, and effective way.

Please note we are still awaiting confirmation of our funding settlement from Government. This section will be updated in due course.

Additional workstreams

In October 2021 the seven STBs were invited to submit proposals to the Department for Transport to undertake work under four priority workstreams. TfSE was successful in being awarded £610,000 funding for the following projects:

- **Electric Vehicle Infrastructure Strategy** - TfSE was awarded £100,000 to develop an EV Infrastructure Strategy for the region, including the associated evidence base and action plan.
- **Local Capacity and Capability** - TfSE was awarded £300,000 to develop a regional centre of excellence, with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans and related existing programme
- **Bus Back Better Support** - TfSE was awarded £300,000 to take forward a joint project working with Transport East and England's Economic Heartland to identify and deliver the support needed to assist local transport authorities with the delivery of their Bus Service Improvement Plans and Enhanced Partnerships in the three STB areas. A total of £100,000 of this support will be delivered in the TfSE area.
- **Decarbonisation** – TfSE was party to a joint proposal with Transport East and England's Economic Heartland for the development of a tool that will enable local transport authorities to assess the carbon reduction impacts of different packages of transport interventions. The toolkit will be particularly useful for local transport authorities in formulating their next local transport plans. The value awarded was £100,000 per STB, with a total project value of £300,000.

Working with the other STBs, TfSE also supported a joint bid for work into further work on decarbonisation. Collectively they were awarded £70,000, £10,000 per STB. The money will be used to commission research to investigate and quantify the decarbonisation impacts of different policy options and scheme interventions, in a variety of scenarios across the seven STB geographies. Identifying the most effective routes to decarbonisation. This will feed into the decarbonisation toolkit described above.

Where our income comes from

Funding from our 16 local transport authorities, which for 2021-22 amounted to just under £500,000, is used to support our operational and staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. The formula has remained unchanged for the last four years.

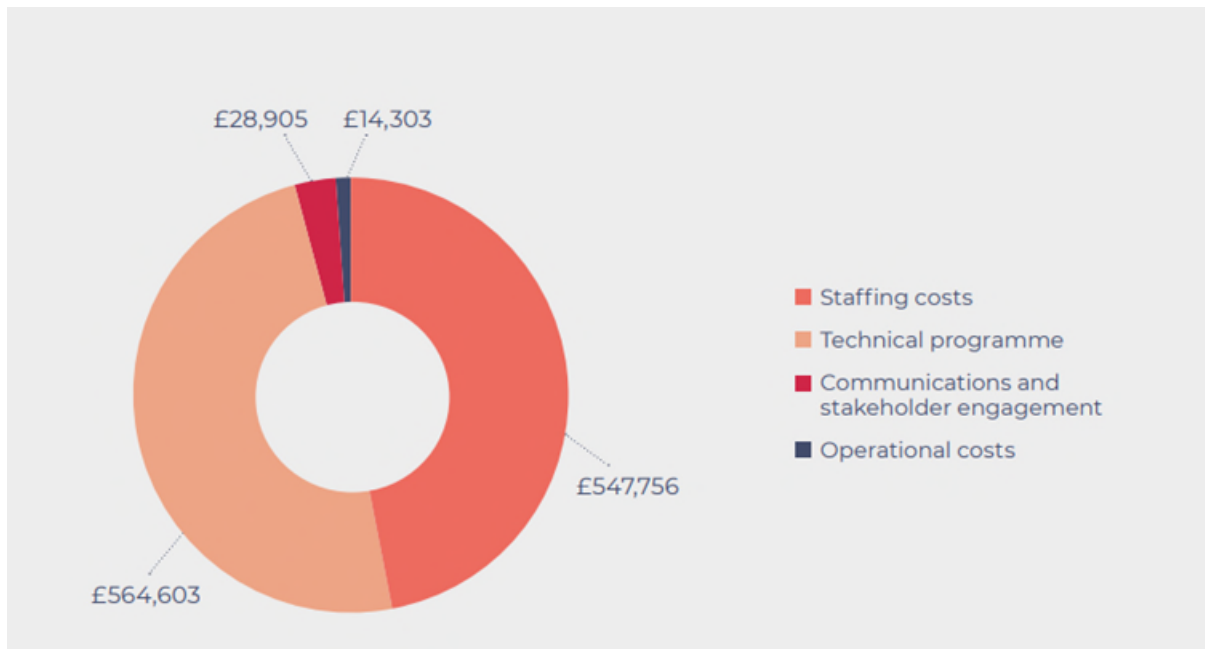
The DfT awarded £1.225m in grant funding to support the delivery of our technical programme. This level of funding enabled us to accelerate elements of our work, bringing forward the commissioning of additional area and thematic studies.

Our total income for 2021-22 was **£3.923m**. This included committed funding and carry forward from 2020-21 and reserves, as well as the additional £600,000 awarded by DfT in January 2022.

Income	£
Local contributions	498,000
DfT grant	1,225,000
DfT priority work streams	700,000
Reserves	462,304
Carry forward	63,385
Comitted funding	974,354
Total income	3,923,043

How we spent our money

This chart currently uses last year's spending figures. It will be updated with the 2021-22 spending figures at the end of the financial year.



Accountable body

As part of Transport for the South East's establishment in 2017 it was agreed that East Sussex County Council would act as the organisation's accountable body. During the last four years, Transport for the South East's processes and procedures have followed those of the accountable body. In addition, the Section 151 Officer at East Sussex County Council has financial oversight of Transport for the South East's budget, ensuring effective review of governance over financial decisions.

Our Board

The Partnership Board is our principal decision-making forum. It comprises a mix of representatives from the public and private sectors including local authorities, business groups, protected landscapes, and national delivery partners.

The board meets four times a year. Over the last year these meetings have been virtual with one hybrid meeting held in October. Whether online or in person our meetings are open to the public and the agenda, papers and minutes of each meeting are published on our website.



CHAIR – Cllr Keith Glazier

Keith has been leader of East Sussex County Council since 2013 and a councillor since 1997. Employment, business, regeneration, and infrastructure have always been among his political priorities, and he previously ran his own heating and plumbing business. He also represents East Sussex on the South East Local Enterprise Partnership.



DEPUTY CHAIR – Cllr Tony Page

Tony is deputy leader of Reading Borough Council, where he has been a councillor since 1973, and represents the Berkshire Local Transport Body on our board. He chaired Reading Buses for almost 20 years and has worked on several government and Local Government Association transport policy bodies. He is vice chairman of South East England Councils.

Cllr Amy Heley

Brighton & Hove City Council
Co-Chair of the Environment, Transport and Sustainability Committee

Cllr Rob Humby

Hampshire County Council
Deputy Leader and Executive Lead Member for Economy, Transport and Environment

Cllr Phil Jordan

Isle of Wight Council
Cabinet Member for Infrastructure and Transport

Cllr Dan Watkins

Kent County Council
Deputy Cabinet Member for Highways and Transport

Cllr Alan Jarrett

Medway Council
Leader

Cllr Lynne Stagg

Portsmouth City Council
Cabinet Member for Traffic and Transportation

Cllr Jeremy Moulton

Southampton City Council
Deputy Leader and Cabinet Member for Growth

Cllr Matt Furniss

Surrey County Council
Cabinet Member for Transport and Infrastructure

Cllr Joy Dennis

West Sussex County Council
Cabinet Member for Highways and Transport

Geoff French

Transport Forum
Independent Chair

Daniel Ruiz

LEP representative
Enterprise M3 LEP

Martin Harris

LEP representative
Coast to Capital LEP

Cllr David Monk

District & borough authorities' representative
Leader, Folkestone & Hythe District Council

Cllr Colin Kemp

District & borough authorities' representative
Portfolio Holder for Infrastructure, Woking Borough Council

Ian Philips

Protected landscapes representative
Chair, South Downs National Park Authority

John Halsall

Network Rail (non-voting member)
Managing Director, Southern Region

Richard Leonard

National Highways (non-voting member)
Head of Network Development

Alex Williams

Transport for London (non-voting member)
Director of City Planning

Our Team

Transport for the South East has a small secretariat of 8.8 full-time equivalent employees. This dedicated officer support enables us to deliver the core functions of a sub-national transport body set out by government – principally the delivery of our technical work programme and associated communications and stakeholder engagement activity. The team works closely with and draws additional support from officers from our constituent authorities and LEPs via officer working groups. This approach to partnership working ensures Transport for the South East provides best value to our partners and taxpayers.

Diversity and inclusion We have underlined our commitment to diversity and inclusion by signing up to the Chartered Institute for Highways and Transportation (CIHT) Diversity & Inclusion Charter. The charter has been signed by more than 60 organisations across the public and private sectors and commits us achieving best practice in our approaches to recruitment, retention, and career progression.

“A clear and unequivocal commitment to diversity and inclusion will help us to better reflect the communities we serve. It will help us to attract and retain the best talent, work better with our partners and add real value to people and businesses across the South East.” Rupert Clubb, lead officer for Transport for the South East

Looking ahead

Our work in 2022-23 is focused around four key priorities. Together, we will...

- **Finalise and consult on our draft strategic investment plan** setting out a prioritised programme of investment.
- **Submit a clear and compelling vision for future transport investment in the South East to Government** identifying the tools for delivering the investment set out in our plan.
- **Establish Transport for the South East as the right partnership to implement and oversee the delivery of our investment plan** adding value to the work of our constituent authorities and the Department for Transport.
- **Deliver four workstreams to support the DfT's priorities** including; Electric Vehicle Infrastructure Strategy, Local Capacity and Capability, Bus Back Better Support and Decarbonisation.

Priorities subject to change pending funding settlement for 2022-23.

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

Date of meeting: **21 March 2022**

By: **Cllr Tony Page**

Title of report: **Governance Update**

Purpose of report: **To provide an update on the Governance sub-group and agree the Terms of Reference**

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 Terms of Reference for the sub-group; and**
- 3) Agree the proposed work programme.**

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 to be scheduled for March 2022. 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).

1.2 The governance sub-group met on 7 March 2022 and this report provides a progress update and proposes revised terms of reference and a work programme to the Partnership Board.

2. SIP Background

2.1 In July 2018, the Partnership Board agreed that a small member sub-group should be formed to guide the development of the proposal to Government for statutory status, as well as informing the development of governance proposals, such as voting mechanisms. Meetings of the group have been paused since early 2020. The Partnership Board agreed in January 2022 that the group should be reconvened to review the governance arrangements and ensure that they are appropriate as TfSE works towards the development and implementation of the SIP.

2.2 The members of the sub-group are as follow:

- Cllr Tony Page – Berkshire Local Transport Body
- Cllr Rob Humby - Hampshire County Council
- Cllr Daniel Watkins – Kent County Council

- Cllr Amy Heley – Brighton and Hove City Council
- Daniel Ruiz – Enterprise M3 LEP
- Geoff French – Chair, Transport Forum

2.3 The group met on 7 March 2022 to consider revised terms of reference and to discuss a proposed work programme for the next 12 months. Cllr Tony Page was nominated as Chair of the group.

3. Terms of Reference

3.1 The sub group considered the revised terms of reference, which are attached as Appendix 1. The terms of reference set out that the objectives for the sub-group are:

- Review the existing governance structures for Transport for the South East and make proposals for any changes to ensure that the organisational structures are fit for purpose for the SIP implementation;
- Review the constitution and make recommendations on issues such as delegated authority to senior officers;
- Review the existing intra-authority agreement and ensure it remains fit for purpose as TfSE evolves;
- Review and update the policies and procedural arrangements for Transport for the South East that will apply to Board members, such a register of interests and the use of the accountable body policies.

3.2 The group agreed to meet bi-monthly and the next meeting of the group has been arranged for 9 May 2022. The group will report regularly to the Partnership Board.

4. Proposed work programme

4.1 Members considered the proposed work programme, attached as Appendix 2. This sets out how the four objectives will be achieved and their alignment with the SIP programme and future Partnership Board meetings.

4.2 The work programme proposes that an initial review of the current governance structures and processes will be completed by the end of June 2022. The sub-group will then consider any proposed revisions to the constitution, processes and intra-authority agreement. This activity will run until the end of December 2022, which accounts for the requirement to engage with legal colleagues from the constituent authorities in the event of any changes to the constitution or the intra-authority agreement.

4.3 It is intended that any changes to the processes or procedures would be considered by the Partnership Board alongside the final SIP and that they would be implemented from April 2023.

4.3 The legal team at East Sussex County Council, as the accountable body, will offer legal support to the TfSE team for this work.

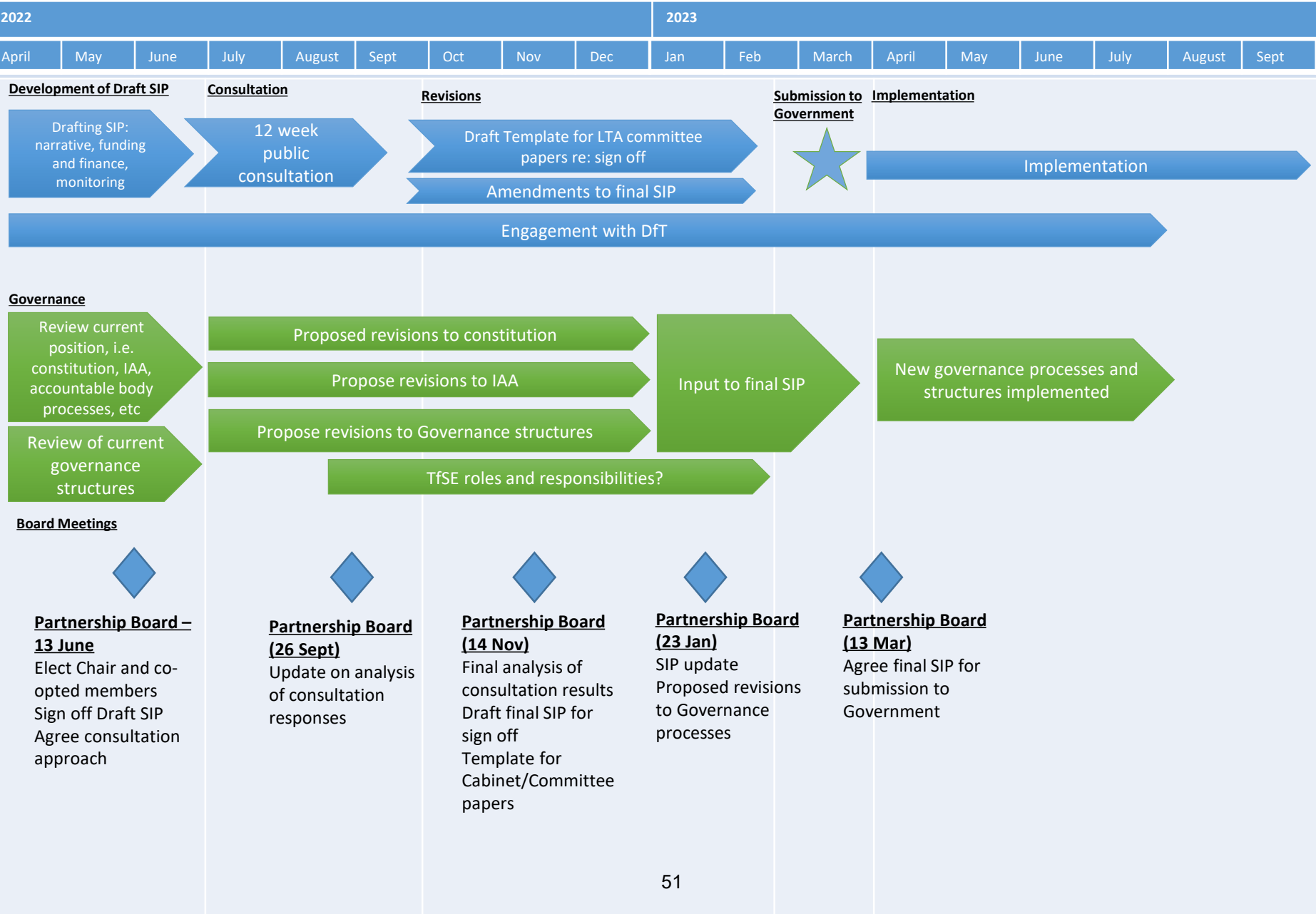
5. Conclusions and Recommendations

5.1 The Partnership Board are recommended to note the progress of the sub-group and agree the terms of reference and the proposed work programme.

CLLR TONY PAGE
Deputy Chair
Transport for the South East

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Draft Governance Roadmap



Governance sub-group Terms of Reference

The governance sub-group is part of Transport for the South East (TfSE), reporting into the Partnership Board. The governance sub-group has a clearly defined remit and purpose.

Purpose

The purpose of the governance sub-group is to consider a number of issues relating to the governance structures and policies for the operation of Transport for the South East as it develops and implements the Strategic Investment Plan. This will include making recommendations to the Board on a revised constitution, the governance structures and the policies that members will be required to adopt.

The final SIP will be presented to the Partnership Board in March 2023. The sub-group will be expected to report to the Partnership Board throughout 2022/23 to make recommendations and proposals for governance issues. The Partnership Board will be expected to consider the proposals, with a view to implementing any changes in the governance structures.

Objectives of the Governance sub-group

The objectives of the sub-group are to:

- Review the existing governance structures for Transport for the South East and make proposals for any changes to ensure that the organisational structures are fit for purpose for the SIP implementation;
- Review the constitution and make recommendations on issues such as delegated authority to senior officers;
- Review the existing intra-authority agreement and ensure it remains fit for purpose as TfSE evolves;
- Review and update the policies and procedural arrangements for Transport for the South East that will apply to Board members, such a register of interests and the use of the accountable body policies.

Accountability

The governance sub-group will report to the Partnership Board.

Appointment of Chair

The governance sub-group will be chaired by an elected member from a constituent authority represented on the Partnership Board.

Membership

- Cllr Tony Page, Berkshire Local Transport Body
- Geoff French, Chair of the Transport Forum
- Cllr Dan Watkins, Kent County Council
- Cllr Rob Humby, Hampshire County Council
- Cllr Amy Heley, Brighton and Hove City Council
- Daniel Ruiz, Enterprise M3 Local Enterprise Partnership

Frequency of Meetings

The governance sub-group will meet on a bi-monthly basis. Further meetings will be determined following the Board meeting in March 2023.

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

Date of meeting: **21 March 2022**

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

Title of report: **DfT/STB priority workstreams**

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 note the current position on the additional Department for Transport / STB work streams.

1. Overview

1.1 The purpose of this report is to update the Partnership Board on the additional Department for Transport (DfT) and STB work streams.

1.2 In October 2021 the Partnership Board agreed to submit a bid for additional in-year funding for 2021/22, focused on decarbonisation, local capacity and capability, bus back better and EV charging infrastructure. This followed an invitation from the DfT offering STBs the opportunity to bid for additional funding to support these four work streams. TfSE submitted its bids in October and received confirmation of the grant funding award on 12 January 2022.

1.3 TfSE submitted bids totalling £500,000 for the following four areas. The grant award sets out that TfSE has successfully secured £600,000 across the four work streams, although due to the lead STB role that TfSE will take for the bus work stream, £700,000 in grant funding will be received.

2. Work stream update

2.1 The Partnership Board agreed in January 2022 to delegate authority for the procurement of the additional work streams to the Lead Officer, in consultation with the Chair.

2.2 Work is underway to take forward the three areas that TfSE is leading and discussions continue with Transport East and England's Economic Heartland on the development of the joint projects.

EV Infrastructure Strategy

2.3 TfSE submitted a bid for £100,000 to develop an EV Infrastructure Strategy, including the associated evidence base and action plan. The funding for this project was approved.

2.4 Given the value of this project, work has progressed to develop a Request for Quotation (RFQ) that will be issued through the East Sussex County Council processes. The strategy will need to align with the national strategy that is currently being developed and will need to support existing local transport authority work. An exercise is currently underway to understand the work that local transport authorities are taking forward in this area and this will feed into the RFQ.

2.5 The RFQ will be issued in mid-April and submissions are expected by early May. RFQs will then be assessed, and the contract is expected to start by the beginning of June. A representative from the Transport Strategy Working Group has been invited to participate in the scoring and assessment process for this work. An update will be provided at the next Partnership Board meeting.

Local Capacity and Capability

2.6 TfSE submitted a proposal for a regional centre of excellence, with the aim of supporting local authorities in the accelerated delivery of their Local Transport Plans and related existing programmes. Initial work will identify local authority needs aligned to the South East Centre of Excellence aim and focus areas; and in parallel TfSE will establish the technical expert resource and supporting operational infrastructure, procedures and governance.

2.7 TfSE bid for £200,000 for this work stream but was awarded £300,000 as part of the grant settlement. Discussions have been held with the Transport Strategy Working Group and the DfT to agree the best way to proceed with this work. The work will be broken into stages, with the initial work commissioned through an RFQ. This will have a value of £20k and will aim to appoint consultants to work with local authorities in the area to identify projects that will improve capability across the region. The consultants will be responsible for developing a proforma for local transport authorities to complete and an assessment matrix to ensure there is a clear and transparent method in place to assess project proposals.

2.8 At the end of this initial stage, there will be an opportunity for the Transport Strategy Working Group and DfT to consider the results before providing funding for the successful proposals.

2.9 The RFQ for stage one was issued in March 2022 and the aim is to have consultants in place by early May 2022. A member of Senior Officer Group has been asked to participate in the evaluation of the quotations that are received.

Bus Back Better

2.10 Working jointly with Transport East and England's Economic Heartland, TfSE submitted a bid for a project that would identify and deliver the support needed to assist local transport authorities with the delivery of their Bus Service Improvement Plans and Enhanced Partnerships.

2.11 The value of the bid was £100,000 per STB area, with a total project value of £300,000. The full project value was awarded and TfSE will act as the lead STB and will receive the full project value. TfSE, through East Sussex County Council as its accountable body, will be responsible for procuring the activity and contracting with the successful supplier on behalf of the three STBs.

2.12 Due to the value of this project, it is necessary to undertake an Invitation to Tender through an existing framework. Research has been carried out into the various framework options available to TfSE and it is considered that Lot 5 of the ESPO Framework offers the most appropriate route to procure this activity.

2.13 The ITT will be issued in mid-April and will close by mid-May. The intention is to have a provider in place for this work from June 2022.

Decarbonisation

2.14 Working jointly with Transport East and England's Economic Heartland, TfSE supported a collaborative bid for a project that will deliver a program of works to develop local authorities understanding of the transport and non-transport (behavioural) options and interventions they can make to decarbonise the transport system, that are applicable to their places and support local place-making and policy goals. The resulting 'toolkit' will enable authorities to plan for activities and interventions of the type and scale that will be required in their geographies to deliver the DfT's' Transport Decarbonisation plan and meet the UK's legally binding net zero targets.

2.15 The bid was led by England's Economic Heartland, who will act as the lead STB and adopt responsibility for procuring and contracting the activity through their accountable body. The value awarded was £100,000 per STB, with a total project value of £300,000. EEH are in the process of preparing a specification for the work and it is understood that they will be looking to appoint a supplier through the ESPO framework in April 2022. TfSE will be involved in the tender evaluation process.

2.16 In addition, TfSE supported a second joint bid on decarbonisation to commission research to investigate and quantify the decarbonisation impacts of different policy options and scheme interventions in a variety of representative topologies/places across the seven STB geographies. The bid was submitted on behalf of all seven STBs by Midlands Connect. The value awarded was £10,000 per STB, with a total value of £70,000. The outputs from this work will provide one of the inputs into the decarbonisation toolkit described above. Midlands Connect will be procuring this work through their supplier framework in April 2022.

3. Conclusions and recommendations

3.1 The Partnership Board are recommended note the progress against the four additional work streams.

RUPERT CLUBB
Lead Officer
Transport for the South East

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

Date of meeting: **21 March 2022**

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

Title of report: **Area Studies Progress Update**

Purpose of report: **To provide a progress update on the area studies programme.**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the progress made with work on the area studies.

1 Introduction

1.1 The purpose of this report is to provide a progress update on the programme of area studies.

2 Financial considerations

2.1 In May 2019 the Department for Transport (DfT) made a grant award of £500,000 to TfSE to take forward the technical work programme including the area studies. On 13 March 2020, the DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that a robust evidence base was in place for the area studies. The remaining funding available from the 2019/20 grant was sufficient to enable TfSE to proceed with commissioning one area study.

2.2 In August 2020 the DfT made a grant award of £1,225,000 to TfSE to take forward further elements of the technical work programme including the area studies. This provided sufficient funding to take forward two further area studies.

2.3 In March 2021 the DfT made a grant award of £1,225,000 to TfSE to take forward further elements of the technical work programme including the area studies. This provided sufficient funding to take forward the remaining two area studies.

3 Area studies background

3.1 The programme of area studies will identify where geographically, when in time, and under what conditions, packages of scheme interventions and wider policy initiatives should be implemented across the South East to deliver the 2050 vision set out in our transport strategy. The outputs from these studies will feed into the development of TfSE's Strategic Investment Plan (SIP). Each of the packages presented in the SIP will identify a range of scheme options some of which will need to be subject to further feasibility work to identify preferred options for possible introduction at particular locations.

3.2 The specific geographic location and movement types within scope for each study along with their sequencing and programme for delivery was agreed at the Partnership Board meeting on 22 October 2020. Five area studies are to be carried out; two focusing on orbital movements and three focusing on radial movements across the TfSE geography.

3.3 The methodology for the reporting of the outcomes of Stage D of the area studies has been revised. This work now brings together the outputs from all five areas at an earlier stage into four revised geographies that enables the strong strategic narratives that have emerged from the technical work to be presented in a more streamlined way for inclusion in the SIP.

4 Area studies progress update

4.1 A diagram showing the stages and steps of work to be undertaken through the area studies, along with each study's relative progress is shown at Appendix 1.

4.2 The programme of area studies is now nearing completion and work is progressing well on developing the the following final outputs which will feed into the SIP development:

- Four **Strategic Programme Outline Cases (SPOC)** based around four revised geographies. These will make a compelling case for investment in the programme showing that it is strategically aligned, will stimulate substantial positive impacts and is deliverable.
- A **Strategic Narrative** which will be TfSE area-wide and place-based, bringing together SPOC narratives and underpinned by evidence including SEELUM outputs at a TfSE area level.
- A TfSE wide collated **Delivery Plan**, based on SPOC packages and a global package of interventions.
- Five **Thematic Chapters** which will set out how the interventions identified in the proposed packages will deliver key Government policies on decarbonisation, levelling up, strategic highways, rail and strategic cycling.

4.3 A programme showing the timescales for undertaking the remaining work on the area studies and the Strategic Investment Plan is shown at Appendix 2.

5 Stakeholder engagement

5.1 Key stakeholders have been engaged throughout the area studies development with area specific working groups providing the opportunity for detailed technical input and challenge from TfSE's constituent authorities and other key stakeholders. The final working group meeting for the area studies programme has been held, and we remain very grateful for the high level of engagement from our working groups who have provided valuable insight and challenge as the studies progressed.

5.2 An area study forum was also convened for each study to feed in wider stakeholder views at key points, including setting the objectives for the study and inputting into the long lists of potential interventions. A third and final combined forum

encompassing all study areas has also been held. Again, we are grateful for the very good level of engagement and input from these wider stakeholders.

5.3 Engagement sessions with both MP's and District and Borough political leaders have been held. Meetings were led by Cllr Glazier and provided an opportunity for attendees to hear about the potential interventions that are emerging from the area studies.

6 Conclusions and recommendations

6.1 The Partnership Board is recommended to note the work undertaken to date and the progress made with the area study work programme. A further progress update on the area studies will be presented to the Partnership Board at the June 2022 meeting.

RUPERT CLUBB

Lead Officer

Transport for the South East

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

Date of meeting: **21 March 2022**

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

Title of report: **Strategic Investment Plan**

Purpose of report: **To provide a progress update on the Strategic Investment Plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- 1) Note the update on progress in the development of the Strategic Investment Plan.**

1. Overview

1.1 The purpose of this report is to update the Partnership Board on the progress in developing the Strategic Investment Plan (SIP). The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the south east for the next 30 years.

2. SIP Background

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

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

2.3 The final SIP will be brought to the Partnership Board for approval in March 2023, with submission to Government to follow soon after. A 12 week public consultation will run from June to September 2022.

3. SIP Update

3.1 The SIP will set a credible framework for delivering the vision and objectives of TfSE's Transport Strategy and the packages of interventions developed by TfSE's area and thematic studies.

3.2 The programme of interventions set out in the SIP will be wide-ranging in terms of modes, locations, and delivery models. There will likely be individual schemes that have net funding needs of varying sizes. The overall investment requirement is, however, likely to be very significant and will need to be delivered over a 30-year period.

3.3 As the final step of TfSE's plan to deliver its Transport Strategy, one of the key objectives of the SIP will be to provide the basis for securing local, regional, and national agreement to this significant investment programme, how it will be delivered and –crucially –how it will be paid for.

3.4 There will be a five-stage approach to developing the SIP (see Appendix 1):

- Stage A: Mobilisation;
- Stage B: SIP Background;
- Stage C: SIP Development;
- Stage D: Consultation; and
- Stage E: Integrated Sustainability Appraisal (and close out).

3.5 Project mobilisation completed in January 2022 and work has recently concluded on Stage B, which involved undertaking a review of the technical work completed to date, the future development of TfSE and the wider context for the SIP. The supporting evidence from Stage B will be used to inform the development of the strategic narrative.

3.6 Work on Stage C is underway and will run until the draft SIP is presented to the Partnership Board in June 2022. The initial work has focused on the development of the strategic narrative that will make the case for investment in the South East. Engagement sessions have been held with the Senior Officer Group and the Partnership Board to help shape the emerging narrative and ensure that it accurately reflects the opportunities and challenges facing the region and presents the South East as a good place for private and public investment.

3.7 Work is also underway with KPMG to develop the funding and financing element of the SIP. This will consider various funding and financing tools, ensuring the SIP is not fully dependent upon public sector support. Initial work has commenced on developing the monitoring and evaluation framework, as well as shaping the look and feel of the draft document.

3.8 The draft SIP for consultation will be presented to the Board for sign off in June 2022.

4. Engagement specialist and consultation preparation

4.1 The SIP will be subject to a full 12-week public consultation. The consultation for the Transport Strategy attracted over 3,500 responses and it is anticipated that a similar level of response will be received for the SIP.

4.2 Given the importance of the consultation exercise, an engagement specialist has been brought in to oversee the development of a digital consultation platform and to lead the analysis of the results. This will help to ensure that the consultation

reaches the relevant audiences, meets best practice standards and will be supported by the TfSE team through face to face events and communications activities.

4.3 ECF (Engage, Consult, Facilitate) were appointed in January 2022 and will work closely with Steer and KPMG to develop the consultation approach and ensure they receive the results in a timely manner to enable the draft SIP to be updated for the Board meeting in November 2022.

4.3 The inception meeting for the work was held on 24 February 2022 to discuss the proposed approach to the development of the consultation.

4.4 The initial work will focus on stakeholder mapping, identifying key lines of enquiry, as well as developing the questions and tools to be utilised through the Engagement Hub (such as surveys, ideas boards, mapping tools). Key performance indicators to measure the success of the project will also be developed.

4.5 The ECF team will attend the Partnership Board meeting in June 2022 to present the consultation approach to the Board and obtain sign off as part of the approval of the draft SIP for consultation.

4.6 A launch event for the SIP has been planned for 5 July 2022 at G Live in Guildford. It is anticipated that the event will be attended by approximately 200 senior stakeholder representatives. Work is underway to develop a programme for the day and an invitation to speak has been accepted by Baroness Vere. Board members are asked to save the date in diaries and further details will follow in due course. The launch event will be supported by a range of other engagement events, details of which are being confirmed and an engagement plan will be presented to the Partnership Board in June 2022.

5. Budget implications

5.1 The contract value for the SIP is £150,000. This budget has been allocated from the DfT 2021/22 grant. It is anticipated that additional budget to finalise the SIP, including the design and publication of the final version and to deliver an effective consultation process, will need to be allocated in the 2022/23 budget. This will be presented to the Board for consideration as part of the budget setting process.

5.2 It is anticipated that the contract value for the engagement specialist will be between £25,000-£30,000. This is higher than anticipated as the scope of the work has expanded to cover a broader consultation exercise and the level of response that is expected. The additional funding for this will be met through underspend in the communications and engagement budget.

6. Conclusions and Recommendations

6.1 The Partnership Board are recommended to note the progress to date.

RUPERT CLUBB

Lead Officer

Transport for the South East

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SIP Timeline

Present final SIP
to Government in
March 2023



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

Date of meeting: **21 March 2022**

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

Title of report: **Technical Programme Progress Update**

Purpose of report: **To provide a progress update on the ongoing work to identify the future ambition for bus services in the TfSE area, implementation of TfSE's Future Mobility Strategy and TfSE's current work on decarbonisation.**

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 the work that has been initiated on the implementation of TfSE's Future Mobility Strategy; and**
- (3) Note progress with TfSE's ongoing decarbonisation work.**

1. Introduction

1.1 The purpose of this report is to provide an update on the work taking place to support the development of Bus Service Improvement Plans, the work that has been initiated on the implementation of TfSE's Future Mobility Strategy and TfSE's ongoing work on decarbonisation.

2. Bus Back Better

2.1 Bus Back Better, the national bus strategy launched in March 2021, required local transport authorities (LTAs) to submit a Bus Service Improvement Plan (BSIP) to the Department for Transport (DfT) by 31 October 2021. The purpose of a BSIP is for each LTA is to set out its vision for delivering the step-change in bus service provision that is being sought by the national strategy. Following BSIP submissions, it was originally intended Enhanced Partnership (EP) contracts would be set up with bus operators by the end of March 2022.

2.2 The intention is that BSIPs will help the DfT identify the funding requirements that will be needed in future years to deliver these ambitions and to assist them in making the case to the Treasury to secure these funds. On 11 January, DfT wrote to all LTAs in connection with their BSIP submissions. The letter indicated a national budget of £1.4 bn for bus transformation (including BSIP implementation) over the next three years. The level of ambition from all 79 BSIPs across England was considerably in excess of that; prioritisation of spend is therefore inevitable. DfT expected that details of indicative BSIP funding for each LTA would be available by February. At the time of writing this report LTAs were still waiting to hear about the level of funding they had been awarded.

2.3 Also, DfT amended the timescales for full EP arrangements. Draft EPs would now be needed by the end of April 2022 and full EPs would be given more time – to a date to be announced at the same time as the decision on BSIP funding allocations.

2.4 The TfSE Transport Strategy identified the key role that the bus will need to play in delivering its 2050 vision. Bus patronage will need to more than double if this vision is to be achieved. The ongoing work on the area studies is confirming the enhanced role that buses will need to play in realising this vision. As mentioned in previous reports to the Board, TfSE commissioned Steer to undertake technical work to produce a regional evidence base to identify in more detail what future, long-term bus service provision might need to look like. This will provide TfSE and its constituent LTAs with a regional evidence base to support a robust case to central government for greater investment in buses and complementary measures across the region.

2.5 Although the work is substantially complete, further analysis is required before presentation to the Board. A draft final report setting out the outcomes of the work has been shared with the members of the Transport Strategy Working Group and a number of public transport officers from across the region for their comments. A copy of the finalised report taking account of their comments will be presented to the next meeting of the Board in June 2022.

2.6 The technical work that has been undertaken includes the following:

- Assembly of an evidence base, in three sections:
 - Supply: summarising the region's existing bus routes and frequencies and establishing base data for analysis.
 - Demand: presenting historic and current bus demand using DfT bus statistics, providing a basis for comparison and benchmarking, and reviewing the known impacts of Covid on bus demand.
 - Potential: presenting results from analysis of potential bus usage from the regional perspective, to help determine places and corridors for particular attention in the future.
- Use of a GIS map database for capturing, analysing and presenting relevant information.
- Assessment of potential bus-based interventions and improvements using the SEELUM transport demand model – including potential costs and revenue (and possible subsidy requirements) in four different scenarios.

2.7 The outcome of this work will be to provide additional insights to LTAs as they enter into EPs with bus operators. BSIPs are meant to be reviewed annually, so the work will provide a broadened evidence basis for “BSIP2”. The work will also be used to strengthen the evidence base for bus-based proposals in TfSE’s Strategic Investment Plan (SIP). The study report will be finalised following feedback from LTAs and endorsement by Board.

2.8 Further work is being planned and procured to support LTAs with the implementation of their BSIPs and EP development as part of the additional in-year funding that has been identified by the DfT for STBs. The scope of that work is set out in agenda item xx, which gives a progress update on the DfT and STB additional workstreams.

3. Future Mobility Strategy Implementation

3.1 In July 2021, the Partnership Board agreed the TfSE future mobility strategy and action plan. The scope of a self-contained package of further work has been discussed

and agreed with consultants WSP, who developed the strategy. This package of work will deliver a number of elements from the adopted action plan.

3.2 Commissioning of that work has been waiting on agreement of detailed terms of contract with WSP, following expiry of the contract to provide the future mobility strategy. This has now been resolved so that the work can now commence with the aim of having it completed by the end of June 2022. It is hoped that there will then be resources available within TfSE's funding award from DfT for 2022/23 to continue that work. For the longer term, funding was identified in TfSE's Comprehensive Spending Review bid for resource to lead this work. At the time of writing we have yet to be advised of our financial settlement.

3.3 The new work to be commissioned from WSP will include:

- undertaking workshops with local authorities to present the future mobility strategy and identify their potential roles, responsibilities and actions;
- holding further meetings of the future mobility forum to guide the implementation of the action plan;
- identifying potential locations and partners for further piloting of future mobility interventions;
- scoping possible development of a future mobility tool that would enable local authorities to identify which future mobility interventions will be most appropriate for the different travel needs of people and places in their areas.

3.3 An update on the progress with this work will be given at the next Partnership Board meeting in June 2022.

4. Decarbonisation

4.1 In July 2021 the Government published its Transport Decarbonisation Plan (TDP) setting out a path to net zero transport in the UK by 2050 and the principles that underpin the approach to delivering it. The strategy identifies a key role for local transport authorities in delivering place-based approaches to transport decarbonisation. The TDP also identifies a key role for STBs in supporting the Government's decarbonisation objectives "*by joining up local plans across a wider geography, to capitalise on economies of scale and ensure coherence across local authority borders*".

4.2 In June 2021 TfSE established the South East Regional Transport Decarbonisation Forum for local authority officers to share best practice, identify areas for joint working and oversee TfSE's work on decarbonisation. The forum has met five times and bi-monthly meetings have been scheduled throughout 2022.

4.3 TfSE have commissioned Steer to undertake the technical work to identify a carbon budget for the TfSE area and pathways to achieve zero emissions for surface transport in each of the constituent authority areas as well as an assessment of the effectiveness of existing and future policies that would need to be pursued to follow the identified pathways. The work is nearing completion but the draft final report will need to be shared with the Transport Strategy Working Group for comment before it can be finalised. The outcomes of the work will therefore be reported to the Partnership Board at their meeting in June 2022.

4.4 Further work is being planned on decarbonisation as part of the additional in-year funding that has been identified by the DfT for STBs. The scope of the work that is going to be taken forward on decarbonisation using this funding is set out in agenda item xx that provides an update on the DfT and STB additional workstreams.

5. Financial considerations

5.1 The costs of the work to identify the future ambition for bus services (£42,500), the future mobility implementation work (£20,000) and the carbon budgeting and pathways work (£42,500) are being met from the 2021/22 DfT grant settlement.

6. Conclusions and recommendations

6.1 The Partnership Board is recommended to note the progress being made with the work on defining the future ambition for the bus network in the TfSE area, the implementation of the future mobility strategy and TfSE's work on decarbonisation.

RUPERT CLUBB

Lead Officer

Transport for the South East

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

Date of meeting: **21 March 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**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) note the engagement and communication activity that has been undertaken since January 2022; and**
 - (2) note the communications and engagement plan for the SIP development process, attached as Appendix 1.**
-

1. Introduction

1.1 There has been an increased amount of communications and engagement activity over the last few months as we have continued to focus on preparing partners and stakeholders to participate in the development of the strategic investment plan (SIP) and the forthcoming consultation process. There has been a particular focus on engaging with MPs from across the South East region and making plans to communicate with our district and borough authorities, ensuring all key stakeholders are up to speed with progress so far.

1.2 Interest in Transport for the South East remains strong, with over 2,800 individuals from 950 organisations registered on our database and receiving regular communication from us.

1.3 This paper provides an update on recent activity, as well as updating Partnership Board members on the communications and engagement that is planned for the next few months.

2. Recent communications and engagement activity

Supporting the development of the strategic investment plan

2.1 Since the last Partnership Board meeting in January 2022 we have concluded our engagement with key stakeholders, providing numerous opportunities for stakeholders to hear about the emerging outputs from the area studies before they are fed into the draft SIP.

2.2 A combined stakeholder forum took place on 3 March to address the combined outcomes of the whole area study work programme. [Detail to be added following meeting]. We are very grateful for the continued commitment of our key partners and stakeholders.

2.3 The freight, logistics and international gateways strategy will soon be published on the TfSE website – there will be more communications activity around this when it is formally launched at the ITT Hub in May including video promotion, a podcast and number of activities to promote the strategy at the ITT Hub itself. We hope to continue to facilitate a freight group or forum for the region post strategy publication.

2.4 The inception meeting with the engagement specialist, ECF, commissioned to work with us on the SIP consultation took place on 21 February and plans are now well underway to develop a robust digital consultation using Engagement HQ. We will continue to meet fortnightly with the engagement specialists as we develop the consultation.

2.5 Working with the engagement specialist we continue to develop our stakeholder engagement and communication plan for the SIP work programme and will include this by way of update to the board as work progresses - see Appendix 1.

2.6 Plans for a SIP consultation event on 5 July at G Live in Guildford are well underway. There will also be a number of virtual engagement sessions to support the launch of the consultation. More details will be shared with Board members as they are confirmed.

3. Broadening our engagement

3.1 We continue to facilitate discussions amongst a wide group of stakeholders who would not otherwise engage with one another. Our ability to bring people together from a variety of sectors and enable them to speak with one voice on a topic or agenda is positively received.

3.2 The universities' stakeholder group met on 2 March 2022 and discussion was focussed on the impact of covid on university staff and students travel behaviour. The next meeting is on 1 July, after the SIP consultation launches. It will be an opportunity for discussion around the SIP and there may also be presentations from TfSE and

University of Surrey with an electric vehicle focus. 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 in March. Our private sector partners continue to be actively engaged with and supportive of the work of TfSE. This is especially important as we move towards the publication of the SIP.

3.4 The communications & stakeholder engagement group met in February providing an update on plans as we move towards development of the SIP. A briefing note was shared with those who were unable to attend. The group continue to be extremely supportive of sharing information about the work of TfSE and the meetings are providing a mutually beneficial opportunity for participants to update each other work of interest. The next meeting is 31 March 2022, at this meeting we hope to share more details of our communications and engagement approach for the SIP consultation and enlist their active support.

3.5 The regional transport decarbonisation forum met again in February 2022 with the next meeting scheduled for April 2022. There is a lot of interest in this group and membership continues to grow.

3.6 Our Connections newsletter was issued in February including updates on the publication of the freight, logistics and gateways strategy, further priority road scheme funding, the funding received from DfT for additional work streams, the success of the parliamentary reception and upcoming events, The next update is scheduled for the end of March 2022.

3.7 Two virtual briefing sessions took place at the beginning of March to update leaders, chief executives and relevant portfolio holders from districts and borough authorities on the emerging outputs from the area studies and the SIP development process. Attendance and engagement at both events was good with positive feedback on the emerging outputs.

4. Political engagement

4.1 TfSE hosted a parliamentary reception at the House of Commons on 1 February 2022. The event was supported by a number of Board members and attended by MPs from across the south east region. These were followed by a series of four virtual engagement sessions where a greater level of technical detail on the emerging outputs of the area studies were shared and discussed. Ongoing MP engagement will be an important strand to our work as we finalise our SIP. We will look to expand our MP engagement programme and set up further engagement events and would welcome board members encouraging their local MPs to attend. We are grateful for board members support with MP engagement to date.

5. Upcoming Events

5.1 **ITT Hub (11-12 May):** TfSE will be using this event to launch the freight, logistics and gateways strategy. The event provides an opportunity for TfSE to highlight the relevance and importance of the freight strategy with private providers as we attempt to tackle freight blindness the public sector. We will be encouraging providers to join the conversation via our re-launched freight forum.

5.2 **Joint STB conference & exhibition (26 May 2022):** A national joint STB event is being planned at The Vox in Birmingham. This will be a multimodal conference focusing on long-term and strategic issues and attracting high-level speakers and delegates. The event has the support of the DfT and TfSE will work closely with the other STBs via the joint communication and engagement groups to plan the content. Board members have been invited to attend and if you have not yet registered for a place we would encourage you to do so.

5.3 **Connecting the South East: A bold and ambitious plan (5 July):** Hosted at G Live in Guildford this event will celebrate the launch of the consultation on draft strategic investment plan. The event will be aimed at around 200 senior stakeholders and will feature an array of speakers. Baroness Vere will be invited as the keynote speaker.

6. Conclusion and recommendations

6.1 In conclusion, we will continue to keep our communications and engagement activities under review using virtual or physical meetings as appropriate at the time.

6.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since January 2022.

6.3 The Partnership Board are recommended to note the updated communications and engagement plan for the SIP development process, attached as Appendix 1.

RUPERT CLUBB

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

Date of meeting: **21 March 2022**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 8 March 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.**
-

1. Introduction

1.1 The purpose of this report is to update the Partnership Board on the most recent meeting of the Transport Forum.

1.2 The meeting took place virtually on Tuesday 8 March 2022 and was attended by more than 35 members of the Forum.

2. Feedback from the Transport Forum Meeting on 8 March 2022

Area Studies Update

2.2 The forum received a brief update on the area studies progress as most attendees have been present at recent meetings. The development of the Strategic Investment Plan (SIP) is well underway and the area studies that have been developed will bridge the gap between the transport strategy and the investment plan. It also identifies what interventions are needed where and when they need to happen so that we can reach our vision.

Development of the SIP narrative

2.3 The forum were presented with the developing SIP narrative. The forum was asked for comment on the outline narrative, stressing the importance of feedback during the forthcoming consultation which was detailed within the presentation. It highlighted the key themes that the SIP will have as well as the role that the SIP will play for the South East for the next 30 years. The SIP will act as the golden thread for the region, bringing the local voice to government.

The forum were asked to contact the TfSE secretariat with any further feedback on the draft narrative.

Additional DfT Workstreams

2.4 The forum were provided an update on the work of the Sub-national Transport Bodies (STB) that was requested by the Department for Transport (DfT). This included the four additional workstreams; decarbonisation, local capacity and capability, bus back better and EV Infrastructure strategy. The emphasis behind these work streams was heavily focused on levelling up within the STB area.

2.5 The timescales per project were presented, as well as the funding that has been awarded. TfSE requested an allocation of funding for £500,000 from DfT and we are pleased to announce that we have been given £600,000 which highlights the quality of these bids.

Updates

2.6 The Forum were provided a brief update on the freight, logistics and gateway strategy which highlighted how TfSE are working closely with the DfT, as they have been undertaking their own work on the future of freight. As a result of this partnered working, not only with the DfT but other sub-national transport bodies, we now have a clear vision for how the sector should develop moving forward.

2.6 The forum was also provided with an update on the decarbonisation forum and work that has taken place. The three areas of technical works that have been identified are:

- 1) A carbon budget for the TfSE area
- 2) Pathways to achieve zero emissions for surface transport in each of our constituent authority areas and,
- 3) Finally, an assessment of the effectiveness of existing future policies that would need to be pursued for those identified pathways.

2.7 The forum were updated on the progress of our future mobility action plan and that a further package of work has been agreed with WSP and our consultant team to deliver a number of these actions and it is hoped this will be completed by June 2022, dependent on our CSR funding which is yet to be confirmed.

2.8 The forum were also advised on the three consultations that we have responded to since the last forum.

Review 2022 Transport Forum work plan

2.9 The Forum reviewed the proposed 2022 Transport Forum work plan. Additional items were suggested for inclusion in the plan including:

- Active Travel & Active Travel England to present (potentially request Chris Boardman)
- Sustrans to present on why active travel is important for both local journeys and as part of a bigger journey.
- Connection between transport and land use planning.

3. Conclusions and recommendations

3.1 It is recommended that the Board note the successful virtual meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders.

3.2 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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Report to: **Partnership Board - Transport for the South East**

Date of meeting: **21 March 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) National Infrastructure Commission – Second National Infrastructure Assessment: Baseline Report;**
 - (2) Surrey County Council – Surrey’s 2050 Place Ambition (Draft Version 2);**
 - (3) National Highways – A27 Arundel Bypass Statutory Consultation; and**
 - (4) House of Lords Built Environment Committee - Call for evidence on public transport in towns and cities**
-

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:

- National Infrastructure Commission – Second National Infrastructure Assessment: Baseline Report
- Surrey County Council – Surrey’s 2050 Place Ambition (Draft Version 2)
- National Highways – A27 Arundel Bypass Statutory Consultation
- House of Lords Built Environment Committee - Call for evidence on public transport in towns and cities

2. National Infrastructure Commission – Second National Infrastructure Assessment: Baseline Report

2.1 In November 2021, the National Infrastructure Commission (NIC) published the baseline report from its forthcoming second National Infrastructure Assessment. The NIC produces a National Infrastructure Assessment every five years, providing an evaluation of the UK's infrastructure needs to 2050 and beyond. The baseline report evaluates the current state of the UK's economic infrastructure and identifies key challenges for the coming decades. The Second National Infrastructure Assessment is due to be published in 2023, with the baseline report representing the first significant milestone in that process.

2.2 The commission identified nine key challenges for this second assessment:

- all sectors will need to take the opportunities of new digital technologies
- the electricity system must decarbonise fast to meet the sixth Carbon Budget
- decarbonising heat will require major changes to the way people heat their homes
- new networks will be needed for hydrogen and carbon capture and storage
- good asset management will be crucial as the effects of climate change increase
- action is needed to improve surface water management as flood risk increases
- the waste sector must support the move to a circular economy
- improved urban mobility and reduced congestion can boost urban productivity
- a multimodal interurban transport strategy can support regional growth.

The NIC welcomed views on these key challenges and encouraged organisations to respond to the questions set out in the call for evidence.

2.3 This consultation closed on 4 February 2022 and the officer level response that was submitted is contained in Appendix 1. Reflecting TfSE's remit, the response provides answers to five of the seventeen questions that the NIC posed. Members of the Partnership Board are recommended to agree the response to this call for evidence.

3. Surrey County Council – Surrey's 2050 Place Ambition (Draft version 2)

3.1 In 2017, Surrey's local authorities agreed an Interim Local Strategic Statement to facilitate cooperation on key strategic planning issues. In 2019, this evolved into Surrey's 2050 Place Ambition which provides a framework to deliver a long-term ambition to support good growth across the county. Since 2019, however, local authorities have had to deal with the impact of the Covid-19 pandemic on their communities and economy, and the urgency in responding to climate change has been escalated. Whilst the overall ambition and strategic priorities remain largely the

same, some of the interventions needed to deliver these have changed.

3.2 This consultation closed on 4 March 2022 and the officer level response that was submitted is contained in Appendix 2. The response welcomes the implementation framework that is set out in the strategy and also encourages further consideration on a number of key issues. Members of the Partnership Board are recommended to agree the response to this consultation.

4. National Highways – A27 Arundel Bypass Statutory Consultation

4.1 In January 2022, National Highways launched a statutory eight-week public consultation on their proposed A27 Arundel Bypass scheme. The proposed route for this scheme consists of around 8km of new dual carriageway being created to the south of the existing A27, from Crossbush to Fontwell roundabout. In addition to this, around 6.6km of the existing A27 will be de-trunked.

4.2 This consultation closed on 8 March 2022 and the officer level response that was submitted is contained in Appendix 3. The response restates TfSE's support for an improvement scheme at Arundel and welcomes the fact that comments made by TfSE in the previous scheme consultation have been taken into account. In addition to this, the response reiterates that the budget for this scheme needs to be sufficient to deliver the scheme and also mitigate negative impacts on communities and the environment. Members of the Partnership Board are recommended to agree the response to this consultation.

5. House of Lords Built Environment Committee - Call for evidence on public transport in towns and cities

5.1 In January 2022, the House of Lords Built Environment Committee launched an inquiry into public transport in towns and cities in England and is inviting written contributions. This inquiry will assess public transport travel trends in towns and cities. It will consider how public transport choices vary across different demographics and the impact of technology on how people travel. The Committee will consider future trends in public transport innovation and how public policy may be shaped in light of these trends. The Committee is interested in connectivity across modes and how to achieve better integration through data and innovation. The inquiry will investigate whether local authorities have enough funding and powers to provide high-quality public transport services.

5.3 This consultation closed on 11 March 2022 and the officer level response that was submitted is contained in Appendix 4. Members of the Partnership Board are recommended to agree the response to this consultation.

6. Conclusion and recommendations

6.1 The members of the Partnership Board are recommended to agree the draft responses to the consultations that are detailed in this report.

RUPERT CLUBB
Lead Officer
Transport for the South East

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National Infrastructure Commission

Response from Transport for the South East to the call for evidence for the Second National Infrastructure Assessment: Baseline Report

1 Introduction

Transport for the South East

- 1.1 Transport for the South East (TfSE) is pleased to respond to the National Infrastructure Commission's Call for Evidence for its Second National Infrastructure Assessment Baseline Report.
- 1.2 TfSE is one of England's seven Sub-national Transport Bodies (STBs). As established in the enabling legislation, the role of STBs is to identify and prioritise larger scale transport schemes in their areas to facilitate sustainable economic growth. They bring a strength of partnership among their membership to speak to Government with one voice.
- 1.3 TfSE brings together 16 local transport authorities (LTAs), five local enterprise partnerships (LEPs), 46 district and borough authorities alongside a range of stakeholders from the worlds of transport, business and the environment.

Figure 1: Transport for the South East Area



- 1.4 This response is an officer response which will be presented for subsequent endorsement by the members of TfSE's Partnership Board on 21 March 2022. On the basis that this endorsement is forthcoming, TfSE is happy for the NIC to publish this response.

TfSE Transport Strategy

- 1.5 TfSE's **Transport Strategy** sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East's transport network. The strategy is clear that 'business as usual' is not a sustainable way forward. For this reason, TfSE has adopted a different

approach to traditional transport strategies – setting out a vision for the future we want and how transport investment can help us achieve it, rather than endlessly chasing forecast growth in demand for transport (particularly on our roads). This said, further investment in our transport infrastructure, including the South East’s railways, highways, public transport services, and active travel infrastructure is integral to the delivery of our strategy. This investment will secure even better outcomes if it is complemented by targeted regulation and pricing mechanisms that promote more sustainable travel outcomes.

- 1.6 The transport strategy, which is supported by an extensive **evidence base**, will inform the development of our **Strategic Investment Plan** (SIP). This SIP, which we will consult on in mid-2022, will state our priorities for the future direction of, and investment in, the transport networks that serve South East England.

This Response

- 1.7 Reflecting TfSE’s remit, this response addresses the following of the NIC’s questions:
- **Question 1:** Do the nine challenges identified by the Commission cover the most pressing issues that economic infrastructure will face over the next 30 years? If not, what other challenges should the Commission consider?
 - **Question 2:** What changes to funding policy help address the Commission’s nine challenges and what evidence is there to support this? Your response can cover any number of the Commission’s challenges.
 - **Question 5:** What are the main opportunities in terms of governance, policy, regulation and market mechanisms that may help solve any of the Commission’s nine challenges for the Next Assessment? What are the main barriers? Your response can cover any number of the Commission’s challenges.
 - **Question 16:** What evidence is there of the effectiveness in reducing congestion of different approaches to demand management used in cities around the world, including, but not limited to, congestion charging, and what are the different approaches used to build public consensus for such measures?
 - **Question 17:** What are the barriers to a decision making framework on interurban transport that reflects a balanced approach across different transport modes?

2 **Question 1:** Do the nine challenges identified by the Commission cover the most pressing issues that economic infrastructure will face over the next 30 years? If not, what other challenges should the Commission consider?

2.1 Of the nine challenges identified by the Commission, TfSE considers the following four as most pertinent to our remit and welcome the NIC's focus on these:

- "all sectors will need to take the opportunities of new digital technologies"
- "good asset management will be crucial as the effects of climate change increase"
- "improved urban mobility and reduced congestion can boost urban productivity"
- "a multimodal interurban transport strategy can support regional growth"

2.2 The other five challenges largely fall outside TfSE's remit and as a consequence are not a focus of this response.

2.3 With reference to our Transport Strategy:

- We see **digital technologies** as complementary to further investment in transport networks. For some, digital connectivity will support and facilitate working from home some or all of the time, which provides an alternative to commuting. Digital technologies are also integral to making the best use of our transport systems, for instance through hosting MaaS applications and to support how the network is managed and maintained.
- Good **asset management** is also important to maintain a reliable and resilient network and reap the benefits of the sunk cost in our existing networks. As well as sunk capital costs, our transport networks have sunk carbon and making best use of our existing networks must be an integral part of the pathway to net zero. This requires good asset management, integral to which is sufficient budgets to avoid the build-up of maintenance backlogs.
- **Managing congestion** both in **urban area and on interurban links** has direct economic benefits to network users and with the right investment in the right places can have further productivity benefits through promoting static and dynamic agglomeration, including influencing where development happens and to what scale. TfSE's Transport Strategy offers a multi-modal interurban transport strategy with objectives that include supporting regional growth as well as the move to a net zero economy.

2.4 In addition to the nine challenges in the Call for Evidence, we believe that there is a further challenge that the NIC should consider. As set out in our Transport Strategy, the South East accounts for 12% of the country's greenhouse gas emissions and around a third of total emissions are associated with the transport sector. If the country is to meet its commitment to be carbon neutral by 2050, it will be essential for the transport sector to decarbonise. The increasing take-up of zero emission vehicles will make an important contribution to this, but for this to happen to scale and rate required (which is greater than the current rate) there needs to be the appropriate infrastructure to support:

- charging of electric vehicles at home, places of work, public car parks, etc;
- charging of commercial electric vehicles at depots and for opportunity charging (e.g. for buses at bus stations, or route termini)
- production, distribution and fuelling facilities for alternative no-carbon fuels such as hydrogen.

2.5 In the case of charging infrastructure for electric vehicles, this is likely to require development and adaptation of national, regional and local grids, the creation of additional connections to the

grid (for example to bus depots) and the charging infrastructure itself. Infrastructure will be needed to produce and distribute alternative no-carbon fuels in a way analogous to the way existing network of oil refineries, distribution depots and petrol filling stations support the production, distribution and sale of fossil fuels. Coordinated national action will be needed.

2.6 Further electrification of the public transport network will be needed. While much of the South East's rail network is electrified, there are sections of the network reliant on diesel traction. The Government's recent initiative to accelerate the introduction of zero emission buses through the Zero Emissions Bus Regulation Area (ZEBRA) scheme must be the first step in a sustained plan to decarbonise the bus fleet.

2.7 In addition to the nine challenges, TfSE therefore proposes an additional challenge which is:

- **Decarbonise transport networks** through providing charging networks for private and commercial electric vehicles, infrastructure for alternative no-carbon fuels (e.g. hydrogen) and decarbonising public transport networks through further electrification.

3 **Question 2:** What changes to funding policy help address the Commission's nine challenges and what evidence is there to support this? Your response can cover any number of the Commission's challenges.

3.1 Central to addressing the NIC's challenges that fall in TfSE's ambit will be **multi-year funding certainty**. Currently National Highways and Network Rail (and in the future, Great British Railways) benefit from five-year funding settlements. With the City Region Sustainable Transport Settlement (CRSTS), this approach is being extended to the eight mayoral combined authorities. (There is no mayoral combined authority in the TfSE geography.) These multi-year settlements allow multi-year programmes to be developed and implemented and avoid the recurrent resourcing issues that result from stop-start patterns of infrastructure investment.

3.2 Previously, alongside other STBs, TfSE has called on Government to give each region a multi-year funding allocation. Clarity on the level of funding available would ensure that the investment pipelines that flow from our transport strategy is affordable. Prioritisation of pipeline schemes is extremely challenging without a clear view on funding levels available, and clear criteria against which to prioritise. Greater funding clarity would also ensure scheme promoters have confidence that the funding needed to deliver their proposal will be there when they need it, allowing them to allocate the resources needed to develop the proposal and secure any permissions/consents required.

3.3 The approach adopted for CRSTS incorporates the Integrated Transport Block and Highway Maintenance Block within the Settlement along with some elements of competition funding (e.g. Transforming Cities Fund). This adds to the flexibility that the mayoral combined authorities have about on what, where and when their funding is spent.

3.4 The next step is to develop comparable multi-year settlements for other areas beyond the mayoral combined authorities. TfSE, along with the other STBs, is well placed to lead the regional-scale prioritisation that will be needed to support such a settlement and then administer the settlement over its life. This would include undertaking assurance for schemes that are not retained by the Department for Transport, as well as leading on monitoring and evaluation of the implemented programme.

- 3.5 Associated with CRSTS is a Government “ask” that the mayoral combined authorities contribute 15-20% of the overall Settlement using locally secured funds that are additional to the Treasury contribution. Looking ahead, there are potential roles for Land Value Capture, Work Place Parking Levies and road user charging schemes. We return to road user charging in response to Question 16, but here note that if Government adopts a similar requirement for regional settlements, TfSE is well-placed to coordinate a regional contribution such that constituent members are pursuing complementary approaches to securing local contributions.
- 3.6 There is also a greater need to integrate the programmes of National Highways and Network Rail with the regional transport strategy. Currently, there is a **siloed approach** to investment which tends to lead to the development of specific schemes aimed at solving a particular problem to improving network performance. Central to our Transport Strategy is a more integrated, place-based approach to infrastructure investment that looks across different transport modes and different types of economic infrastructure. This is needed ensure that the right interventions are identified that will maximise the benefits of infrastructure investment in a particular area. Our proposal is that as it develops its RIS3 programme, National Highways is obligated to give explicit consideration of how its programme will support and facilitate the delivery of our Transport Strategy (and those of other STBs), as well as set out this consideration in its reporting. Network Rail should do similar as it develops its programme for the next Control Period.
- 3.7 Looking further ahead, there is an opportunity for better integration and co-ordination between Government departments (particularly DLUHC, Treasury and DfT), to unlock and accelerating infrastructure delivery. Currently, funding arrangements for infrastructure are separated across departments which makes the planning and delivery of integrated cross-sectoral programmes to tackle major issues such as the need for levelling-up more difficult. Being able to access funding that is less segregated would allow for more joined up planning and the delivery of schemes, without the risk of delay or termination of one aspect of the scheme.
- 3.8 TfSE see the potential for a **national road user charging scheme** (following a wider review of transport taxation) as a way to help realise the objectives of its Transport Strategy, as well as provide a circular source of funding for reinvestment into transport networks. We return to this in our response to Question 16.

4 **Question 5:** What are the main opportunities in terms of governance, policy, regulation and market mechanisms that may help solve any of the Commission’s nine challenges for the Next Assessment? What are the main barriers? Your response can cover any number of the Commission’s challenges.

- 4.1 TfSE, along with the other STBs, was established to develop an integrated Transport Strategy for our region and to identify and prioritise the interventions needed to deliver it. Completed in July 2020, the transport sets out an ambitious yet deliverable strategy that will support the further economic growth and regeneration across the South East, while also supporting and facilitating the shift to a net zero economy. The challenge is not to develop the transport strategy for the South East – this has been done. What now needs to happen is take the collaborative processes that TfSE has developed with its members and partners to produce the strategy and build on these to support delivery.

- 4.2 Central to delivery is funding and we have covered this in response to Question 2. Through building its own capacity and capability, as well as the capacity and capability of its members authorities, TfSE can help accelerate the development and delivery of the schemes and interventions that make up its programme. This will need:
- Governance structures which encourage collaboration in investment decision making and scheme delivery across multiple local authority areas. Local authorities being empowered to implement local demand management measures.
 - Local transport authorities being given greater scope to specify public transport provision in their local area, in collaboration with transport providers.
 - Local transport authorities having due regard to TfSE's Transport Strategy when producing their local transport plans.
 - The creation of a regional centre of excellence with the capability and capacity to support scheme development and delivery across the South East.

5 **Question 16:** What evidence is there of the effectiveness in reducing congestion of different approaches to demand management used in cities around the world, including, but not limited to, congestion charging, and what are the different approaches used to build public consensus for such measures?

- 5.1 As part of its focus on levelling-up, TfSE welcomes the NIC's intention to examine how the development of mass transit systems can support productivity in cities and city regions, as well as to consider the role of congestion charging and other demand management measures.
- 5.2 Before addressing Question 16 directly, with regard to levelling-up we note that:
- The reasons why places are 'left behind' are deep rooted and vary from place to place. As part of its Transport Strategy evidence base, TfSE has analysed a wide range of socio-economic and transport connectivity indicators to understand how transport contributes to the success of the economy across all areas in the South East. This analysis has identified some areas where poor transport connectivity appears to be a material barrier to success. This is particularly the case for coastal communities in Kent, East Sussex, West Sussex, and Hampshire, which have poor connections to the rest of the UK and also have poor deprivation indicators. There are, however, other areas of the South East – such as Dartford and Slough – that enjoy relatively good levels of transport connectivity, but which fall far below average in many deprivation indicators. What this tells us is that poor transport connectivity is not a sole determinant of whether a place is left behind. Some of these places are relatively well connected, others are not.
 - Even for those left behind places that are poorly connected, improving transport connectivity alone is unlikely to address the deep-rooted problems that underpin deprivation. What will be needed are cross-sectoral multi-year programmes that considers an area's foundational social and economic infrastructure and services. Many of these things fall outside the NIC's remit (e.g. provision of education, including schools and colleges, health facilities, etc.). Many require revenue as well as capital funding. It will be important that NIA2 considers how provision of infrastructure that falls within the NIC's remit is integrated within wider

Government initiatives and we suggest whether there is sufficient policy coordination across capital and revenue programmes.

- A too narrow a focus on transport connectivity has the potential to create unintended effects, for instance a two-way street effect where improved transport connectivity makes it easier for economic activity to flow out of an area rather than flow in. Again, this points to a need to tackle levelling up through integrated and coordinated cross-sectoral public policy programmes, which are likely to involve both capital and revenue funding.
- Mass transit can have a role to play in supporting levelling up in some places across the South East. However, the nature of the South East's urban geography means that opportunities for rail-based mass transit are limited. There are, however, greater opportunities for bus-based systems, for instance building on the experience of Fastrack in the Thames Gateway and Fastway in Crawley. Any focus on mass transit needs to take in the full spectrum of technologies and not just rail based ones.
- Across the South East there is potential to enhance urban and peri-urban connectivity through improvements to bus provision. There are examples in the South East where modest investment in bus services have generated significant growth (against a national backdrop of decline in bus use). In particular, Reading, Crawley (Fastway Bus Rapid Transit), Dartford (Fastrack Bus Rapid Transit), and Brighton & Hove have seen impressive growth in bus use in the last decade. TfSE strongly supports plans to invest in bus services in other parts of the South East to replicate these successes elsewhere.
- The South East has an extensive rail network with a focus on radial commuting to and from London. TfSE's evidence base demonstrates a marked difference in average speed and available capacity for journeys to and from the capital when compared to journeys along the South Coast or routes such as Reading to Gatwick. Our Strategic Investment Plan is likely to call for funding to support improvements on these key "orbital" corridors to encourage modal shift from car to rail and to strengthen rail's attractiveness for journeys between and within the two largest conurbations in the South East (South Hampshire and Brighton & Hove).

5.3 Turning directly to the question, TfSE welcomes the NIC's interest in exploring the potential role of demand management measures including congestion charging. This is for three principal reasons:

1. The per mile running cost of zero emission vehicles is lower than the per mile cost of a comparable internal combustion engine vehicle. All other things being equal, reducing the cost per mile will induce further road traffic which in turn would lead to greater congestion and associated economic cost. Per mile road user charging is needed to avoid the shift to zero emission vehicles leading to greater congestion.
2. A per mile charging regime offers the opportunity to set the charge to manage congestion and/or drive the shift to zero emission vehicles. However, there needs to be clarity on the objectives for the systems as the specification of a charging regime to manage congestion downward need not necessarily be the same as one that is intended to reduce road-related carbon emissions.
3. The shift to zero emission vehicles will progressively reduce receipts from fuel duty and as long as the current banded vehicle excise duty (VED) is maintained, from VED too. Using a per mile charge to avoid an increase in congestion (point 1 above) offers the Treasury a way to replace lost revenue while at the same time avoiding additional economic impairment. Using per mile charging to meet policy goals also offers a revenue positive approach. While Treasury has traditionally resisted hypothecation, this creates an opportunity to recycle

additional revenues to provide capital investment and revenue support to the transport sector to both provide attractive non-car alternatives for those who do not want to pay an additional charge, as well as to meet wider policy goals.

- 5.4 Many of the strategic road links in the TfSE area suffer from congestion in the morning and evening peak periods, and at other times too. The modelling work we have undertaken as part of the development of our transport strategy indicates that increased levels of economic activity combined with population growth, will lead to increased levels of trip making activity. The environmental constraints in the TfSE area means that major new road building is not an option to accommodate this growth. This growth can only be accommodated through greater use of more sustainable forms of transport. The modelling work demonstrated that the introduction of a road user charging system alongside other forms of pay as you go mobility, could significantly support the management of future road traffic levels. In the context of future funding and financing challenges, the prospect of using part of the receipts from a future road user charging schemes to fund transport investment is also set out in our transport strategy. It would also be important for any road user charging scheme proposals to be set in the context of a wider review of motoring taxation and public transport fare structures to ensure the modal shift that is being sought would be achieved.
- 5.5 TfSE's view is that any road user charging scheme would need to apply across the South East and be introduced as part of a national initiative. TfSE therefore supports the rationale for the introduction of a national road user charging scheme. We elaborate why below.
- 5.6 Concerns are often raised about the social impacts of road user charging schemes. As with any proposed major change to a taxation or charging regime there will be individual winners and losers. The case of the low paid worker who needs to travel at times poorly served by public transport and so has to travel to work by car is often raised. We recognise these concerns and even a 'revenue neutral' alternative to fuel duty will create winners and losers. This is why provision of attractive public transport and other sustainable alternatives to road transport has to be integral to any road user charging regime. However, even with sophisticated systems with differential charges by time and geography, we recognise that even then there will be some low income households who have no option to travel by car and who would be financially worse off. In such cases, the approach to mitigation will sit outside the transport sector and will need to be part of the overall approach to taxation and welfare.
- 5.7 There are further concerns that road user charging schemes may have potential traffic displacement effects with potential increases in traffic levels in lower charge areas around higher areas as a result of drivers effectively driving further to pay less. These reinforces the case for a national scheme that applied to all roads as such an approach would allow potential charge discontinuities to be minimised.
- 5.8 Despite the strong economic rationale for road user charging proposals, TfSE recognises that past proposals in the UK and elsewhere have proven very controversial and politically contentious. The linkage between the use people make of the road network and the costs and charges that they incur for doing so has long been blurred. Consequently, proposals that have come forward to place additional charges for using roads on top of what drivers are already paying in fuel duty and vehicle tax, have proved controversial, which is not surprising as in their minds drivers are being asked to pay twice. As shown in Manchester and Edinburgh local referenda have not proved an effective way to debate the merits of charging proposals. The experience in London is instructive. The Congestion Charge was a mayoral manifesto commitment. It was also subject to an 18 month long public consultation exercise, after which refinements were made to the scheme. This serves

to illustrate that the way a proposal is politically-led, developed and consulted on, will be key determinants of likely success.

6 **Question 17:** What are the barriers to a decision making framework on interurban transport that reflects a balanced approach across different transport modes?

- 6.1 As set out in our response to Question 2, TfSE sees a close relationship between how inter-urban transport enhancements are funded and how decisions are taken that ensure the investment in different modes is balanced. As previously noted, the five year settlements to National Highways and Network Rail are beneficial to those organisations as it gives a degree of certainty that allows the efficient progression of a programme of investment. However, the uni-modal approach of these two settlements is a barrier to the coordinated implementation of a multi-modal programme across a particular geography.
- 6.2 TfSE would like to see multi-year funding settlements for STBs, with STBs being responsible for the development of the programme including prioritisation of what interventions are to be supported, as well as administration of the settlement over its life, including assurance of schemes not retained by the Department for Transport, along with monitoring and evaluation to inform the development and implementation of future programmes.

Rob Moran
Chair, Surrey Future

Emailed to:

nikki.nicholson@surreycc.gov.uk

4 March 2022

Dear Mr Moran,

Transport for the South East (TfSE) response to Surrey's 2050 Place Ambition

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) in response to the consultation on Surrey's 2050 Place Ambition.

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. 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. These authorities are represented on the Partnership Board, which is its decision-making body, 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.

TfSE provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE welcomes the opportunity to comment on Surrey's 2050 Place Ambition. As you will be aware TfSE published a thirty-year transport strategy for the South East in July 2020, which sets out an ambitious vision for our area in 2050. As one of our constituent authorities, Surrey County Council, has been fully involved in the development of our strategy and we very much value the contribution that has been made to the development of the strategy by the district and boroughs as well as the ongoing support for the wider work of TfSE.

We are therefore very pleased to see our transport strategy referred to within the wider policy context in which the Place Ambition sits, and also that the challenges and key issues identified within the Place Ambition align well with the strategic goals, priorities and objectives set out in our strategy.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the



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environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised. The ambition and shift in approach set out in our strategy include the need to move away from a predict and provide approach based on planning for vehicles to one based on planning for people and places. It involves a shift towards a decide and provide approach to transport provision based on choosing a preferred future with preferred transport outcomes encapsulated in our 2050 Vision.

Transport is the single biggest contributor to greenhouse gas emissions in the South East and across the UK. This needs to change, so our transport strategy includes a commitment to meet the Government's target of achieving net zero carbon emissions by 2050 at the latest. To achieve this and our wider 2050 vision, we need to make better use of the infrastructure we already have – reducing the need to travel through increased investment in digital and other technology and providing alternative ways for people to go about their business through increased investment in public transport and active travel.

We welcome the focus of strategic priority one which aligns with the priorities of our transport strategy. However, we would welcome further consideration to a number of key issues, including the impact of new and emerging technologies, requirements for EV charging infrastructure and rural accessibility.

It is acknowledged in the draft implementation framework that there are a number of local and countywide plans that will need to be considered in the implementation of the Place Ambition. We are in the process of developing the Strategic Investment Plan (SIP) for the region (due for consultation in summer 2022 and publication in March 2023). This will be a blueprint for strategic transport investment in the South East for the next 30 years and it is likely that this document will support some of the interventions set out in the Strategic Opportunity Areas. We are keen to continue to work with local authorities on the development SIP in coming months.

We look forward to working together with you as you continue to develop the Place Ambition, and we would be happy to discuss any opportunities for further collaboration.

This is an officer response. The TfSE Shadow Partnership Board next meets on 21 March 2022 when it will consider this response. A further iteration of it may follow after that meeting.

Yours sincerely,



Rupert Clubb

Lead Officer

Transport for the South East



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Emailed to:A27ArundelBypass@highwaysengland.co.uk

4 March 2022

Dear Sirs,

Transport for the South East (TfSE) response to National Highways A27 Arundel bypass consultation

I am writing to you as Technical Lead for [Transport for the South East](#) (TfSE) in response to the consultation on the A27 Arundel Bypass consultation.

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. 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. These authorities are represented on the Partnership Board, which is its decision-making body, 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.

TfSE provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

In 2020 TfSE published a thirty-year transport strategy for the South East that sets out an ambitious 2050 vision for the area. We are currently undertaking a programme of area studies to identify multimodal packages of interventions that will be needed to deliver the transport strategy. The outputs from the area studies will be brought together in a draft Strategic Investment Plan (SIP) that we are planning to publish for consultation in June 2022.

The A27 is the only major east-west trunk road south of the M25 and links a number of the cities and ports that are critical to the UK economy. Our transport strategy identified the A27 as a key orbital transport corridor across our area that suffers from significant levels of congestion at various points. The poor performance of both the road and rail links on this corridor represent a significant barrier to fostering sustainable growth along the South Coast.

The strategic vision set out in our emerging Outer Orbital area study, envisages that by the year 2050, the two conurbations along the South Coast of Solent/South Hampshire and Brighton and Hove/Sussex Coast will be served by world class urban mass transit systems and will be an attractive environment for active travel. Both conurbations will be joined together by high quality rail and highway



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infrastructure that are sensitive to the area's outstanding natural and historic environment. This will deliver sustainable and equitable economic growth for the area's residents and businesses. Improving the A27 at Arundel will be key to achieving this vision and therefore TfSE support the need for the scheme.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised. We are therefore pleased that our comments in response to your 2019 consultation have been taken on board. In particular, we welcome the focus given to addressing the environmental challenges and your objective to deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design. We also welcome the objective to improve accessibility for all users to local services and facilities and the provision of replacement and improved pedestrian, cycling and horse-riding routes within the scheme proposals.

Our previous response in 2019 referred to the sufficiency of the scheme budget at that time. Whilst we note that your consultation material makes no reference to the budget, we would reiterate our view that the budget will need to be sufficient to deliver the scheme and mitigate negative impacts on communities and the environment.

This is an officer response. The TfSE Shadow Partnership Board next meets on 21 March 2022 when it will consider this response. A further iteration of it may follow after that meeting.

Yours faithfully,

p.p. 

Mark Valleley
Technical Lead
Transport for the South East

House of Lords Built Environment Committee

Response from Transport for the South East to the call for evidence for the inquiry into public transport travel trends in towns and cities

Summary of written submission

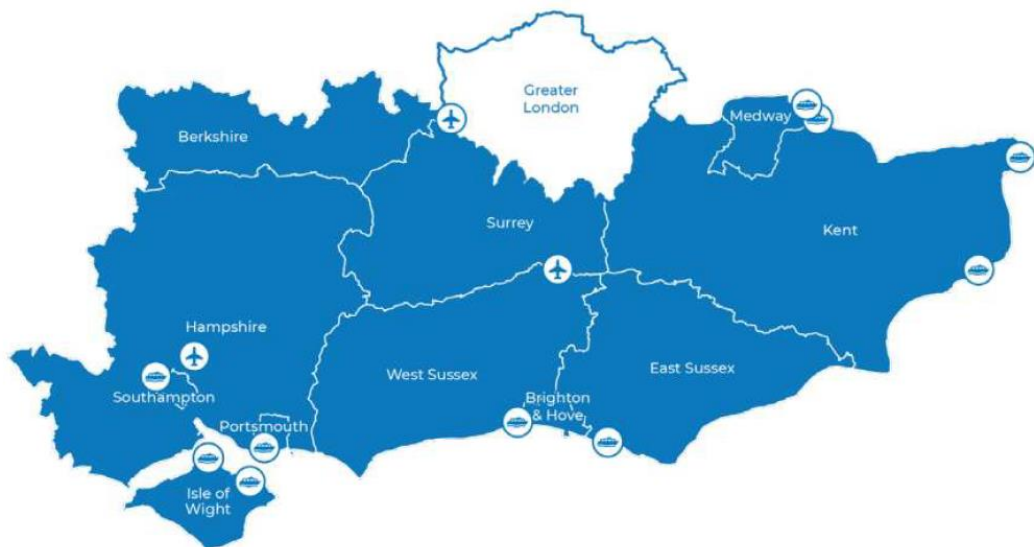
1. Transport for the South East (TfSE) is one of England's seven Sub-national Transport Bodies (STBs). TfSE brings together 16 local transport authorities (LTAs), five local enterprise partnerships (LEPs) and 46 district and borough authorities, alongside a range of stakeholders from the worlds of transport, business and the environment.
2. TfSE's Transport Strategy sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East's transport network. Its supporting evidence base will inform the development of our Strategic Investment Plan (SIP), which is underway.
3. TfSE recognises that bus services have a key role to play in delivering a more balanced, more sustainable transport system in the South East. Overall, bus use increased in the South East in the ten years to 2019/20.
4. TfSE's has developed a bus evidence base that provides insights into actual and potential future patterns of demand. This includes indications of what could influence bus patronage in the region and areas for potential growth in demand.
5. Differences in performance of bus networks across the region have highlighted a range of factors influencing the likelihood of future patronage growth, particularly in larger urban areas.
6. Our study work has provided good intelligence about the best movement corridors for potential for bus market growth, "switchable" trips and improved connectivity. The role of a stronger 'duty to cooperate' in achieving integration across public transport modes has been identified as has the need for greater certainty about future funding streams (through, say, 5-year funding settlements) to deliver a pipeline of suitably targeted capital investment and (as required) revenue support.
7. LTAs now have sufficient powers that should enable bus network quality to be increased significantly, if supported by sufficient, dedicated public transport funding – ideally as multi-year programmes. STBs such as TfSE have a role to play in shaping and developing those programmes.
8. Public transport touches on the work of several government departments and agencies. There is both a need and a genuine opportunity to foster trust and collaboration between departments – and between levels of government – to develop joined-up, positive outcomes that deliver *overall* government policy.
9. More urgently, there is an emerging revenue support cliff-edge. The government is ending COVID-19 financial support for buses and other revenue sources still have a way to go to fill the gap. LTAs are by no means resourced to fill that revenue gap – especially not to subsidise even more services that used to be run commercially. There is a real risk of extensive service withdrawals from local bus networks over the next few months.

1. Introduction

Transport for the South East

- 1.1 Transport for the South East (TfSE) is pleased to respond to the Built Environment Committee’s Call for Evidence for its inquiry into public transport travel trends in towns and cities.
- 1.2 TfSE is one of England’s seven Sub-national Transport Bodies (STBs). As established in the enabling legislation, the role of STBs is to identify and prioritise larger scale transport schemes in their areas to facilitate sustainable economic growth. They bring a strength of partnership among their membership to speak to Government with one voice.
- 1.3 TfSE brings together 16 local transport authorities (LTAs), five local enterprise partnerships (LEPs) and 46 district and borough authorities, alongside a range of stakeholders from the worlds of transport, business and the environment.

Figure 1: Transport for the South East Area



- 1.4 This response is an officer response which will be presented for subsequent endorsement by the members of TfSE’s Partnership Board on 21 March 2022.

TfSE Transport Strategy

- 1.5 TfSE’s Transport Strategy¹ sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East’s transport network. The strategy is clear that ‘business as usual’ is not a sustainable way forward. For this reason, TfSE has adopted a different approach to traditional transport strategies – setting out a vision for the future we want and how transport investment can help us achieve it, rather than endlessly chasing forecast growth in demand for transport (particularly on our roads). This said, further investment in our transport infrastructure, including the South East’s railways, highways, public transport services, and active travel infrastructure is integral to the delivery of our

¹ <https://transportforthesoutheast.org.uk/our-work/transport-strategy/>

strategy. This investment will secure even better outcomes if it is complemented by targeted regulation and pricing mechanisms that promote more sustainable travel outcomes.

- 1.6 The transport strategy, which is supported by an extensive evidence base,² will inform the development of our Strategic Investment Plan (SIP). This SIP, which we will consult on in mid-2022, will state our priorities for the future direction of, and investment in, the transport networks that serve South East England.
- 1.7 Within the South East, public transport in towns and cities is primarily provided by bus services. The network consists of (normally) commercial services and services contracted in by LTAs that wouldn't be run commercially. At present, operators can introduce, vary or withdraw commercial services as they wish to – and are keen to retain that ability. There are three bus rapid transit systems in the South East: Fastrack in the Thames Gateway (Dartford), Eclipse in south Hampshire and Fastway in Crawley – with more being planned. At present, there are no light rail systems in the South East. While the South East has an extensive rail network and there are some intra-urban services for which rail is an attractive alternative, rail primarily serves inter-urban movements and movements to and from London. As a consequence, the focus of this submission is on the current and future role of bus services.
- 1.8 While the focus of this inquiry is on public transport in towns and cities, the South East's bus network provides connectivity both within more rural areas and between these areas and town and cities. Routes that serve rural areas more often than not have one or both ends of the route in a town or city and they are also integral parts of the urban network itself. When thinking about bus, we believe it is important to consider the network as a whole and not just its urban elements.
- 1.9 As noted in our Strategy, good local bus services are seen as an essential part of vibrant, sustainable communities, enabling people to access health, education, leisure services, shops and jobs. They are crucial to many people's general wellbeing, enabling them to maintain their social networks. Our Strategy recognises that bus services have a key role to play in delivering a more balanced, more sustainable transport system in the South East.

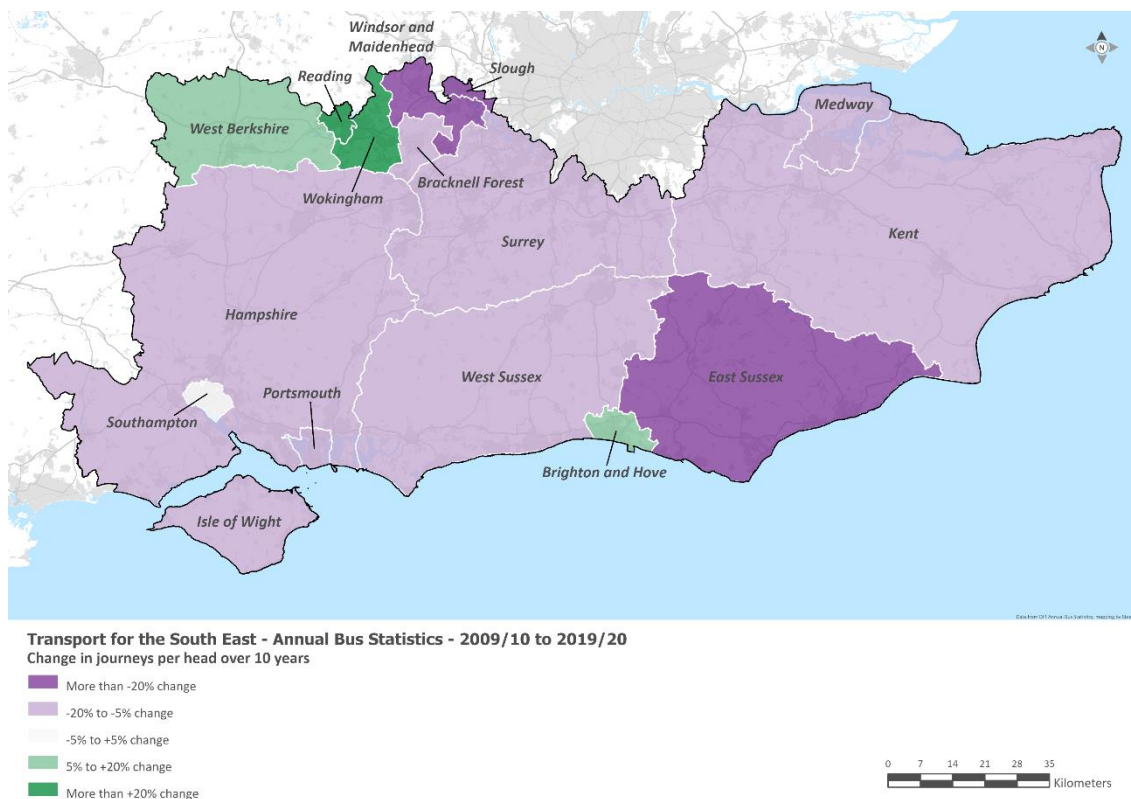
² <https://transportforthesoutheast.org.uk/publications/>

2 Question 1. What are the current and anticipated levels of public transport demand and capacity in towns and cities in England? What influences public transport travel patterns? How does the choice of public transport vary across different demographic groups?

Current levels of PT demand

- 2.1 In contrast to many other regions in the UK, many LTAs in the TfSE area have seen an increase in bus use in recent years. Looking at the decade to March 2019, which is the last financial year that bus patronage was unaffected by the COVID-19 pandemic, bus patronage in the South East grew. The number of passengers using buses in Reading and other Berkshire authorities grew by more than 30%. There was strong growth in Brighton and Hove (20%) and Southampton too (10%). The successes in both Brighton and Reading are recognised in the Department for Transport’s *Bus Back Better: National Bus Strategy for England*.³
- 2.2 The five TfSE local authorities with the lowest number of annual bus journeys per head the TfSE area are Hampshire, West Berkshire, Wokingham, Bracknell Forest and Windsor and Maidenhead– despite some of these showing a pattern of demand growth.

Figure 1: Change in Bus Journeys per Head 2009/10 to 2019/20



Influences on Bus Patronage

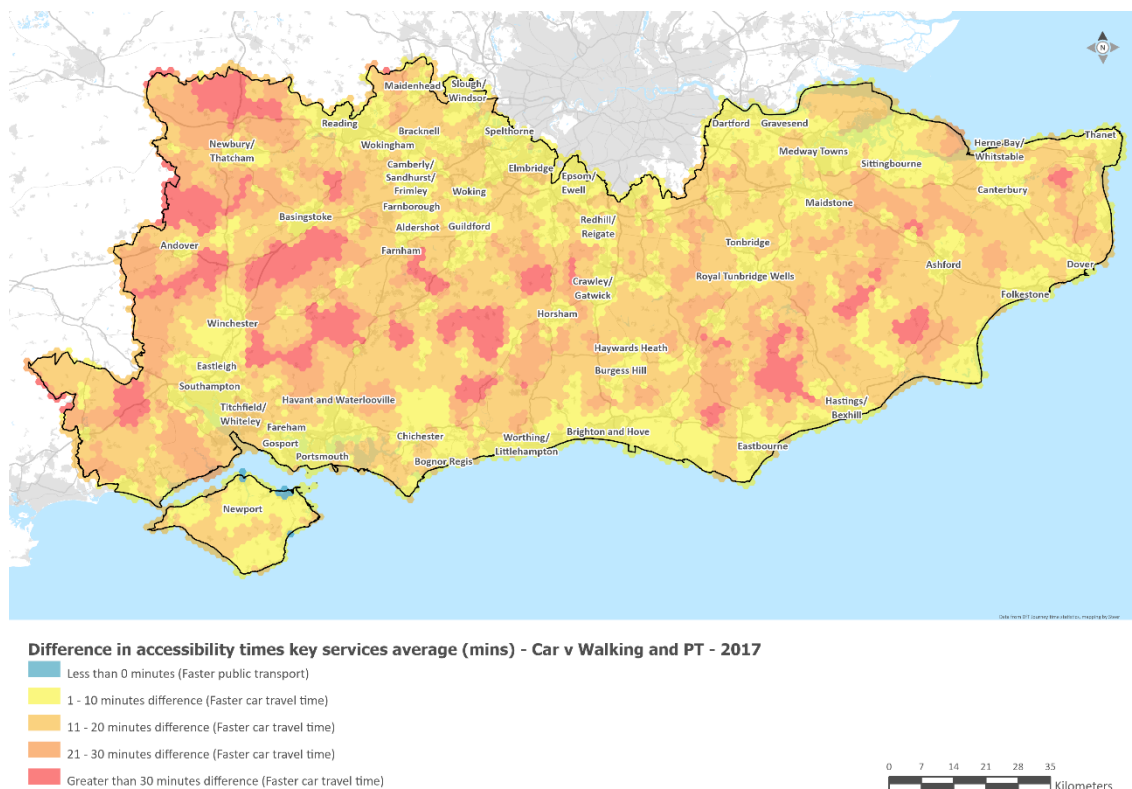
- 2.3 Pre-COVID-19, what Brighton, Reading and Southampton had in common is a buoyant economy, dynamic local bus company management and an effective partnership between the local authorities and bus operators. Other factors include, but are not limited to, simple fares (e.g. flat fares) with tap-on, tap-off contactless payment, high quality and well-maintained

³ See pages 23 and 49, DfT (2021) *Bus Back Better: National Bus Strategy for England*

fleets meeting Euro 6 carbon standards, a focus on customer service including amenities like free Wi-Fi and USB charging as standard, limited town/city centre parking, limited urban rail network (and no light rail provision) and congested local roads but extensive bus priority measures.

- 2.4 Those areas that have experienced a decline in bus use are characterised by low population density, meaning it is not conducive to high frequency bus services, which in turn decreases the attractiveness of the mode. While the majority of buses (Hampshire excluded) offer contactless payment, they do not provide tap in tap out services or fare capping for contactless payments. As such, payment for bus users is less straightforward than in authorities such as Southampton or Reading.
- 2.5 What the experience of Brighton, Reading and Southampton shows is that declining bus patronage is not inevitable. However, while there are lessons to be learned from these places this does not mean that the model in these towns and cities can be replicated everywhere. There will be a need to develop bespoke and targeted interventions.
- 2.6 To this end, TfSE has been working with its constituent LTAs to develop a South East wide bus evidence base to support their Bus Service Improvement Plans.
- 2.7 Taken from this evidence base, **Figure 2** presents the difference in accessibility times to key services between the car and walking/public transport.

Figure 2: Difference in Accessibility Times to Key Services – Car vs. Walking and Public Transport



- 2.8 Notably, large urban areas such as Brighton, Reading and Southampton have a minimal difference in accessibility times between car and walking/public transport. Across the majority of these areas, this difference is generally less than 10 minutes, making the bus an attractive alternative form of transport to car.

2.9 In the fringes of the urban centres and interurban areas, this time difference between bus and car is greater - up to between 11-20 minutes, making the car a more attractive option for many, and limiting how competitive the bus can be for patronage. In rural areas, the difference between car and bus is large, making it an unviable method of transport for many.

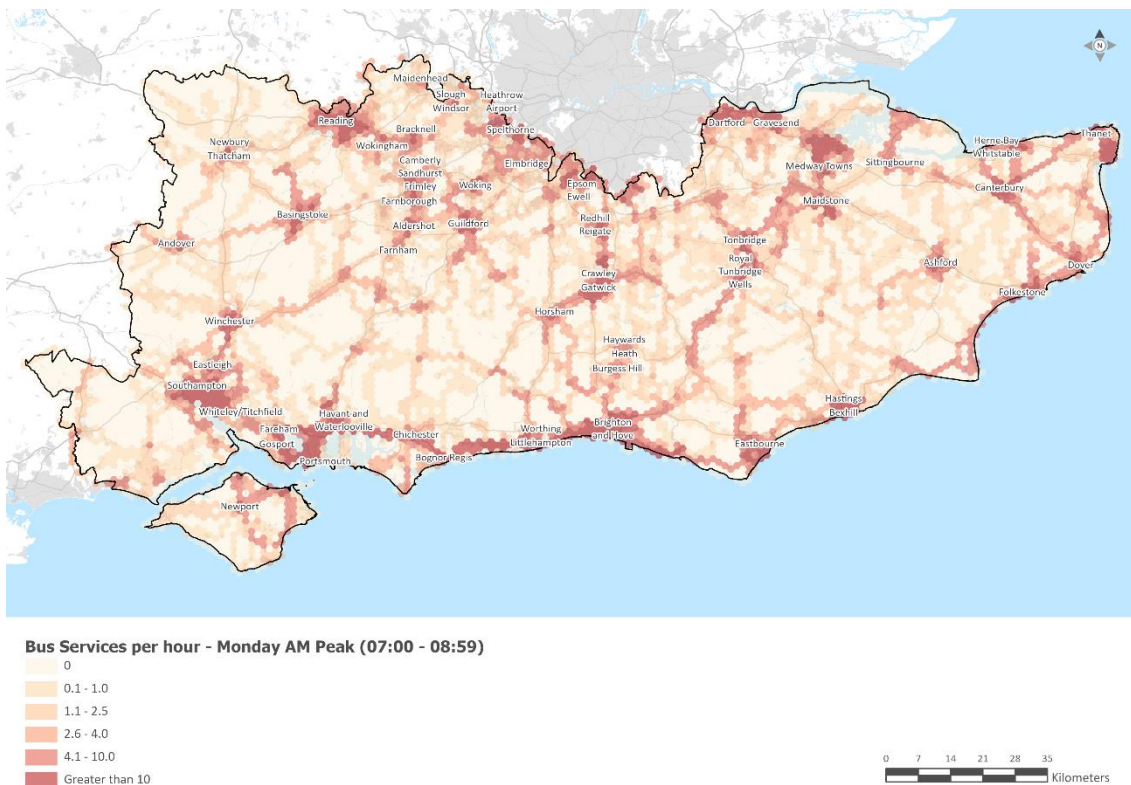
2.10 **Table 1** shows that the South East’s bus network has a catchment which covers 95.5% of the TfSE population and 88.8% of all employment within TfSE. Just under half (39.3% population and 40.7% employment) of all population and employment is covered by routes providing a level of service of equal to or greater than 4 buses per hour.

Table 1: Bus Network Coverage

	Population	Employment
TfSE total	7,902,697	3,433,399
Close proximity to a bus route	7,546,078	3,047,254
Close proximity to a bus route (%)	95%	89%
Current – close proximity to 4 or more services per hour bus route	3,104,079	1,397,602
Current – close proximity to 4 or more services per hour bus route (%)	39%	41%

2.14 What these aggregate figures hide, however, is the difference in level of service between different places. **Figure 3** presents analysis of bus services per hour (weekday AM peak 07:00 to 08:59). What this shows is that as expected urban areas have the greatest bus services per hour, with many locations being served by at least 10 buses per hour.

Figure 3: Bus Services per Hour – Monday Morning Peak



2.15 When considering interurban corridors, it is notable that overall, they maintain a high level of service frequency, particularly in the north-east of the region. Similar service levels are also visible in the centre of the region, connecting Epsom, Reigate, and Crawley to Gatwick, likely

to be driven in part by Gatwick Airport. Away from the urban areas and interurban corridors, bus service frequency reduces significantly, below 2.5 buses per hour in most areas.

Who Uses Local Public Transport

2.16 The National Travel Survey and other data sources have been used by the Urban Transport Group⁴ to explore who uses buses in England outside London.⁵ TfSE has no reason to believe that bus users in the South East differ materially from this national position. What this analysis shows is that:

- A fifth of all bus trips are for commuting and a quarter are trips to and from school or tertiary education. A further quarter of trips are for shopping
- The greatest users of bus are the youngest and oldest in society. A third of all bus trips are made by the under twenties and a fifth by the over seventies.
- In England outside London, 28% of all bus journeys were made by people were elderly or disabled concessionary journeys.
- Women use bus much more often than men, irrespective of age. Outside London, 58% of bus trips are made by women and 42% by men.
- Those in the lowest income quintile make the highest number of bus trips per person, while those in the highest income quintile make the lowest number: bus use declines as income increases.
- Around 50% of bus passengers have no alternative to bus for the journey that they were making.

2.17 What the experience of Reading, Brighton and Southampton tells us that growing bus patronage requires bus to be a mode of choice, which means making it more attractive to those who are not captive to bus, which includes the better off in society as well as those older than thirty but pre-retirement.

3 Question 2. How might public transport travel patterns shift in the next 10 years? What impact could digitalisation and the COVID-19 pandemic have on travel patterns in the long term?

COVID-19 Impacts

3.1 The COVID-19 pandemic has had a profound impact on bus patronage. At the time of writing (early March 2022) bus patronage outside London is at around 80% of its pre-COVID levels. While the scale of recovery varies from place to place, there is no reason to believe that the South East is materially different from this national trend.

3.2 At present, weekend bus usage is showing higher recovery than weekdays. This is put down to hybrid working suppressing weekday demand along with the recovery of the domestic leisure sector, although it is expected that there will be further weekday recovery as the number of people working in offices grows back. Concession users (e.g. ENCTS pass holders) have not

⁴ <https://www.urbantransportgroup.org/>

⁵ See Chapter 2, Steer (2022) *Continuing COVID Funding Support for Urban Public Transport* available at: <https://www.urbantransportgroup.org/resources/types/reports/continuing-covid-funding-support-urban-public-transport>

returned to the same degree as other users. Concessionary fares can make up 50% of patronage on certain routes, so the slow return of OAPs to buses will be having a substantial impact on overall bus patronage figures, as well as operators' financial position.

- 3.3 When looking ahead over the next decade, there is a path dependency and assuming no reimposition of COVID-19 restrictions, the changes in bus services that may come about over the next six to twelve months will have a material impact on public transport patronage over the next decade. Any reductions in bus services will lead to a further decline in bus patronage.
- 3.4 The Government's announcement of a further six month financial support package that will run to October 2022 is welcome. It creates time for further demand recovery while protecting service provision to a degree. However, it seems likely that over the next six months some services will be reduced in frequency or even curtailed altogether as operators adjust their operations to match post-pandemic demand. In turn, this would have a negative impact on future patronage as bus becomes a less attractive options for those who have an alternative or potentially ceases to be an option for some who have no alternative means of travel.
- 3.5 The Government's stated objective in *Bus Back Better* is to get overall patronage back to its pre-COVID-19 level and then to exceed it. Once bus services and patronage has been lost, it is challenging to recover the position. The successes that have been seen in Brighton, Reading and Southampton have taken many years to achieve, but there is the potential for these gains to be rapidly reversed. This suggests a short-term focus should be maintaining existing patronage, potentially through further revenue support. Meeting the Government's *Bus Back Better* goal may require further intervention post October.

The Next Ten Years

- 3.6 The national trend over many decades has been that bus patronage has been declining. Looking beyond the immediate impacts of the pandemic, as previously noted the experience of Brighton, Reading and Southampton is that further decline in bus patronage is not inevitable. Buses' role in catering for local travel can increase. As well as bringing economic and social benefits, given the fuel efficiency of well-loaded diesel buses plus the move to zero emission vehicles, such an outturn would contribute to the decarbonisation of the transport sector.
- 3.7 Arguably growing consumer interest in living more sustainably, along with increases in motoring costs (in the short-term fuel prices and then in the future the possible introduction of road pricing, both as a mechanism to encourage behavioural change and a revenue source to replace fuel duty) create an opportunity to promote urban public transport as an alternative to car travel. *Bus Back Better* and the Government's *Levelling Up* White Paper offer a conducive policy environment, but for these policies to be converted to action will require certainty of both capital and revenue funding support over a number of years.

Digitisation

- 3.8 Digitisation creates both opportunities and threats to local public transport.
- 3.9 Opportunities include:
- more accessible service information (for instance journey planning, real time info);
 - easier to use fares and ticketing (for instance, app-based);
 - the ability to reduce the cost of travel through (for example) daily fare capping or time-bound carnet ticketing;

- the integration of bus into Mobility as a Service applications
- the potential easier to provide more on-demand services
- for operators, real time operations and fleet management

3.10 Threats include:

- An increase in hybrid working reducing the aggregate transport demand to town and city centres, areas that historically are the source of much public transport patronage and revenue
- The shift to on-line shopping, leading to further decline in high street retail, noting that currently a quarter of all bus trips are shopping related.

3.11 The shift to hybrid working and to on-line retail both existed before the pandemic. Arguably, what the pandemic has done is bring forward what might have happened anyway over a number of years, but it has done so in a way that has created a shock to the system. In the case of bus, this shock is a rapid shift in the quantum and nature of patronage leading to a mismatch between revenues and costs. As already noted, recognising the economic, social and environmental benefits that bus can bring, the national policy agenda is conducive to supporting initiatives to grow bus use and as parts of integrated packages, as these can help towns and cities adapt to new patterns of working and new ways of shopping.

4 **Question 3. What can be done to improve connectivity across public transport modes? How could better integration be delivered in urban areas outside London?**

Improving Connectivity

4.1 As previously noted, the Government’s Bus Back Better and Levelling Up agendas establish a policy environment conducive to supporting improved bus connectivity. Adequately funded, Bus Service Improvement Plans along with Enhanced Partnerships offer a delivery route for LTAs to work with their operators and affect the changes needed to support patronage growth and better connectivity.

4.2 In the short to medium term, the greatest impacts are likely to be felt by targeting effort on those corridors that have the greatest potential for higher bus use. Using travel to work data and combining this with journey time and distances, as part of the development of our BSIP Evidence Base, TfSE has undertaken analysis to identify which corridors in the South East have the greatest growth potential.

4.3 **Table 2** shows the flows with the highest potential “switchable” trips in the TfSE area based on existing travel to work flows and proportions of trips made by bus.

Table 2: Flows with Greatest Potential for Bus Patronage Growth

Inter-urban pair	
Eastleigh - Southampton	Totton - Southampton
Worthing/Littlehampton Brighton and Hove	Portsmouth - Havant and Waterlooville
Medway Towns - Maidstone	Herne Bay/Whitstable - Canterbury
Bognor Regis - Chichester	

- 4.12 A very high proportion of the potential is located along the south coast between Southampton and Brighton. Outside of the south coast, flows from Medway Towns to Maidstone and Herne Bay/Whitstable to Canterbury highlight a high potential for switchable trips.
- 4.13 What this analysis helpfully does is identify that there is potential to improve bus connectivity and grow patronage across the South East. Moreover, this potential is not limited to those towns and cities that have experienced bus patronage growth in the decade preceding the COVID-19 pandemic.

Delivering Better Integration

- 4.14 Central to delivering better integration is having sufficient, targeted government resourcing for local authorities to deliver their BSIPs and use their EPs to reinforce and then build their bus networks, including introduction of new routes and new service types/other products.
- 4.15 Currently National Highways and Network Rail (and in the future, Great British Railways) benefit from five-year funding settlements. With the City Region Sustainable Transport Settlement (CRSTS), this approach is being extended to the eight mayoral combined authorities. (There is no mayoral combined authority in the TfSE geography.) These multi-year settlements allow multi-year programmes to be developed and implemented and avoid the recurrent resourcing issues that result from stop-start patterns of infrastructure investment.
- 4.16 Previously, alongside other STBs, TfSE has called on Government to give each region an indicative multi-year funding allocation. Clarity on the level of funding available would ensure that investment pipelines are affordable. Prioritisation of pipeline schemes is extremely challenging without a clear view on funding levels available, and clear criteria against which to prioritise. Greater funding clarity would also ensure scheme promoters have confidence that the funding needed to deliver their proposal will be there when they need it, allowing them to allocate the resources needed to develop the proposal and secure any permissions/consents required.
- 4.17 The logical next step is to develop comparable multi-year settlements for other areas beyond the mayoral combined authorities. TfSE, along with the other STBs, is well placed to lead the regional-scale prioritisation that will be needed to support such a settlement and then administer the settlement over its life. This would include undertaking assurance for schemes that are not retained by the Department for Transport, as well as leading on monitoring and evaluation of the implemented programme.
- 4.18 In addition, TfSE would like to see Great British Railways being given a duty to cooperate with LTAs and STBs as part of its enabling legislation, with the goal of coordinating services and investments with the objective of maximising the effectiveness of the entire public transport network, as opposed to taking a unimodal approach.

5 **Question 4. What are the likely areas of innovation in urban public transport over the next 10 years? How should public policy be shaped considering both incremental and transformational innovations? How could data help transport services meet consumer demand?**

- 5.1 TfSE has chosen not to respond to this question.

6. **Question 5. Are local authorities well equipped with appropriate funding and powers to deliver high-quality public transport services? Would further devolution of transport policy contribute to better outcomes?**

Local Authority Powers

- 6.1 TfSE considers that their established highway and transportation powers, including the provisions of the Bus Services Act (2017), give its constituent LTAs the powers that they need to progress the interventions that they have set out in their BSIPs. If implemented in full, these would provide a substantive uplift in public transport connectivity and patronage.

Local Authority Funding

- 6.2 As set out in response to Question 3, greater funding certainty would allow LTAs to develop and then implement the multi-year programmes that will be needed to secure material changes in local public transport connectivity and patronage. Multi-year funding settlements that covered both capital costs for scheme implementation and their associated design and development costs, along with the ability to provide revenue funding, for instance to pump-prime new services, would meet this requirement.
- 6.3 In this context, investing to reduce bus journey times and improve service reliability can offer good value for money. Moreover, compared with other modes, worthwhile improvements to bus networks can be made at relatively modest costs when compared with other transport solutions. Such interventions can also be developed and implemented more quickly than investments in road or rail.

Greater Devolution

- 6.4 Also, as set out in response to Question 3, greater devolution of funding and the assurance of investment decisions has the potential to further speed implementation. STBs such as TfSE have a role to play, bring decision making closer to the places that are affected by those decisions.

7 **Question 6. Could better policy coordination across government departments, and between central and local government, improve public transport outcomes? If so, how can this be achieved?**

- 7.1 The impacts of local public transport stretch across a whole range of national policy areas. This has been explored by the National Audit Office, which identified how bus use supports economic, social, industrial, housing and environmental policy areas across Government.⁶ As transport policy has impacts across departmental responsibilities, there is opportunity for greater coordination between departments. One example is the need for greater integration of transport planning and spatial/land use planning and in the context of this inquiry, the explicit consideration of how new housing and commercial developments are served by and integrated with local public transport networks.

⁶ National Audit Office (2020) *Improving Local Bus Services in England Outside London*

- 7.2 While *Bus Back Better* and the *Levelling Up* White Paper create a policy framework conducive to supporting growth in local public transport, this needs to be supported by the necessary funding. *Bus Back Better* states that £3bn is being made available in the current parliament for LTAs outside London for specific improvements targeted at delivering better bus services. Following submission of the BSIPs, analysis by the Confederation of Passenger Transport, published in November 2021, indicates that the total value of all BSIP submissions was more than £7bn. In a letter from DfT to LTA Transport Directors dated 11th January 2022, it is stated that the BSIP “budget available for transformation, including for Zero Emission Buses, is around £1.4bn, for the next three years”. On the basis of this letter it therefore appears that additional money available from the Government to deliver the National Bus Strategy is less than half the figure quoted in *Bus Back Better*, which itself is less than half the LTA ask.
- 7.3 There is a real risk the Government’s stated policy objectives will not be met unless there is sufficient funding. As we have set out previously, multi-year settlements would offer certainty for LTAs to progress the programmes needed to support local public transport.
- 7.4 At present there appears a disconnect between the ambitions set out in *Bus Back Better* and the *Levelling Up* White Paper and what is happening to bus services as the nation exits from the pandemic. An immediate priority must be to stabilise the bus sector. The announcement of a further £150m funding package for buses outside London is welcome in this regard, but risks delaying an inevitable decline if this is the final tranche of COVID-19 related support. Given the Government’s policy ambitions and the effectiveness of revenue support in maintaining service provision, it appears premature to determine when funding support would end. TfSE would prefer such decisions to be taken later once the trajectory of post pandemic recovery becomes clearer. Given the Government’s policy platform it is inopportune to rule out further support. Passenger demand has still to return to previous levels. Bus operators will only want to run services that operate at a profit – and will ‘deregister’ services that do not. Local authorities do not have the resources to fund a widening revenue gap on their own services, let alone take financial responsibility for those that operators deregister. Kent County Council, for example, is consulting on possible withdrawal of a number of their supported services from August this year.
- 7.5 We would wish to see more coordination of policy within the Department for Transport itself. Its approach to bus (*Bus Back Better*) and active travel (*Gear Change*), for example, needs to be better coordinated. Promoting local public transport and active travel are both integral to TfSE’s Transport Strategy. Having separate, unlinked DfT programmes for bus and active travel is challenging for LTAs who have to reconcile conflicting demands for buses and/or active travel within finite road space. Speedier and more effective delivery would come from more integrated single pot funding and a policy platform that supports and facilitates LTAs making choices around trade-offs and compromises.

8 Question 7. What are the barriers to improving urban public transport, in terms of delivering the necessary infrastructure, increasing connectivity and improving the consumer experience?

- 8.1 TfSE considers that our responses to preceding questions also address this question.

9 **Question 8. Are there other important changes, not covered elsewhere in these questions, which would improve matters?**

9.1 TfSE has chosen not to respond to this question.

[Ends]