

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

Date of meeting: **13 June 2022**

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

Title of report: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the board on communications and stakeholder engagement activity**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.

1. Introduction

1.1 This paper provides an update on recent communications and engagement activity, including preparation for our forthcoming consultation on the draft strategic investment plan (SIP) and other activities.

2. Recent communications and engagement activity

Developing the strategic investment plan and consultation

2.1 A fully designed draft of the strategic investment plan has been developed. The design shows progression from the transport strategy, with some use of illustration throughout, and also from the area studies, showing progression from the underlying programme of technical work that has fed into the SIP. The SIP presents; the strategic vision for the SIP, the case for investment in the South East, followed by the packages of interventions recommended to achieve the vision set out – it is the prospectus for investment in the South East and the final published document demonstrates this.

2.2 Alongside the designed SIP it will also be presented on the TfSE website as a fully accessible content, making it as easy as possible for reader to navigate their way through the SIP itself and onto the supporting technical documentation and thematic studies for more detailed information.

2.3 A range of content has been developed to support the promotion of the SIP consultation. Including; social media assets, a short promotional animation/video, key messages, including suggested messaging for partners and stakeholders to use,

newsletter and web copy and a series of press releases to promote the consultation when it launches, during and near to the close of the consultation. Some of the visual content will be adaptable to allow constituent authorities to localise the messaging for promoting the consultation in the local area.

2.4 A briefing note (Appendix 1) and FAQ document including key messages has been prepared to support all board members in promoting the consultation and answering any questions or queries that may arise. The FAQs are work in progress and will be hosted on the TfSE website and updated throughout the course of the consultation. See appendix 2.

2.5 The following consultation events have been scheduled and plans are well underway:

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

This event invites MPs from across the South East region to join the TfSE team, Steer and our board members to hear first-hand about the SIP with an overview of the packages of interventions, the funding and financing options and how to participate in the consultation. Invitations have been sent with full support from our host Sally Ann Hart, MP for Hastings and Rye. We have 12 MPs confirmed as attending along with 9 board members.

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

Taking place at G Live in Guildford, this event invites stakeholders from across the region to join us and hear first-hand about the SIP as well as listen to and participate in panel discussions taking place throughout the day. Baroness Vere is confirmed as attending and giving a key note. The full programme and panel of speakers is still in development, but the following speakers or panelists have confirmed; Sara Leeming, Interim Director at Sustrans, Alistair Welch, Director at Southampton Port. We currently have over 80 registered attendees for the event.

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

Following the format of previous events these two virtual sessions are designed to make our SIP consultation events as accessible as possible for all that may like to attend. Inviting any stakeholders unable to make the 5th July and event and extending the invitation to members of the public, these two webinar sessions will see the same presentations on the SIP as previous events and offer time for a facilitated discussion.

Freight, Logistics and Gateways Strategy

2.6 The formal launch of the Freight, Logistics and Gateways strategy, approved by the board in January, took place at ITT Hub on 11 & 12 May.

2.7 To celebrate launch of the strategy TfSE hosted a roundtable discussion, chaired by partnership board member Daniel Ruiz. The session was well attended and discussion covered, lorry parking and welfare facilities, decarbonisation of the freight sector and access to the international gateways in the South East.

2.8 Mark Valleley also gave two 15-minute presentations on the strategy, one on each day, these were also well attended and generated lots of contact and discussion.

2.9 One of the aims with the launch of the strategy was to drive engagement in the relaunch of the Freight Forum and to date we have had nine new members sign up.

3. Ongoing stakeholder engagement

3.1 We continue to facilitate discussions amongst a wide group of stakeholders who would not otherwise engage with one another.

3.2 The next meeting of the regional universities group is on 1 July. It will be an opportunity for discussion around the SIP. As always, board members are welcomed and encouraged to attend this interesting forum if they would like to.

3.3 The private sector stakeholder group met on 13 May. They received an update on the SIP, focussing on the funding and finance elements. Our private sector partners continue to be actively engaged with and supportive of the work of TfSE.

3.4 The communications & stakeholder engagement group met recently where details were shared ahead of the forthcoming SIP consultation. All attendees are fully briefed and ready to support our communications and engagement activities around the SIP consultation. 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. We will meet again as a group before the SIP consultation closes to update on progress.

3.5 Recent local elections, as well as Council AGMs, have resulted in a change of board member for several authorities. Three of the five district and borough council representatives who sit on the transport forum have also changed. We are working with colleagues in the affected authorities to ensure that any new members are well briefed on the work of TfSE and are adequately informed about the Strategic Investment Plan and the associated consultation.

4. Upcoming and previous events and speaker slots

4.1 **Joint STB conference & exhibition (26 May 2022):** A national joint STB event was held at The Vox in Birmingham on 26th May. Members of the TfSE team attended and Lead Officer, Rupert Clubb spoke as part of a panel discussing regional connectivity to seamless multimodal journeys and promoting active travel as well as how STBs are working to ensure transport underpins life chances and the transition to net zero.

4.2 **CECA Transport Group: The Future of transport in the South East (1 July):** Rupert Clubb and Mark Valleley will be joining representatives from Transport for London, National Highways and Manchester Airports Group for a discussion on the future of transport in the South East. This is a fantastic opportunity to promote the SIP consultation which will be live at this time and to communicate the contents of the SIP throughout the panel discussion.

5. Conclusion and recommendations

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

5.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

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Overview briefing note for

TfSE draft Strategic Investment Plan consultation

Transport for the South East will go out to public consultation on their draft Strategic Investment Plan on 20 June 2022. The consultation will close on 12 September 2022.

Key messages

Transport for the South East (general)

- One of seven sub-national transport bodies in the UK
- Our purpose is to determine what investment is needed in the South East, to transform the transport system and drive economic growth.
- TfSE was established in 2017
- Made up of 16 local authorities, five local enterprise partnerships and representatives of district & borough authorities, protected landscapes and national delivery agencies.

Recent work

- Over the last five years we have been working towards the development of our strategic investment plan
- Launched our Transport Strategy in June 2020 – setting out our vision for the south east
- Since then, have published strategies on Future Mobility and more recently our Freight, Logistics and Gateways Strategy
- Carried out a programme of geographic area studies to explore issues, challenges and opportunities identified in our transport strategy in more detail and, ultimately, identify a shortlist of interventions

Strategic investment plan

- The **draft strategic investment plan** is the culmination of five years of technical work and stakeholder engagement.
- It sets out our thirty-year vision for the region – it is a **long term, multi-modal plan which aligns with and supports government priorities** to decarbonise the transport system, level-up left-behind communities and facilitate sustainable economic growth in the South East.
- It is not about growth at any cost.
- It is about;
 - **making the best use of what we have**; existing assets and corridors and about making sure new and emerging technology is used to its full potential, to boost physical and digital connectivity.
 - **more joined up planning**, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations.
 - putting the strategic transport infrastructure in place that **enables communities to thrive**

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- providing the infrastructure and interventions to accommodate the mode shift required to reach our vision of net zero by 2050.
- The South East needs **greater connectivity**, particularly from East to West, to boost connectivity between our major economic hubs, the international gateways and their markets.
- More **resilient and reliable transport network** that is better able to manage demand and more resilient to incidents and extreme weather.
- Investing in the South East will make a positive contribution to levelling up in the other parts of the country by providing businesses from across the UK with reliable connectivity to our international gateways. This investment will also provide opportunities for inward investment within the region allowing the levelling up of pockets of deprivation that exist within the south east.

The consultation

- **The consultation will launch on 20 June 2022 and close on 12 September.**
- It is a digital first consultation and can be accessed online at [\[insert link\]](#).
- If the consultation is required in an alternative format, please contact [\[insert contact details\]](#).
- We are hosting an invitation only, Parliamentary Reception, 22 June 2022 at Portcullis House: this event is for MPs and TfSE Partnership Board members from across the South East region.
- We are also hosting three public consultation events where presentations will be given on the strategic investment plan followed by a facilitated discussion:
 - Connecting the South East, 5 July 2022 at G Live, Guildford: attendees can register online at www.connectingthesoutheast.com
 - 11th July, 10-11.30am and 12th July, 6-7.30pm we are hosting two webinars that will follow a similar format. Anyone can register to participate in these webinars by [\[insert detail\]](#).

What's next?

- The consultation will close on 12 September
- We will then take some time to analyse the responses, taking onboard comments and suggestions and where appropriate feed these into the final draft of the strategic investment plan
- The amended draft strategic investment plan will then go to the TfSE partnership board for approval, before local transport authorities will have the opportunity to take it through their own governance processes
- Following Board approval in March 2023 the SIP will be submitted to Government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state.
- We aim to submit this plan to Government in spring 2023.
- If approved or adopted by Government, TfSE will continue to work with partners to accelerate the development of the interventions within the plan. In the meantime, work will continue as planned with the already established programme of work. You can read more about this in our [business plan for 2022-23](#).

SIP FAQs and key messages

Messages for use throughout the SIP development and consultation process

FAQs

What is the strategic investment plan?

Our strategic investment plan (SIP) is the blueprint for future investment in strategic transport infrastructure in the south east over the next thirty years.

It is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East. This summer we'll be giving people across the region the opportunity to have their say on the plan.

It will set out, for the first time, a comprehensive picture of the investment needed in our region to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The plan won't just set out what needs to happen and why – but also where, when and how the investment will be delivered, and the funding levels needed to make it happen.

It will be built around a series of investment packages focusing on distinct parts of our region. These investment packages will comprise a variety of complementary interventions which, when delivered as a whole, deliver benefits that are more than the sum of their parts.

We'll also set out the role TfSE and our partners will play in delivering this investment and the powers and responsibilities we will need to make it happen.

And we won't be relying solely on the taxpayer to deliver our plan. We will set out a range of funding and financing options, including new and innovative ways to harness third party investment

Why is it important?

Investment in transport infrastructure across the South East region is needed to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The South East contributes more to the national economy than any region outside London and is our country's main international gateway for people and goods. Investment in our region will not only support the growth of the economy and the jobs market in the South East, but the rest of the UK too.

Alongside growing the economy, we have an objective to decarbonise the transport sector in the region by 2050. New infrastructure is required to support transition to lower carbon modes of travel. By working with partners, we can identify the infrastructure required and look at the most efficient and cost effective ways of delivering what is needed.

How was the SIP developed?

The strategic investment plan is the culmination of five years of technical work, stakeholder engagement and institutional development. It is underpinned by a credible, evidence based technical programme.

Through our future mobility strategy we have explored the impact of new and emerging transport technologies and how they could transform how we live, work and travel. Our Freight, Logistics and Gateways Strategy investigates what investment is needed to better connect our region's ports, airports and international rail links to support sustainable economic growth in the south east and across the UK. Through a series of geographic studies based around the most important economic corridors in our region we have looked at the issues, challenges and opportunities identified in our transport strategy in more detail to determine what our priority transport schemes, initiatives and policies should be.

All this work has been carried out in partnership, seeking insights of our partners from across the region and comes together to inform our strategic investment plan.

Find out more about this work and more:
<https://transportforthesoutheast.org.uk/our-work/>

Who have you engaged with?

Throughout our programme of technical work and whilst developing our strategic investment plan we have worked as a partnership. Seeking the expertise and insight from our constituent authorities, five local enterprise partnerships (LEPs), district and borough authorities, national parks and other protected landscapes and representatives from National Highways, Network Rail and Transport for London. We have also worked closely with central government.

Through this consultation we want to hear the views of anyone who lives, works or visits the south east region.

Why TfSE?

We aren't working alone. Working across the South East region, TfSE brings together 16 local authorities, five local enterprise partnerships and representatives of district & borough authorities, protected landscapes and national delivery agencies.

By speaking with one voice on the South East's strategic transport needs, our partnership can directly influence how, where and when investment takes place in our roads, railways and other transport infrastructure.

The SIP is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East.

Who will carry out the actions in the plan?

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. There are some key agencies we would expect to be involved including; Central Government, Local Transport Authorities, Great British Railways, Network Rail, Sustrans, National Highways and local planning authorities.

The SIP will set out the roles TfSE and our partners will play in delivering the investment it sets out as well as the powers and responsibilities we will need to make it happen.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

What is the role of TfSE in delivering the plan?

Assuming no change to TfSE's current and likely future status as an established Sub-National Transport Body for South East England, TfSE's role will focus on further strategy and investment plan development, programme management, joint scheme promotion, pre-feasibility work, business case and scheme development, securing funding and procurement of supply chains for development.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan: [Developing our Strategic Investment Plan - Transport for the South East](#)

Who will pay for it? Is this going to cost the tax payer more money?

The SIP is made up of a number of diverse interventions and there is not going to be a 'one size fits all' funding and financing solution that applies across the programme.

The SIP recognises the financial challenges faced by government, Local Transport Authorities and local planning authorities. It also recognises the changed world in which we live and work with the electrification of vehicles and the implications for road taxation and the way users pay to access the network.

The SIP will set out a range of funding and financing options, including new and innovative ways to harness third party investment to support the delivery of interventions within the plan. We won't be relying solely on central Government grants. However, it will look to funding allocations provided to delivery authorities such as Network Railways and National Highways to support strategic connectivity interventions and to local authorities who may be eligible for grant funding to support mass transit, cycling and active travel interventions.

We will work with partners to identify funding streams for the interventions outlined in the plan.

You can read more about the way these interventions will be funded in the funding and finance chapter of the draft strategic investment plan:
<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

What happens after you have submitted the plan to Government?

Following a 12-week public consultation on our draft SIP, and approval by our partnership board, the SIP will be submitted to Government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state. In doing so we ask the secretary of state to have regard to this plan as priorities are set, policies are developed, and investment decisions are made.

We aim to submit this plan to Government in spring 2023.

If approved or adopted by Government, TfSE will continue to work with partners to accelerate the development of the interventions within the plan as well as continuing with the already established programme of work. You can read more about this in our business plan for 2022-23.

What is innovative about the strategic investment plan?

This draft strategic investment plan about making better use of existing infrastructure and putting communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It calls for more integrated planning between transport and land use. Embracing digital technology and new mobility.

This is the first-time multi-modal connectivity has been considered across the region as a whole and not just within county boundaries or by a single mode.

The SIP presents highways schemes that lead to a higher rate of carbon emissions, isn't this counterintuitive to the overall aims of the SIP?

All of the packages within the SIP are multi-modal – presenting a transformational opportunity to enhance travel. Whilst most interventions focus on sustainable modes, targeted highways interventions have been identified. Where identified they remain multi-modal and support; safer highways, improved access to international gateways, public transport and active travel improvements and more.

These packages are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision and support not only strategic movement of vehicles but our places and communities. They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highway packages do result in small increases.

We accept that further mitigation will be needed as these packages and interventions are developed. They will also be complimented by a number of Global Policy Interventions, which will, promote demand management and digital technology to reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.

The SIP isn't and was never a net zero plan but the interventions within it do consider the best route to net zero and work to provide the infrastructure and interventions to accommodate the mode shift that is required.

Shouldn't you be doing more to promote active travel?

The SIP looks at making better use of all modes of transport and improving active travel across the region is a key objective it looks to promote.

The SIP recognises that active modes have immediate benefits for supporting our pathway to net zero carbon as active modes are zero or “ultra low” emission will help ensure the recovery from the COVID pandemic, or future shocks, need not be car based. It also recognises that well-designed, high-quality infrastructure supports access to key services – with neighbourhoods where all key services can be access on foot or by wheeling within 15-20 minutes.

In particular the SIP looks at modal shift from private car to public transport and active travel and how to make this more convenient and sustainable for a greater number of users.

Active travel incorporates multiple modes – not only walking and cycling – wheeling, micro-transit (e.g. e-bikes, e-scooters), as well as horse riding and carriage-driving. However long a journey, all journeys start and finish on foot or by wheeling. We know that investment in the right local, first-mile / last-mile connectivity is critical for allowing journeys to be integrated and seamless.

As a result of the SIP, TfSE wishes to see world class, mass transit systems in the regions largest urban areas which will encompass all modes of urban transport (bus, tram, waterborne transport, rail) and active travel.

In addition, TfSE will continue to work closely with local transport authorities will also be taking this forward through Local Cycling and Walking Infrastructure Plans (LCWIPs).

Why will this take 30 years, can't it happen sooner?

The delivery plan that accompanies the strategic investment plan (SIP) contains a balanced programme of activity. Implementation of the schemes within the plan are at different stages of development - some are already within delivery plans and others require further development before they can be taken forward.

With each of the interventions there are many interdependences that need to be considered and carefully planned to ensure the greatest benefit and avoid unintended negative consequences and ensure the greatest value for the tax payer and private investment.

You can read more about this in the 'timing and phasing' section within the Delivery chapter of the strategic investment plan:

<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

Won't new transport technology alone help us get to net zero?

New and emerging transport technologies will support the journey to net zero and our future mobility strategy discusses in great detail the opportunities that new and emerging transport technology might bring. That's everything from e-scooters, bike hire, shared-ownership car clubs and smart ticketing to 'mobility as a service' solutions offering fully integrated, door-to-door journeys, paid and planned for in one go.

It looks at where, when and how to invest in new transport technology, systems and services. Future mobility is a fast moving area and these technologies are crucial to achieving the vision in our transport strategy but they must be adopted or implemented in tandem with other interventions to ensure the greatest outcomes – it is essential that we get more efficient use out of the assets we already have while harnessing new technology.

Our future mobility strategy and action plan are supporting documents to our strategic investment plan and set out the steps to delivering journeys that are faster, safer, greener, easier, more comfortable and affordable. That leave our towns and cities quieter and less polluted.

Transport for the South East can't control all the levers driving the development of transport technology, but we can and must help steer the direction and uptake of these innovations in our region and the regulatory frameworks that govern them.

You can read more about this in our Future Mobility Strategy:
<https://transportforthesoutheast.org.uk/our-work/future-mobility/>

What do you want from me?

The strategic investment plan has been developed by a range of stakeholders from across the South East, it is a plan developed by the south east, for the south east. The next phase of this is public engagement. We want to hear your thoughts and opinions on the draft plan. Please engage in the consultation and encourage others to do so too.

Find out more at <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

How have you taken account of the impact of covid on travel behaviour?

The strategic investment plan is long term, presenting a 30-year plan to get us to our vision for 2050 and the future we want for our region. While it is important

that we understand the impact of Covid-19 on our economy and our day-to-day lives, it doesn't change the long term ambitions of the plan.

In 2021 we published our Covid-19 recovery scenarios report which modelled potential future scenarios so that we could test that the schemes and initiatives put forward in our area studies deliver the best outcomes for our region. You can read more about our Covid-19 recover work here:

<https://transportforthesoutheast.org.uk/our-work/covid-19/>

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