

Report to: **Partnership Board – Transport for the South East**
Date of meeting: **14 November 2022**
By: **Lead Officer, Transport for the South East**
Title of report: **Technical Programme Progress Update**
Purpose of report: **To provide a progress update on the ongoing work to deliver the technical work programme set out in the 2022/23 business plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to note the progress with:

- 1) Ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP);**
 - 2) Developing an electric vehicle charging infrastructure strategy for the TfSE area;**
 - 3) Delivering TfSE’s future mobility strategy;**
 - 4) Delivering TfSE’s freight logistics and gateways strategy;**
 - 5) The joint work being progressed on decarbonisation; and**
 - 6) The work being progressed to develop local capability**
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1. Introduction

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

2. Bus Back Better

2.1 Working jointly with Transport East and England’s Economic Heartland, TfSE submitted a bid to DfT for a project that would identify and deliver the support needed to assist local transport authorities (LTA) with the delivery of their BSIPs and EPs. The value of the bid was £100,000 per STB area, with a total project value of £300,000, which was awarded to TfSE in its role as lead STB for the work.

2.2 Following a competitive tendering exercise, Mott MacDonald were appointed to undertake the work, which commenced in July 2022. The work is overseen by a steering group consisting of officer representatives from the three STBs and DfT. The first stage of the work involved a questionnaire survey, issued to all LTAs and a number of bus operators in the three STB areas. This sought to identify what additional capability support it was felt LTAs needed to deliver their BSIPs. The results of these questionnaire surveys were workshopped with LTAs and bus operators (grouped by STB area) to identify the priority areas for support. An assessment framework was used to categorise the potential areas of support as either high, medium or low priority. A table showing this is included in Appendix 1.

2.3 A second questionnaire survey was issued in October 2022 to identify confirm the relative priority that should be given to each of the work areas and identify the preferred methods for delivering the support work. Options included, webinars, small group sessions,

written advice and 1-2-1 sessions with individual LTAs. The results of the engagement that has taken place to date will be used to identify the programme of support that will be available to the LTAs across the three STB areas. Delivery of this support will take place as part of the second stage of the project which is due to be completed by the end of March 2023. A further progress update on the work will be provided to the Board at their meeting in January 2023.

3 Electric Vehicle Charging Infrastructure Strategy

3.1 In October 2021, TfSE submitted a bid to the DfT for £100,000 to develop an EV charging infrastructure strategy as part of the package of bids for additional in-year funding. Following a competitive tendering exercise in summer 2022, Arcadis were appointed to undertake the development of the strategy and accompanying action plan. Work has now commenced on the initial stages in the development of this strategy which has involved a review of existing level of charging point provision across the TfSE area. A questionnaire has also been developed and shared with LTAs to identify the progress of their own local EV infrastructure charging strategies and any data that may be available from these.

3.2 A key component in the development of the strategy focuses on engagement with a wide range of stakeholders. An EV Charging Infrastructure Strategy Steering Group has been set up in order to review and validate the deliverables of the strategy. In addition, the first meeting of the EV Charging Infrastructure Forum has also taken place which aims to bring together and facilitate dialogue between LTAs, Distribution Network Operators (DNO), Charge Point Operators (CPO) and fleet operators to assist the roll out of public charge points across the TfSE area.

3.3 Later stages of the work will involve producing forecasts for the likely uptake of EVs across the TfSE area and demand for charge point infrastructure. An update on the work, which is due to be completed in January 2023 will be provided at the Partnership Board meeting in January 2023.

4 Future Mobility Strategy

4.1 Since the last Partnership Board meeting in September 2022, a second meeting of the Future Mobility Forum has taken place. Invitees to the meeting on 10 October included all local transport authorities and LEPs, National Highways, Network Rail and a variety of private and public sector representatives. Speakers at the meeting were from WorkfromHub - a start-up company seeking to create small work hub spaces at transport hubs - and a presentation on the ongoing Smart Mobility Living Lab in London. The next Future Mobility Forum scheduled for 16 January 2022.

4.2 The implementation of the future mobility strategy is being supported by WSP consultants. Following agreement with ESCC's Procurement Team, this arrangement is being extended into 2023. The consultant will provide the following support to TfSE to continue to progress the implementation of the future mobility strategy until March 2023:

- organising and supporting the meetings of the future mobility forum;
- support for forum activities between meetings, including servicing any new future mobility forum working groups/sub-groups, undertaking small specific technical pieces of work identified through the forum's work and providing advice;
- building and maintaining links with future mobility research bodies (separate from the forum);

- providing advice and support on how TfSE might best be involved in potential future mobility pilot projects; and
- preparing specifications for specific future mobility-related technical work and studies identified as priority work areas in the future mobility strategy.

4.4 Updates on progress with this work will be provided at the January 2023 meeting of the Partnership Board.

5. Freight, Logistics and Gateways Strategy

5.1 Following the launch of the freight strategy at the ITT Hub event at Farnborough in May 2022, work is underway to begin implementing the strategy. Work recently commenced on a small study to quantify the scale of the lorry parking issue across the South East and how this could be addressed. This work has been awarded to AECOM and will extend the work that AECOM have recently completed for the DfT and National Highways identifying the scale of the lorry parking problem on the Strategic Road network.

5.2 The TfSE freight forum that was originally established to oversee the development of the freight strategy is to be reinvigorated. Following consultation with ESCC's Procurement Team, arrangements will be put in place to enable qualified consultants to provide support to arrange freight forum meetings and support the work of the forum and its sub-groups between those meetings. Specifications will be drawn up for further technical studies that will take forward the implementation of the freight strategy including :

- a property market review to provide greater insight into the impact of current trends on logistics land and property provision and to provide some forecasting of likely future demand in the TfSE area;
- a study on the future role of coastal shipping and inland waterways for freight transport;
- develop of an initiative to address public sector "freight blindness" and ensure a greater levels of awareness of the needs of the freight sector amongst public sector bodies; and
- production of a freight consolidation guide to provide clear, evidence-based guidance on consolidation centres, including lessons learned from previous experience.

5.3 TfSE is currently participating, along with England's Economic Heartland and Transport East, in a study investigating where there will be a need across the highway network for alternative fuelling stations providing both EV charging and hydrogen for the road freight vehicles. The work has been procured by Midlands Connect, who have already had the same work completed in their own area. The first phase of the work is now under way and will provide base data and a spreadsheet model to be used to identify possible locations to offer these alternative fuels. A questionnaire was issued to freight operators in the region to understand the benefits and challenges associated with a shift to alternative fuels and technologies as well as gathering insights from fleet operators about freight movements across the East and South East of England. The second phase will consider how to begin to identify more specific locations suitable for new facilities. This will be undertaken with a range of stakeholders, including local transport and planning authorities. A further update on progress with this work will be provided to the next meeting of the Partnership Board in January 2023.

6. Decarbonisation

6.1 As was reported to the Board in September 2022, the Government's Transport Decarbonisation Plan (TDP) published in July 2021, places a requirement on local transport authorities to identify how their Local Transport Plans (LTPs) will deliver ambitious, quantifiable carbon reductions in transport to achieve net zero emissions. The STBs joint workstream on decarbonisation - led by England's Economic Heartland - seeks to help local transport authorities with their decarbonisation work. This activity has focused on two aspects. Firstly, how the carbon reduction potential of both individual interventions and broader programmes associated with updated Local Transport Plans (LTP) can be quantified. Secondly, the development of a decarbonisation assessment tool that LTAs can easily use to determine the decarbonisation potential of the policy tools and levers available to them.

6.2 TfSE, Transport East (TE) and England's Economic Heartland (EEH) are working collaboratively to develop a decarbonisation assessment tool. This is funded from the additional grant funding that the DfT invited STBs to bid for in October 2021. The value awarded was £100,000 per STB, with a total project value of £300,000. A consortium consisting of WSP, City Science and Steer have been appointed to undertake the work. The project has commenced with a 'scoping stage' to set out and engage on an implementation plan that reflects latest situation and stakeholder views and requirements. This will be followed by further work stages to identify baseline carbon emissions in each of the three STB areas and then develop the tool. The work is due to be completed by the end of February 2023 and a further progress update will be provided to the Board at their meeting in January 2023.

7. Local capability

7.1 TfSE was awarded funding from the Department for Transport (DfT) in January 2022 with the aim of identifying the support that LTAs need to accelerate the delivery of their Local Transport Plans and related programmes. Following competitive tendering, Arup were appointed to undertake the work. The first phase of work sought to identify local transport authority capability gaps and how these could be addressed.

7.2 Following extensive engagement with local transport authorities to identify gaps and solutions, Board members considered the proposals at the September Board meeting agreeing that the following proposals would be supported.

7.3 The projects that are to be taken forward include communications training for Wokingham Borough Council (£30,000) and strategic optioneering and communications training for Brighton and Hove City Council (£40,000).

7.4 A joint proposal was submitted by the Solent authorities (Isle of Wight Council, Portsmouth City Council, Southampton City Council and Hampshire County Council). This aims to support the delivery of their existing Solent Regional Transport Model (SRTM) through a scoping study to understand the requirements for future modelling and to undertake an update of model reference cases to help with business case development. The project has been awarded £102,000 of funding.

7.5 A proposal from Kent County Council for training on the production of quantifiable carbon assessments has also been funded. It proposes that the training places would be

made available to authorities from across the region and funding of £18,000 will be made available. This equates to 40% of the original proposal.

7.6 Hampshire County Council submitted a proposal to develop guidance and advice documents to support the delivery of local transport plans. Discussions with Hampshire indicated that the proposal was scalable to fit with the quantum of funding available. Hampshire has been allocated £60,000 as a pilot to progress some initial work on the guidance documents. TfSE would be involved with scoping the work and setting parameters for the guidance, but delivery of the work will need to be resourced by Hampshire County Council and made available through the Centre of Excellence to all authorities in the region. The remainder of the Hampshire proposal could be progressed through the Centre of Excellence in collaboration with TfSE in future years.

7.7 Funding for each project must be committed by March 2023. All the projects will be monitored by Transport for the South East and with progress being reported to the DfT. TfSE is currently working with the accountable body to issue grant funding agreements. An update on the progress of the local capability projects will be provided at the Board meeting in January 2023.

8. Financial considerations

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

9. Conclusions and recommendations

9.1 The Partnership Board is recommended to note the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Board at their meeting in January 2023.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Mark Valleley

Tel. No. 07720 040787

Email: mark.valleley@eastsussex.gov.uk

Appendix 1 – Prioritised Bus Back Better Support Areas

Higher Priority Options		
Topic	Scope	Potential Delivery Format(s)
Fares and ticketing	Provision of advice on fares, ticketing, inter-operability, integration, operator engagement, and delivery. This could be broken down into more discrete support packages or topic areas, e.g.: <ul style="list-style-type: none"> •Fare levels (affordability versus revenue); •Fare structures (including proposals for simplifying fares); •Bench-marking; •Concessions; and •Revenue modelling. 	<ul style="list-style-type: none"> •Webinar(s) for LTAs and operators. •Written advice note.
Alternative / low emission fuels	Provision of advice on alternative and low emission vehicles (notably electric and hydrogen fuel vehicles) covering issues and opportunities, technological solutions, funding, and procurement.	<ul style="list-style-type: none"> •Webinar for LTAs and operators. •Written advice note. •Engagement with DfT.
Bus infrastructure guidance and road-space design	Development of regional level guidance focusing on bus stop infrastructure, mobility hubs, and guidance on delivery.	<ul style="list-style-type: none"> •Written advice note with case studies/references. •Design Panel. •Toolkit. •Webinar(s) for LTAs..
Presenting a strong case and influencing decision makers	Advice on how to build support for bus improvements and road-space reallocation.	<ul style="list-style-type: none"> •Brochure/note on the benefits of bus improvements and reallocation of road space, with case studies. •Webinar, which could involve LTAs that have been successful in influencing decision makers. •1 to 1 sessions including site visits and/or presentation to case study areas for local politicians.

Medium Priority Options		
Topic	Scope	Potential Delivery Format(s)
Collaborative working and bus forums	Delivery of LTA Bus forums across all three STB areas to support knowledge sharing and networking.	<ul style="list-style-type: none"> •Facilitate and arrange initial sessions and create written advice for how to organise, run and make these successful.
Rural hubs and integration	Advice on the elements that contribute to a successful multi-modal transport hub, in both rural and urban contexts.	<ul style="list-style-type: none"> •Written advice with examples.
Demand Responsive Transport (DRT)	Advice on the elements that contribute to a successful DRT scheme, and how to approach establishing DRT schemes. This would include a summary of the key issues and opportunities to consider(e.g., back-office functions, payment service providers, GDPR, cross-boundary services).	<ul style="list-style-type: none"> •Webinar(s) to interested group, involve successful scheme operators/LTAs. •Written advice/research note with case studies, references to guidance.
Low cost and quick wins	Provision of examples of low cost/ quick wins for LTAs, particularly targeting those without BSIP funding. Example topics include: <ul style="list-style-type: none"> •Improved service information; •Simplified timetabling; •Legible ticketing; •Traffic signal timing changes; •Stakeholder engagement; and •Marketing scope. 	<ul style="list-style-type: none"> •Advice note. •Webinar to interested LTAs. •Case Studies could include TfL Bus Priority team. •1 to 1 and small group sessions. •Small group sessions with similar requirements.

Lower Priority Options		
Topic	Scope	Potential Delivery Format(s)
Data analysis, monitoring, and evaluation.	Provision of advice and best practice examples of data analysis for BSIPs as well as Key Performance Indicators for monitoring and evaluation. This could include data and metrics for patronage, customer satisfaction, and operating performance. This could also include advice on appropriate software tools, regional level metrics, and catchment analysis.	<ul style="list-style-type: none"> •Written guidance note with case study examples. •Webinar(s) to interested group of LTAs. •Toolkit which LTAs could utilise to collect data and monitor bus usage easily. •Explore coordination with national DfT work on this –could get additional funding /support.
Marketing	Provision of marketing materials to encourage bus use and best practice guidance.	<ul style="list-style-type: none"> •Written advice/research note with case studies, references to guidance. •Toolkit.
Funding mechanisms	Provision of advice and best practice examples for generating funding for bus service improvements from third parties. This could be linked to the influencing local decision makers topic.	<ul style="list-style-type: none"> •Written advice/ research note with Case studies. •Webinars for LTAs and key decision makers.
Project delivery and governance	Provision of advice on the delivery and governance of bus schemes.	<ul style="list-style-type: none"> •Written advice / research note with case studies, references to guidance.
Cross-border services	Provision of advice on cross-border topics including pricing, marketing and regional collaborative working.	<ul style="list-style-type: none"> •Written advice / research note. •LTA Bus Forum.