

**TfSE Transport Forum  
10 May 2022  
Minutes  
1-4pm**

Item
<b>1. Welcome and Apologies</b>
<p>Geoff French (GF) (chair) welcomed the Transport Forum. This meeting was held virtually and Geoff explained how it would be managed.</p> <p>GF welcomed three new members to the Transport Forum which demonstrates the continued interest in engaging with the work of TfSE. The new members are detailed below:</p> <ul style="list-style-type: none"> <li>➤ Gavin Miller – Confederation of Passenger Transport (replacing Mark Purchase)</li> <li>➤ James O’Neil – Stagecoach (replacing Richard Middleton)</li> <li>➤ Malcolm Smith – South Downs Network (replacing Vic lent)</li> </ul>
<b>2. Minutes from Previous Meeting</b>
<p>The minutes from the previous meeting were agreed.</p>
<b>3. SIP Communications and Engagement</b>
<p>3.1 Lucy Dixon-Thompson (LDT) introduced Judith Hewitt (JH) of ECF who were, earlier this year commissioned to work alongside Steer and TfSE to deliver a ‘digital first’ consultation and gather feedback on the draft SIP and ISA from stakeholders in the region.</p> <p>3.2 They jointly outlined the programme of engagement that accompanies the SIP, including the proposed consultation approach that commences on 20 June 2022.</p> <p>3.3 JH outlined the project objectives to the forum, which are to run a ‘digital first’ public consultation that is open to all, launch and promote the accessible digital engagement and online survey, as well as producing a consultation report to include an in-depth analysis of all feedback gathered.</p> <p>3.4 JH explained that this consultation has been put together to raise awareness of the TfSE aims and generate support for investment needed in the transport network to improve lives, and as this will affect TfSE’s population, we want people to have a say in decisions that affect their lives. It was concluded that this consultation will also be an opportunity to acknowledge the role of technical respondents in helping to shape the SIP.</p> <p>3.5 JH detailed that this consultation approach follows the government guidelines for consultation.</p> <p>3.6 The structure of the consultation will mirror the structure of the SIP and will offer several methods of response within the questionnaire such as single answer responses and free text. This is to ensure that all views are captured. JH highlighted that this consultation will be solely on the SIP itself, and not on the technical documents that form the evidence base.</p>

3.7 JH detailed that the consultation will run from the 20<sup>th</sup> June for 12 weeks and that the draft SIP will be accessible via our website.

3.8 LDT listed the events that are running concurrently with the SIPs consultation period. It was noted that our parliamentary reception would take place on 22<sup>nd</sup> June at Portcullis House for MPs, with 14 MPs already confirming their attendance. LDT further noted that the formal launch event on 5<sup>th</sup> July at G-Live, Guildford, is open to key stakeholders. LDT also gave the Forum the option to join TfSE at a webinar which is being organised to run on 11 and 12 July.

3.9 A question was raised regarding on the demographic reach of the consultation. LDT detailed that the survey will be a live document that can be amended to target specific audiences if the results demonstrate a high proportion of single demographic responses. Further, we will also be pushing this consultation on social media, specifically aimed at a younger demographic. In addition, the 5<sup>th</sup> July event will also host a panel of university students, which further highlights that TfSE have given this due consideration.

3.10 It was further noted that an additional consultation meeting has been offered to all forum members on 27<sup>th</sup> May 2022, which will be hosted by JH and will look at the digital approach in more detail.

#### **4. Area Studies**

4.1 Sarah Valentine (SV) provided the Forum with an update on the area studies that are nearing conclusion. This included presenting the suite of documents that feed into the SIP to demonstrate the large amount of technical work that have been undertaken to ensure a robust evidence-based programme.

#### **5. SIP Development**

5.1 Rachel Ford (RF) introduced Steven Bishop (SB), Steer, to provide the Forum with an update on the progress of the SIP to date. SB presented a short recap on those areas of the SIP that the Forum had previously seen, followed by the benefits and costs, funding and finance and delivery (governance) of the SIP. As part of the recap, the forum's attention was drawn to the SIP's key priorities, which highlights the key transport interventions, as well as the desired outcomes.

5.2 SB then took the forum through the funding and financing element of the SIP. SB detailed that innovative new funding approaches have been given due consideration for the SIP, such as a degree of devolution of funding powers beyond which the South East currently enjoy. Conventional funding solutions (ie government funding), as well as alternative solutions, will be explored to fund the SIP.

5.3 SB reminded the forum of the governance structure, and the need for consideration to be given to TfSE's roles and responsibilities to deliver the SIP. It was noted that it will be necessary to develop strategies and investment plans, while also prioritising schemes and ensuring monitoring and evaluation.

5.4 A question was asked regarding Kent, Medway and East Sussex car usage shown in the place-based packages by sub-region. SB confirms that while it will see an increase in car usage at an aggregate level due to the Lower Thames crossing implementation, there are other packages that look to negate this increase via active travel and mass transit.

5.5 RF concluded by reminding the Board that the consultation will launch on 20 June 2022 and the draft SIP will be published on the TfSE website and encouraged members to respond.

## 6. Active Travel

6.1 Roddy Crockett, partnership manager at Sustran's, provided the forum with a presentation on Active Travel.

6.2 RC highlighted some of the complex issues that are associated with travelling, such as the increased demand for housing, thinking modally as opposed to the multi-modal options that are available and the need to reduce single occupancy trips by car.

6.3 RC presented the National Cycle Network and its five strategic areas that Sustran's are working on with partners and stakeholders, including government. RC detailed that they have removed or redesigned 315 barriers to allow people with wheelchairs and buggies to access the Network. It was also noted that they have declassified the section from Brighton to Crawley as having a cycle route on a 40mph and sometimes National Speed Limit Road was not safe enough.

6.4 RC highlighted that the UK is an outlier in cycling infrastructure, countries with adverse weather, such as Finland which reaches lows of -20 degrees, schools still have a quarter of pupils cycling.

6.5 RC stressed that it is not just Sustran's looking to the future of mobility but is also a priority of the DfT. It was noted that it needs to be a people first approach, and it is verified that it makes economic, social, and environmental sense.

6.6 A question was raised with regard to governance and the importance of active travel to have representation on TfSE's board. Rupert Clubb (RC) explained that there are several aspects of work being undertaken in terms of TfSE's governance to give due consideration to each area of interest to ensure that everyone has representation.

6.7 Stephen Bennett (SB), Transport Planning Society, further accentuated that the SIP shows great support and consideration for active travel. Rupert Clubb explains that TfSE benefits from a line of sight between government and local authorities to understand what works best regionally for our area, which could benefit active travel. It allows us to have the solid evidence base, connect the region and turn schemes into deliverables.

## 7. Finance Update

7.1 Rachel Ford (RF) provided the Forum with a short update on TfSE's finances because of the recently welcomed CSR funding from the DfT (£1.725million grant allocation).

7.2 This allows TfSE to take on an ambitious technical plan, as well as taking on the delivery of the SIP. The grant letter also provides an indicative budget for years 2023/24 and 2024/25, which allows for business planning into the future.

7.3 The Business Plan was agreed at TfSE's Partnership Board meeting, which will be published on the TfSE website, which outlines the work plan for the next year, including the proposed thematic works.

## 8. Additional DfT workstreams

8.1 Mark Valleley (MV) provided the forum with a summary of the projects that TfSE have taken on as a result of successfully bidding to assist the DfT with their priority workstreams.

### 8.2 Decarbonisation:

TfSE are working on a stocktake of existing tools, development of standard methods of measurement of decarbonisation impacts, which is being completed by all 7 STBs. This piece of work was awarded £10,000 per STB, so a total of £70,000.

There is an additional strand for decarbonisation, which is being developed jointly by Englands Economic Heartland and Transport East to develop a people/place framework tool to assess the decarbonisation impacts of interventions. This will be linked with the initial decarbonisation work, and will allow local transport authorities to use this framework as a toolkit, to assess the impacts of decarbonisation interventions in their area. This is a joint additional workstream with Transport East and England's Economic Heartlands.

### 8.3 Bus Back Better

This work is being led by TfSE, alongside England's Economic Heartlands and Transport East, which is currently out for procurement. This piece of work will look to identify what is needed to assist those who received BSIP funding to successfully deliver BSIP outcomes. It will also identify what further work can be done to support those that have not received funding, to move forward with their plans.

### 8.4 EV Infrastructure Strategy

This is a sole piece of work being organised by TfSE. We are looking to bring consistency to the forecasts provided by local authorities. A key dimension that the DfT have asked us to look at is the electrification of fleet vehicles. A complexity around this aspect is to identify the future demand of fleet vehicles, as currently it is hard to identify where these vehicles would be located for charging as some would be charged residentially. This will be issued for a request for quotation on 19 May 2022.

### 8.5 Local Capability and Capacity

This is solely led by TfSE and will identify particular areas of work that local transport authorities do not feel they have the capability for. TfSE recently appointed Arup to create a survey, which has currently been issued out to our 16 constituent authorities and once returned, we will be analysing via an assessment framework to determine the most suitable funding mechanism.

8.6 A question was asked with regard to the works on the bus back better, to which it was confirmed that TfSE will be working in partnership with both local authorities and also bus operators.

## 9. Updates

9.1 Lucy Dixon Thompson provided the Forum with an update on several of the technical works that are being undertaken at TfSE.

9.2 Freight, Logistics and International Gateways

It was noted that the freight, logistics and international gateways strategy has been published on the TfSE website. It was further noted that the 11 and 12 May 2022 would be the formal launch of this strategy at the annual ITT Hub event. Subsequently, we will be contacting all relevant stakeholders to invite them to join our freight forum, where there will be over 40 specific actions points.

9.3 Decarbonisation

There is a lot of technical work on carbon budgeting and pathways to decarbonisation. The study identified a number of pathways that might be taken to achieve a net zero carbon transport network in the South East. The results of this work will be presented in full at the September Board meeting.

9.4 Future mobility action plan

There will be a self-contained package of further work to begin the implementation of the future mobility strategy, and that the actions within this strategy have been agreed with WSP. WSP will soon set up workshops with local authorities to present the mobility strategy, and to identify its responsibilities and actions. As this work progresses, further workshops will be held with the Transport Forum, to help guide the implementation of the proposed action plan.

## 10. Forum comments for the Partnership Board

10.1 Geoff French (GF) noted that the Partnership Board will be informed on the session's activities and informed the Forum that the next meeting will be held on Tuesday 6 September 2022.

## 11. AOB

11.1 It was confirmed that all slides from the meeting will be circulated with the minutes.