

Transport Forum

Monday 18 November

13:00-16:00

In-person - Southampton

Chair's Welcome

Geoff French


TfSE Updates


Jaimie McSorley


Digital Forum


OUR PANELISTS

DIGITAL FORUM: INCLUSIVE TRANSPORT - CAREER OPPORTUNITIES FOR ALL IN THE TRANSPORT SECTOR


Jo Field
President,
Women in Transport


Nkiruka Nzekwu
Vice-Chair,
TfL Women's Colleague
Network Group


Sarah Valentine
Head of Analysis and
Appraisal,
TfSE


Katie Lamb
Lead Transport Planner,
TfSE

- Aim of the forum was to discuss ways that organisations can support more women to join the transport sector.
- Solutions included engaging with younger audiences and increasing awareness of groups such as Women in Transport.
- Feedback for the Digital Forum was positive, with 100% of respondents stating that they were likely to talk to their colleagues about the issues raised in the Forum.



Transport Forum


18th November 2024



What I will cover

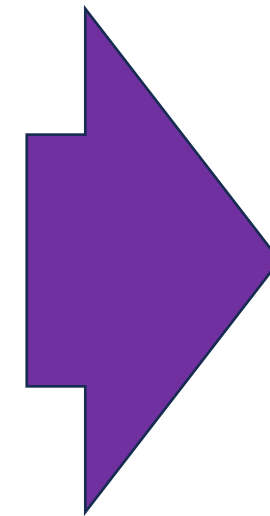
- Feedback from the previous session and what we did with it
- Insights into the Transport Strategy as written
- Forthcoming engagement on the Draft Transport Strategy

We got you to fill out challenge cards

Challenge Card

How might we...

So that...



86
Challenge
Statements

How might we improve access to healthcare facilities, shops etc., so that isolation, particularly for elderly and disabled people, is reduced

How might we reduce dependance on the private car, so that sustainable public transport can flourish across the region

How might we address multiple deprivation, so that the benefits for deprived areas are maximised

How might we make the best use of car sharing, so that older people in rural areas can maintain mobility

How might we enable SMEs to switch from existing petrol / diesel vehicles to electric vehicles, so that the SME's financial viability is not badly affected and they can maintain their businesses

How might we move towards Net Zero, so that the impacts of the climate emergency is minimised.

How might we have greater political honesty about the impacts of various transport interventions (especially roads), so that we invest in infrastructure and services that have greater impact reducing carbon and social exclusion

How might we encourage wider use of financial levers to reduce travel demand, so that different investment decisions on type and location of infrastructure becomes possible

How might we change first choice transport options to divert from the use of vehicles as a first choice, so that decrease traffic, reduce noise and air pollution, improving the negative environmental impact of transport

How might we encourage car drivers to acknowledge and want to reduce their car use, so that we can decarbonise our roads and reduce emissions

How might we design a transport system for all (and not predominantly for male commuters), so that all people have equal or good access to transport

How might we fund significant improvements in public transport and active travel, so that we can reduce carbon emissions, social exclusion, and improve economic productivity.

How might we deliver sustainable regional transport infrastructure to support housing, so that new developments are not car dependent

How might we reduce the cost of public transport, so that it is actually cheaper for the consumer to travel more sustainably

How might we increase the uptake of electric vehicles in communities, so that we can decarbonise road transport and improve air quality in the community

How might we improve air quality and reduce pollution arising from transport, so that the most vulnerable in society (who tend to live in areas of the worst air quality) are less vulnerable to respiratory illnesses while also maintaining the ability to travel.

How might we improve safety on and around public transport, so that all populations feel empowered and safe to choose this option

How might we develop skills programmes for maintenance of EVs and other novel fuelled vehicles, so that maximise opportunities for local FE colleges and local people to have good jobs in this sector

How might we reduce unnecessary or inefficient car trips, so that we deliver quieter neighbourhoods and reduced carbon emissions

How might we enable people to visit the South Downs National Park and other National Parks, so that the valuable environment and unique tranquility is not destroyed

How might we turn (?) the cost penalty of ferry travel to/from the Isle of Wight, so that local sourcing leads to wonderful self-sufficient community feel to the island

How might we reduce impact of road traffic, so that without causing practical / financial problems for the self-employed, local freight and services

How might we reduce journey times in rural areas, so that everyone can access a range of jobs and services

How might we make the necessary investment in a transport system decarbonisation just transition, so that when we need to devote increased resources to maintaining system resilience against flooding / weather related event shocks

How might we persuade people from all walks of life including those who have a household car available to use the bus for all trips, so that the cost of funding a thriving bus service doesn't fall largely on the least well off?

How might we reduce the costs of providing DDRT services, so that rural connections can be maintained sustainably

How might we improve access to a rapid comprehensive transport network in a time where rail funding is limited, so that lack of funding does not stop the growth of the public transport system

How might we make flexible mobility more affordable for lower income households, so that they have increased access to employment and services

How might we ensure the transition to EVs does not penalise owners of older cars, so that social divides are not exacerbated and labour supply is not undermined

How might we improve access to public transport, so that those without access can be helped (by more community contacts)

How might we (improve?) rail environmental sustainability, so that we reduce the use of diesel trains and increase battery operated / electric trains

How might we make our international gateways more resilient and efficient to external events, so that the transport system for international passenger and goods movement is seamless and efficient

How might we get the right skilled people to the right places, so that the South East grows sustainably and new sectors can rapidly grow

How might we pick which sectors to focus on, so that our economy (and infrastructure) can have the biggest impact

How might we get the energy and digital infrastructure in place, so that we incentivise investment and can locate and support economic activity (and housing) in the most sustainable locations

How might we facilitate the movement of goods, so that we improve connectivity, reduce costs of movement, and reduce the impact of freight on environment and communities

How might we increase the resilience of transport networks, so that local areas don't grind to a halt and essential new infrastructure can also be funded as well as maintained.

How might we move towards a 'beneficiary pays' model, so that schemes are more affordable

How might we rebalance paying for different modes of transport, so that public transport funding is increased, reduce the impact of vehicles, increase safety of active travel, and reflect the actual wider social costs of different modes.

How might we rebalance funding to benefit wider demographics (rural, small town, non-metropolitans), so that all areas see improvements

How might we deliver one million new homes sustainably, so that we can grow economically (a growing workforce)

How might we influence housing and land use location decisions, so that they address transport issues (e.g. more affordable housing in areas to avoid longer journeys for key workers)

How might we lower the 'bill' for transport, so that our plans are more affordable

How might we incentivise private sector investment, so that it can make up for shortfalls in public investment

How might we a more environmetally friendly public transport, so that we reduce greenhouse gas emissions caused by public transport

How might we improve land use planning, so that new development makes public transport easier

How might we reduce public funding requirements for public transport infrastructure, so that communiuties can fund public transport through fares and not require subsidy

How might we plan for climate change when it becomes uneconomic to maintain public transport infrastructure, so that to maintain connectivity

How might we not rely on Treasury funding for infrastructure, so that we can deliver the required upgrades to the public transport system

How might we integrate public transport fully, so that passengers have seamless journeys

How might we reduce car ownership, so that emissions and congestion reduce

How might we replace fuel duty, so that when petrol cars are phased out we don't lose the tax

How might we embrace future technology, so that we reduce vehicle emissions whilst maintaining practicalites(?)

How might we allocate energy resources to modes of transport that use it more efficiently, so that whole system costs are kept under control

How might we improve public perceptions of emerging sustainable transport modes, so that that the benefits can be felt by a broad cross section of society

How might we move more freight by rail, so that our consumption habits have less environmental impact

How might we adapt the energy grid, so that every energy vector is in use

How might we accelerate new strategy provision, so that we might save the planet

How might we encourage more young people to use active / public travel, so that habits are formed before adulthood

How might we involve each age group, so that we get more buy-in to what is proposed

How might we engage transport users of all ages, so that we know what most people want

How might we ensure that new transport forms compliment the existing public transport provision, so that as much of the network is sustainable

How might we develop a sustainable transport infrastructure pipeline that is investable, so that the private sector is willing to invest

How might we improve the quality of footpaths and bridleways, so that they are more usable, particularly in winter

How might we improve cycling provision on constrained, historic streets, so that we can improve cycling levels in existing communities as well as new communities

How might we make walking, cycling, and riding safer, so that it encourages more people into the countryside

How might we make buses able to connect to more places in rural areas, so that bus use increases

How might we have a town centre parking policy that discourages car use, so that people in rural areas don't face even greater immobility than they already do

How might we identify and establish/provide/improve accessible routes through all modes of transport, so that social isolation is reduced and all can access all areas for business, pleasure, and health

How might we change school allocations policy, so that parents are content to send children to local schools and reduce carbon impact and congestion caused by school journeys

How might we better integrate housing provision with facilities, so that people live in sustainable communities where they can walk instead of drive

How might we give bus operators confidence to continue the expansion of services, so that BSIP changes continue after the £2 single fare ends

How might we reduce congestion around locations of environmentally sensitive areas, so that the areas can be less impacted by air, noise, and light pollution

How might we get people to travel less, so that pressure on road and rail networks is reduced, pollution is reduced and there is less (rest of writing unreadable)

How might we connect every community to regular rail, so that rail network is the backbone of longer distance travel for choice to not use the car

How might we re-understand what connectivity means, not just it is connected but when it is connected, how frequently, span of service, so that we give people choice over how to travel

How might we plan to put houses in places which have road, rail, and other infrastructure which can support the increase in population, so that existing infrastructure is not overwhelmed and people travel less

How might we get communities connected to rail, so that they don't have to use the car

How might we ensure that the right transport infrastructure is identified and delivered in a timely manner, so that housing and employment space can come forward through the local planning system

How might we communicate the issues related, so that we can get people out of their cars

How might we make better places in the current financial situation, so that placemaking (and all that it enables) isn't seen as a 'nice to have'

How might we address wider house pricing issues (renting / buying), so that people who need to travel 'back' into urban areas aren't forced into travelling unsustainably

How might we help people have the choice to travel less, so that we better use our existing infrastructure

How might we increase the resilience of the rail network, so that a to be journeys can be enabled by active and sustainable means

How might we ensure that the appropriate road improvements are defined, so that there is consistency in strategic connectivity across the region

How might we plan positively for growth when we are looking back at (very unusual) travel patterns to predict the future, so that we get back to planning for growth

So what were the key messages from the challenge statements?

Delivering a Just Transition



Delivering Net Zero
and the Pace of
Change



Shifting away from
private car use



Tackling Social
Exclusion

Realising Economic Opportunities



Improving
conditions for
freight



Improving access
to international
gateways



Paying for
infrastructure

So what were the key messages from the challenge statements?

Planning for Healthy and Connected Places



Better planning
and transport
integration



Enhancing
connectivity,
especially non-car

Embracing the Future



Embracing digital
technologies

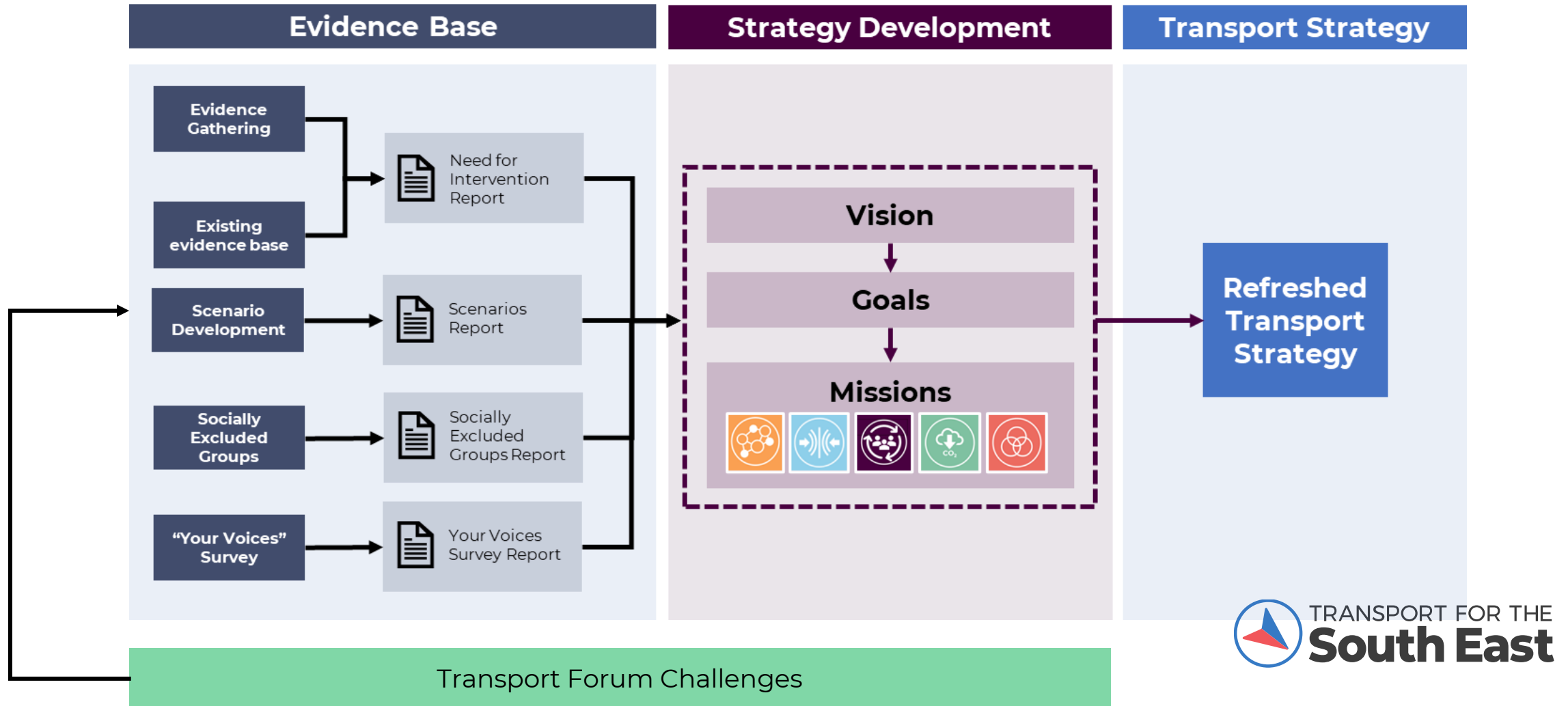


Improving energy
and digital
networks

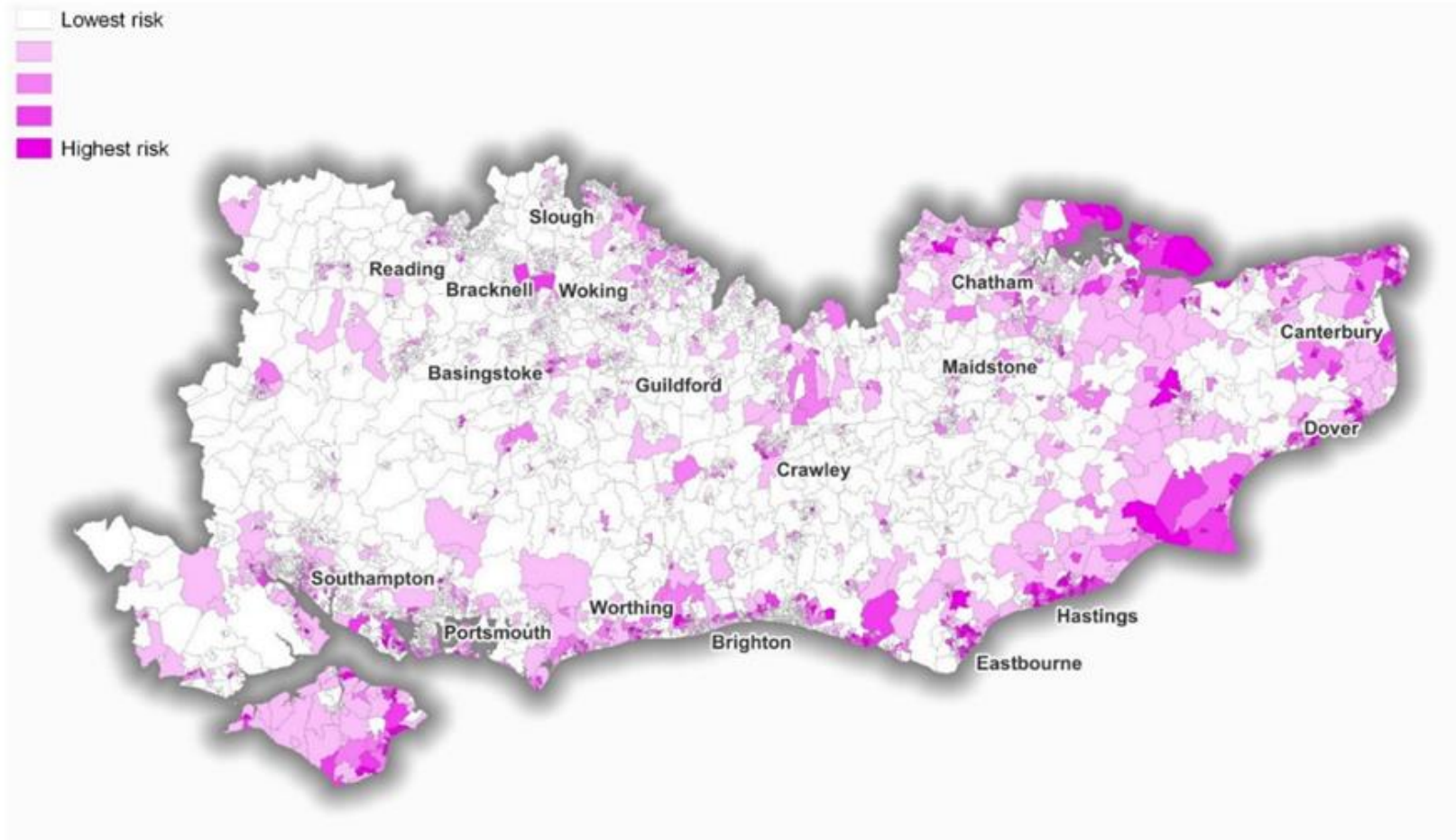


Paying for
infrastructure

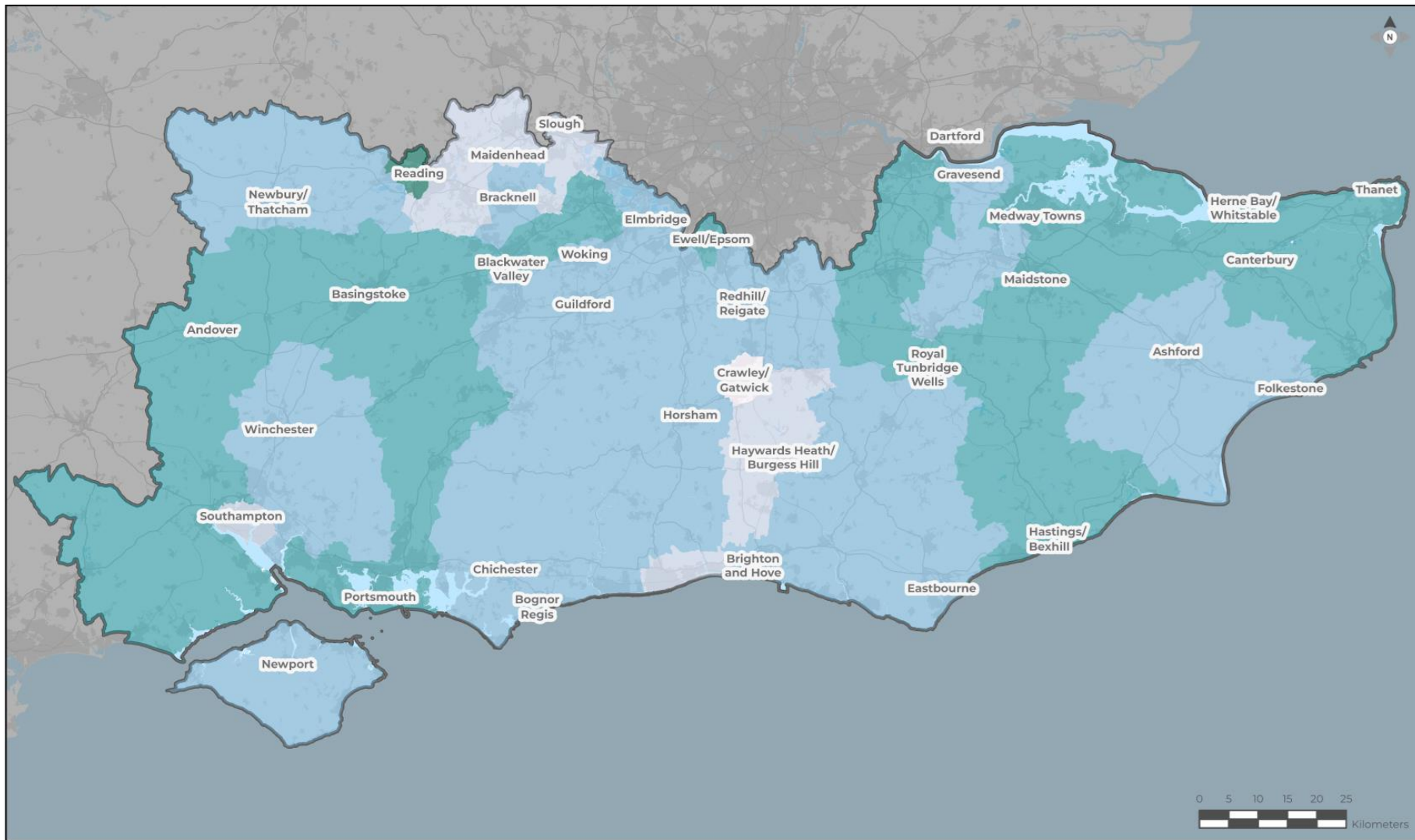
How have we integrated this into the strategy?



Some examples of how we have included this within the evidence base



*Areas at risk of
Transport-Related
Social Exclusion
(Source: Transport
for the North)*



Percentage changes in Transport Carbon Emissions between 2012 and 2022

Regional Transport Strategy for the South East

 TfSE Area Percentage Transport Emissions Change (2012-2021)



Source: © OpenStreetMap contributors,
Contains OS data, BEIS Emissions Data
by Local Authority © Crown copyright
and database right (2021), Natural England





TRANSPORT FOR THE
South East



The Strategy itself



Our 2050 Vision

Our vision is for the South East to offer the highest quality of life and be a global leader in achieving sustainable, net-zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Our vision supported by three Goals that reflect the three pillars of sustainable development.

Economic Goal

Improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Social Goal

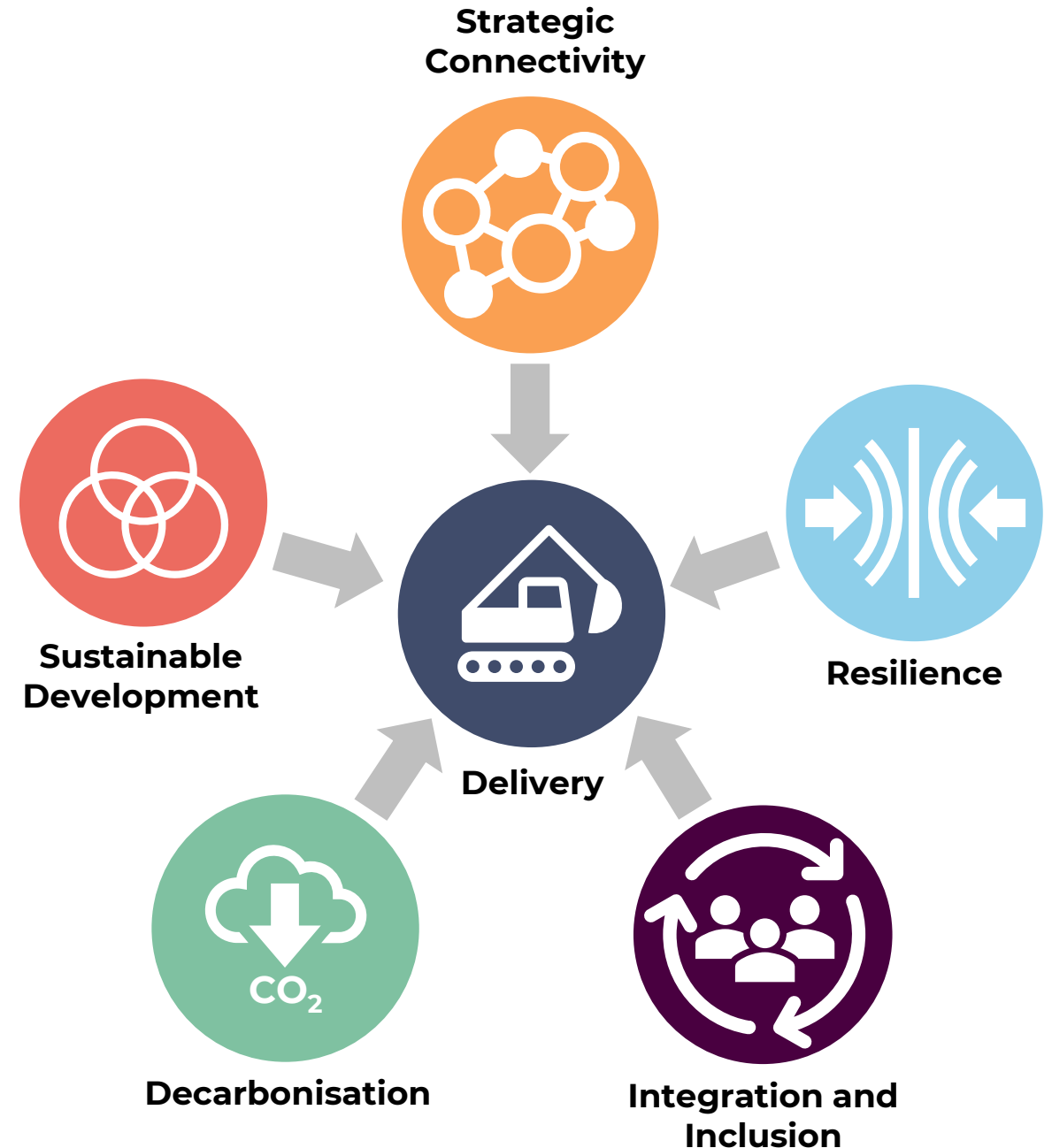
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

Environmental Goal

Protect and enhance the South East's unique natural and historic environment.

Our Missions

- We have missions for 5 thematic areas, which were agreed at the July 2024 Partnership Board
- They represent **the most challenging areas for delivery**, but **where TfSE could make the greatest difference**
- Each will consist of the following:
 - **A Mission Statement** that defines what the mission is
 - **Success criteria**, which will be supported by key metrics
 - A **Route Map** identifying the key policies and other interventions needed to achieve the mission
 - A **map** with the key priorities



Resilience

We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations.



We will know we have succeeded when:

- ➡ The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.
- ➡ The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

32

Example Priorities

Develop long term pipeline of renewals

More and consistent funding for maintenance and enhancements

Addressing major railway bottlenecks

Improving Operation Brock and Stack in Kent

Ensuring region's power networks have capacity and resilience

Invest in infrastructure adaptation, coastal erosion, and nature-based solutions.

Strategic Connectivity

We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.



Photo: Network Rail

We will know we have succeeded when:

- ➔ The connectivity of the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.
- ➔ Our key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

25

Example Priorities

Incentivising long distance trips by public transport

Delivering well-developed infrastructure projects

Re-instate international rail services at Ashford and Ebbsfleet

Upgrading rail and road on the South Coast Corridor

Improving access to islands and peninsulas

Strengthening the strategic freight corridors

Inclusion and Integration

We will create an inclusive and integrated transport network in the South East that offers affordable, safe, seamless, door-to-door connectivity for all users.



We will know we have succeeded when:

- ➡ Everyone can affordably travel where they need to go, when they need to go.
- ➡ Customer satisfaction with all aspects of the transport network is high across all sections of society.



Photo: Tony Woof

Example Priorities

Designing infrastructure and services to better serve socially excluded groups

Enhancing connectivity to areas at risk of Transport-Related Social Exclusion

Upgrading of interchange facilities, including step-free access

Delivering Bus Service Improvement Plans and new models of bus service operation

Wider implementation of integrated fares and ticketing systems

Delivering more affordable fares and concession schemes

Decarbonisation

We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

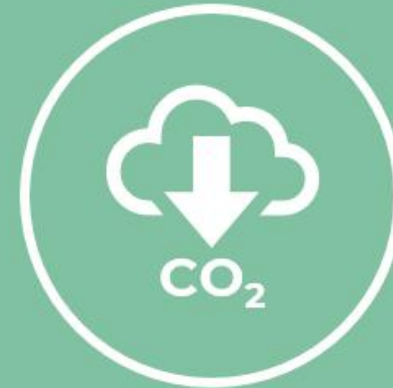


Photo: Fastway

We will know we have succeeded when:

- ➔ All surface transport trips made across the South East are net-zero emission by 2050 (at the latest).
- ➔ We have not exceeded our carbon budgets by 2050.
- ➔ The South East is seen as a world leader in decarbonising transport.

46

Example Priorities

Developing local public transport services and active travel infrastructure

Rolling out EV charging infrastructure, including for fleets

Re-instate international rail services at Ashford and Ebbsfleet

Supporting the greening of the electricity grid

Supporting government in roll out of National Road User Charging

Advancing research and delivery of alternative fuels

Sustainable Development

We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

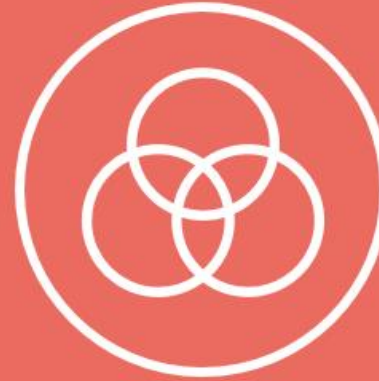


Photo: Andrew Bloomfield

We will know we have succeeded when:

- ➔ Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,
- ➔ The South East has created well-connected communities with easy access to key services and employment opportunities.

53

Example Priorities

Integrating land use and transport planning through sharing best practice

Establish funding mechanisms for forward-fund transport projects

Implementing local demand management and environmental measures

Development of mass transit systems in major population areas

Deliver metro-level rail services in the Solent and along the Sussex Coast

Embedding active travel infrastructure into the design of new communities

Global Policy Interventions

The following pan-regional interventions have been identified in this strategy, which cut across multiple Missions. Delivering these interventions will require action at all levels of government and industry – from national to local.

	Region-wide Service Priorities <ul style="list-style-type: none"> ▶ Improve incentives to use sustainable travel choices ▶ Refine timetables to support faster growing rail markets – including CrossCountry services 		Region-wide Low Emission Vehicles (LEVs) <ul style="list-style-type: none"> ▶ Roll out charging infrastructure ▶ Increase roll-out of LEVs ▶ Support renewal and recycling of LEVs and batteries
	Region-wide Power Priorities <ul style="list-style-type: none"> ▶ Ensure the region's power networks have the capacity and resilience to support the rail network, roll-out of electric vehicles, and development 		Region-wide Modal Shift and Demand Management <ul style="list-style-type: none"> ▶ Improve attractiveness of sustainable travel options ▶ Promote virtual access to reduce travel demand ▶ Support the development of a national road user charging framework
	Region-wide Maintenance Priorities <ul style="list-style-type: none"> ▶ Reduce the maintenance backlog and improve roadworks management ▶ Secure long-term funding to identify, understand, and address resilience risks 		Region-wide Ferry Decarbonisation <ul style="list-style-type: none"> ▶ Support the transition of ferry operations from fossil fuels to low carbon fuels, including inland waterways
	Region-wide Infrastructure Priorities <ul style="list-style-type: none"> ▶ Design infrastructure to better serve socially excluded groups ▶ Upgrade interchange facilities and widen step free access 		Region-wide Beyond Transport <ul style="list-style-type: none"> ▶ Support decarbonised energy ▶ Support initiatives to tackle embodied carbon
	Region-wide Fares/Ticketing Priorities <ul style="list-style-type: none"> ▶ Offer affordable fares and concessions ▶ Implement integrated fares and ticketing systems 		Region-wide Active Travel Priorities <ul style="list-style-type: none"> ▶ Embed high-quality walking and cycling infrastructure into the design of new developments and growing communities ▶ Deliver LCWIPs and RATSAP
	Region-wide Service Priorities <ul style="list-style-type: none"> ▶ Deliver BSIPs and leverage new bus service delivery models ▶ Provide and enhance socially necessary public transport services 		Region-wide Planning Priorities <ul style="list-style-type: none"> ▶ Promote integrated land-use and sustainable transport planning policies ▶ Build planning capacity and leverage local funding measures

Delivery section to focus on actions TfSE can take to unlock delivery

National Government

- Securing necessary funding
- Providing policy support for what we want to achieve
- Make regulatory changes necessary

Local Transport Authorities

- ▶ Sponsoring and delivering infrastructure schemes and other projects
- ▶ Sponsoring and operating public transport services.
- ▶ Aligning spatial and transport planning

National Infrastructure Managers

- ▶ Sponsoring and delivering infrastructure schemes (Network Rail / GBR and National Highways)
- ▶ Development of Investment Strategies for improvements to infrastructure

Third Parties

- ▶ Delivery of public transport services
- ▶ Delivery of specific scheme types
- ▶ Funding and financing of transport interventions
- ▶ Spatial planning (planning authorities)

Unlocking delivery challenges

Transport for the South East

- ▶ Championing change and setting direction
- ▶ Collaboration and partnership working
- ▶ Capacity building and support
- ▶ Delivering directly against each mission



TRANSPORT FOR THE **South East**



Forthcoming Plans for Consultation



Forthcoming public consultation

- Special TfSE Partnership Board Meeting **9 Dec 2024** to agree Draft Strategy for public consultation
- Public Consultation will **commence on 10 December 2024, and run for 12 weeks until 7th March**
- **Launch Webinar on 10 December**
- We will have **a dedicated Transport Forum during the consultation period**
- Our ask is that your respective organisations submit a response by the deadline!
- We also plan to go “out and about” – more details to be confirmed

Next Steps for TfSE

Keir Wilkins

Background

- TfSE are exploring whether devolved powers would help us facilitate economic growth more effectively for our local authorities, government, and other partners.
- We want to make sure the powers we might seek would be complimentary and not duplicative powers to those our local authorities are considering, as part of the Government's wider devolution agenda.
- We know there are barriers that could prevent us achieving the ambitions of government, our local authorities and partners. It is right that we work with partners to explore whether TfSE having devolved powers could help them to overcome these barriers.

Consultation

- TfSE are currently consulting with stakeholders to ensure that the powers we are considering will deliver maximum benefits, particularly to our local authorities.
- By consulting our local authorities and stakeholders on powers now, we will be able to better analyse the impact powers could have – and how these powers could support our local authorities in achieving their objectives.
- We have grouped the proposed powers into four main categories:
 - General powers and powers to be a statutory consultee
 - Highway powers
 - Railway powers
 - Funding and Finance Powers

General powers and powers to be a statutory consultee

- **General Powers would give the Board a formal voice by activating the powers for STBs proposed in the Local Government and Cities Devolution Action 2016.**

Specific powers could include:

- Set a Statutory Regional Transport Strategy for the South East:
- Provide advice to the Secretary of State about the exercise of transport functions in the South East.
- Coordinate transport functions that are exercisable by different constituent authorities.
- Make proposals to Government about the role and functions of TfSE
- Statutory consultee for Local Transport Plans and significant infrastructure applications which have strategic transport implications
- Statutory consultee for OFGEM / energy infrastructure providers

Railway powers

- **Giving the Board a formal role in railways will ensure integration of rail investment across the region.**

Specific powers could include:

- Statutory consultee on rail strategy, investment priorities and operations
- Set the rail strategy, investment priorities and operations

Highway powers

- **Giving this Board a formal role in provision of statutory advice to the Secretary of State on roads investment, to ensure integration of Strategic Road Network and Major Road Network policy and investment with the South East.**

Specific powers could include:

- Statutory consultee on the Road Investment Strategy
- Set the Road Investment Strategy for the South East
- Act as scheme Promotor on behalf of local authority to design and/or deliver

Funding and Finance powers

- **Giving this Board a devolved, un-ringfenced funding allocation for the South East would enable TfSE to deliver transport investment more effectively in our region.**


Specific powers could include:

- A devolved, un-ringfenced regional transport funding allocation
- Increased resource funding to accelerate scheme pipeline development
- To receive and pay grants to support delivery, complementary measures and benefits realisation of strategic / national projects

Next Steps for TfSE - Activity

How to get involved

Devolved Powers Consultation

 **TRANSPORT FOR THE South East**


What else do I need to know?

If TfSE decided to seek powers, there are a number of other issues that the Partnership Board would need to consider, including TfSE's governance, funding, and operational business model. One of our next steps would be to work with the Government to work through these considerations in more detail.

How to respond?

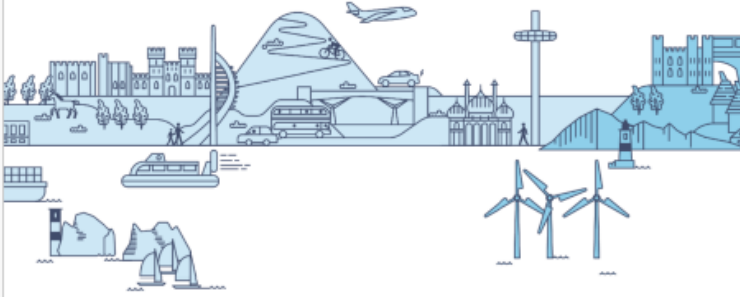
You can respond online until Sunday 15 December.

If you have any queries, or require any further information please get in touch through tfse@leastsussex.gov.uk

Respond here! 

What happens next?

All responses will be considered, and consultation outcomes will be reported to our Partnership Board on 27 Jan 2024. The Board will then consider options for next steps that TfSE should take.



- You can view the survey and consultation document online



Close and Feedback

Geoff French