

**TfSE Transport Forum  
21 Sept 2021  
Minutes  
1-3:30pm**

Item
<p><b>1. Welcome and Apologies</b></p>
<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 four new members to the Transport Forum which demonstrates the continued interest in engaging with the work of TfSE.</p>
<p><b>2. Minutes from Previous Meeting</b></p>
<p>The minutes from the previous meeting were agreed.</p>
<p><b>3. Decarbonisation and the role for STBs</b></p>
<p>Mark Valleley (MV) presented on transport decarbonisation and the potential role for STBs. MV began by outlining the current transport decarbonisation challenge, including the policy background, pathways to net zero, the scale of the challenge and carbon budgets. MV stressed that carbon budgets are key to achieving reductions and results rather than target dates. If we do not make an early start, we have to work harder, later.</p> <p>MV outlined the static nature of emissions in the transport sector since 1990 and also the breakdown of emission contributions by transport mode. One of the approaches to adopt is avoid, shift and improve, but the difficulty is finding the balance between these areas.</p> <p>The balanced net zero pathway for surface transport, as outlined by the Committee on Climate Change, was discussed as they have clearly mapped what needs to change / take place to achieve the emission reductions. One important element is to understand the proportion of miles undertaken by journey purpose, as all leisure trips make up 50% of total trips.</p> <p>The forum discussed some of the issues raised so far including the difficulty in shifting the mode for leisure trips. The forum also agreed that the need for a debate to occur on demand management is overdue and will have to happen soon as it will be prompted by the reduction in fuel duty.</p> <p>MV confirmed that TfSE's transport strategy will not be revised in light of the 6<sup>th</sup> carbon budget, but the aim was always to review the strategy every 5 years, so this will be taken into consideration for future iterations. MV also clarified that TfSE's view is to (where possible) improve the efficiency of what we have in the South East rather than building new transport infrastructure.</p> <p>In response to a request for TfSE to press local transport authorities (LTAs) on the need to incorporate better cycle infrastructure alongside new roads etc, MV confirmed that the aim is to have a golden thread between what TfSE and LTAs are doing. It is not for TfSE to 'police' the authorities, but to help them with the bigger schemes that do not fit into their local plans. It was</p>

also confirmed that transport interventions are being assessed for their carbon emissions in all of the area studies.

The Forum discussed Gatwick expansion and the differing views on the proposals. TfSE will not be expressing a view directly on the expansion, however, the focus of TfSE's consultation response will be based on surface transport to the airport as it is essential this is improved.

MV shared some of the key points of note from the Government's Transport Decarbonisation Plan as there are some important messages and indications in the document. The strategic priorities in the plan were reviewed with 4 relevant ones discussed in more detail.

Although the plan covers many elements of transport and the key messages are welcomed, there are some aspects that will need further consideration. The plan does rely heavily on technology (which in some cases does not exist yet) to achieve the carbon reduction results. However, there are some signals in the document that mark potential positive changes, for example the reform of the way local transport infrastructure is funded to drive decarbonisation at a local level.

MV confirmed that following the transport decarbonisation plan, the local authority toolkit is due to be published later this year. This will (hopefully) be really critical in providing guidance and detail to not only local authorities but regional bodies.

The plan will also need to evolve so it is clear on how its progress will be monitored and what targets have been set.

The forum discussed the transport decarbonisation plan and how politicians are aware they need to bring the public with them, and although difficult to balance, they need to be brave and stand firm on some of the more challenging aspects of what will be required.

Demand management was discussed and specifically how TfSE can address this in the SIP and offer support to Government. It was confirmed that we would offer to assist the Government in making this a reality on the ground along with other STBs.

Another key thought from the Forum was that there are things that can be implemented now to help modal shift without waiting for the technology to be created. In addition, it was agreed that TfSE should set the strategic goal across the region, especially around areas like rail freight and last mile deliveries.

MV finished by outlining TfSE's work on transport decarbonisation. This has consisted of the carbon assessment work, assisting with trialling the Centre for Research into Energy Demand Solutions' (CREDS) place based carbon calculator tool

And ongoing technical work on decarbonisation pathways (identify a carbon budget, trajectories to zero emissions and policy gaps to achieve zero emissions across the region).

TfSE is also facilitating a transport decarbonisation forum for local authority officers to share best practice and identify areas for joint working.

In addition, the DfT has identified four additional workstreams for STBs in 2021/22 and two of these are on decarbonisation (assisting local authorities to implement commitments made in the transport decarbonisation plan) and EV charging infrastructure.

MV is keen to understand what else TfSE should be doing in this arena? The forum discussed EV charging infrastructure and also confirmed they think it is a good idea to help bring the local authorities together.

#### **4. Update on area studies programme**

Sarah Valentine (SV) briefly explained the background to the area studies including the purpose and the approach. Also discussed, were the identified objectives of each study including those objectives that are common across all the studies.

SV updated the Forum on the progress of each study, and explained in more detail, stage C and what work is specifically taking place in this section.

The timeline for stakeholder engagement was explained, including the reasons why the last workshop has been postponed. Due to some scheme overlaps now appearing across the studies and the global policy interventions that need to be applied to effectively assess the interventions, it is now understood that the studies/interventions need to be brought together sooner rather than later. This will then allow everyone to have a better understanding of the holistic view on the interventions and what TfSE are trying to achieve. However, we do need to allow the last couple of area studies to have caught up sufficiently before the work can take place to collate, understand and present the findings to stakeholders.

#### **5. Strategic Investment Plan**

Sarah Valentine (SV) began by confirming that in the 2021 comprehensive spending review, TfSE's aim is to secure a three-year funding settlement. Some of the costs outlined in the funding bid will be for delivery costs for the initial implementation of the SIP.

The work currently being undertaken by Arup – to develop a set of recommendations on the future roles, powers and governance of TfSE, was also outlined, as they are considering the role and function of TfSE following completion of the SIP. In addition, what powers, tools and resources might be required to deliver those roles and functions. SV confirmed that a survey on the future roles and responsibilities of TfSE was circulated to members of the Transport Forum in August and responses have been collated and fed into Arup's work.

A report proposing options for the future of TfSE will be taken to the Partnership Board meeting in October.

SV spoke in more detail as to what the SIP will and will not be. It will be a blueprint for investment in the South East and provide a sequenced plan of multi-modal investment packages that are place based and outcome focussed. The SIP will not duplicate or detract from Local Transport Authorities and others and it will not detail or prioritise a list of specific scheme options. The SIP will define the desired outcome for an intervention (e.g. a mass rapid transit system that moves 100 people an hour), but it will not detail the specifics of how that scheme should look (such as a segregated tram system) as each scheme will need to explore options and feasibility to achieve the required outcome.

The SIP will also not just be a list of schemes, it will detail how they will be delivered and the roles for TfSE and our partners.

The procurement of the SIP consultants was outlined (currently out for tender) and the process for engaging stakeholders was explained.

The Forum raised some concerns around the lack of specificity to the schemes, but SV explained that there will be a large variety of interventions that will appear in the SIP including recommendations from the future mobility strategy and freight strategy. SV confirmed that the SIP will focus on the outcomes that are desired rather than the specific way that they should be achieved. SV also reminded Forum members that public transport and active travel modes all require a surface to run on, and so the term 'highway schemes' needs to be considered in the broadest context, and does not necessarily mean increasing private car capacity.

## 6. Updates

Jasmin Barnicoat (JB) confirmed there has been a delay to the freight strategy workstream. The Partnership Board will consider the freight strategy, action plan and supporting technical reports at their meeting on 24 January 2022. Feedback is currently being sought on the draft documents from constituent authorities and the freight strategy steering group. It was also confirmed that the freight forum will then monitor TfSE's progress with implementing the action plan.

JB also outlined the TfSE submissions to the below recent consultations;

- Hampshire County Council – Waterside strategy consultation
- East Sussex County Council – A22/A2290 Improvements
- Highways England – Lower Thames Crossing Community Impacts
- Office of Rail and Road – PR23
- South Western Railway – Timetable consultation Dec 2022

Responses in progress;

- West Sussex County Council – draft transport plan
- Surrey County Council – draft transport plan
- Gatwick Airport – consultation on airport expansion

In response to questions raised, JB will ensure consultation responses are uploaded to the website for public view. However, they are all included in board reports (which are also on TfSE's website) as they are taken to board meetings for approval.

## 7. Forum comments for the Shadow Partnership Board

The forum were pleased with the work TfSE is currently undertaking on transport decarbonisation and think TfSE is the right organisation to bring local transport authorities together and to co-ordinate some of the required changes on a larger scale. Some of the specific comments raised in agenda item 3 will be shared with the partnership board at their next meeting in October.

## 8. AOB

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

GF confirmed the next Transport Forum meeting is scheduled for **Tuesday 14 December 2021**.