

**TfSE Transport Forum
6 September 2022
Minutes
1-4pm**

Item
<p>1. Welcome and Apologies</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 two 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"> ➤ Cllr Dr Rebecca Cooper – Leader for Worthing Council ➤ Megan Roseblade, who replaces Mark Gaynor from Rail Delivery Group <p>GF also welcomed the guest speakers today:</p> <ul style="list-style-type: none"> ➤ Gordon McCullough – Research Institute for Disabled Customers ➤ Victoria Garcia – Brighton and Hove Buses ➤ Catherine Folca – Transport Focus ➤ Graham Oulton – Transport User
<p>2. Minutes from Previous Meeting</p>
<p>2.1 The minutes from the previous meeting were agreed.</p>
<p>3. The Disabled Passenger</p>
<p>3.1 Emily Bailey (EB) introduced the forum to Gordon McCullough (GM) from the Research Institute of the Disabled Consumer (RiDC). As GM could not be with us today, EB presented the forum with a pre-recorded interview.</p> <p>3.2 GM introduced RiDC, a UK charity led by disabled people, providing independent research to create accessible and inclusive products and services. GM noted that transport is an important topic for RiDC, as it is one that helps people lead an independent life.</p> <p>3.3 GM provided the Forum with insight into the research RiDC have conducted on the accessibility of electric vehicle charging. This workstream was funded by Motability, and enabled RiDC to look at what the barriers are for disabled people who want to purchase and use an electric vehicle.</p> <p>3.4 RiDC had invited its panel with accessibility issues, to petrol stations across the UK, to see first hand how they would operate an electric vehicle and use the charging points provided. It was soon realised that electric vehicles for a disabled driver who had dexterity issues, mobility impairments etc, would not be a viable option. As a result, Motability are now working with government office for zero emission vehicles and the British Standards Institute (BSI) to try and develop public charging standards that will be accessible for all.</p>

3.5 GM further noted that undertaking a separate piece of research highlighted the amount of demand from disabled drivers who want an electric vehicle, but that this want cannot be fulfilled until there is accessible charging infrastructure.

3.6 A second of the big issues for RiDC is the green agenda. GM notes that it is one that a lot of RiDC's panel feel excluded from, as they are first, unable to easily purchase an accessible electric vehicle, and secondly because of public transport. It was highlighted that the ease of private car use outweighs public transport, due to the planning required for a journey, especially if it requires multiple modes.

3.7 EB introduced Catherine Folca (CF) from Transport Focus, who gave the Forum a presentation on the research that has been undertaken on disabled road users. Transport Focus undertook this study, to understand the barriers and challenges that disabled road users face when using different roads, motorways, and services on the Strategic Road Network (SRN).

3.8 It was noted that 3% of all licensed vehicles in the UK are in the disabled tax class and represent 1.2 million vehicles. Further, the most popular form of transport among disabled adults is by car. As a result, Transport Focus wanted to better represent the interests of this group of road users.

3.9 CF informed the Forum on the progress of the study, which was undertaken by a three-stage qualitative research programme (6 consultation sessions, 50 qualitative interviews, stakeholder interviews). Transport Focus have offered provision of information across a range of topics, and partnered with Driving Mobility UK, to produce training videos.

3.10 CF presented the next steps for Transport Focus to the Forum, which will be to explore the accessibility of websites that road users have to plan their journeys.

3.11 EB introduced Victoria Garcia (VG), who presented the Forum with information on the progress that Brighton and Hove Buses have made on their accessibility. VG gave particular attention to The Purple Pound (wearepurple.org.uk), which refers to the spending power of disabled households. Organisations are missing out on the business of disabled consumers due to poor accessibility, both physically and digitally, and not addressing disability issues in their approach to customer services.

3.12 VG went on to explain that Brighton and Hove Buses have recognised the accessibility issues both physically and digitally within their industry sector, by having a three-tier approach. The first is having management and director buy-in, as this helps to shape the budget. The second is by listening and learning from the real experts, the disabled community group. Finally, the third tier is by having accessibility built into the change management policy.

3.13 EB introduced Graham Oulton (GO), who shared with the Forum his personal experience. A core component of travel is having the confidence to be able to use it and GO notes that progress is taking place, but needs to be rolled out more widely, engaging those at the top who are involved with policy.

3.14 A question was asked regarding actions that need to be taken across the TfSE region, to develop the customer focus. VG responded with examples and noted how it must be introduced with the top tier management, change makers, policy makers for change to be taken seriously. GO noted that transport users need to be given confidence to use transport. CF noted that the road

accessibility awareness needs to be improved, to show awareness of accessibility issues. CF went on further to say that having consultations with those who have accessibility issues when it comes to emerging technologies would be beneficial as it would avoid retrospective alterations and show consideration.

3.15 It was suggested to the Forum that TfSE could consider how disability groups could be represented in governance structures, so that they may highlight what schemes may affect disabled people.

4. SIP Consultation

4.1 Lucy Dixon-Thompson (LDT) introduced the Forum to this agenda item. LDT provided the headline statistics:

- 11 weeks into 12-week consultation
- 7310 visits to consultation website
- 339 engaged visitors
- 2654 actively participated in the site
- 2390 document downloads
- 423 consultation responses (318 via Engagement HQ)

4.2 LDT noted that a large proportion of survey responses so far have come via residents, and we expect to see this percentage change in the last week of the consultation, as businesses and groups will be taking responses through their democratic processes.

4.3 There have been several targeted engagement to support the SIP consultation including:

- 166 attendees at CTSE
- 77 attendees at virtual 11th July event
- 48 attendees at virtual 12th July event

4.4 LDT presented the survey response demographics and noted that there has been a push via social media to improve the demographic range.

4.5 LDT took the Forum through the quantitative responses. The initial results demonstrate the respondent's knowledge of TfSE, which shows a good split in favour of some knowledge or higher. It has also been encouraging to see that most respondents have read the SIP.

4.6 The key priorities that respondents felt were the most important for the SIP to deliver were relatively evenly split between all priorities, with decarbonisation and environment receiving the highest votes so far.

4.7 The key themes that are emerging were highlighted to the Forum. It was noted that while one of the themes is an issue for a specific geography, this was due to an MP's engagement with his constituents. This has been addressed, as the scheme raised had already been included in the SIP. Further themes that have emerged are:

- Active Travel
- Environmental Issues
- Requested improvements to public transport
- Need more knowledge/information

4.8 LDT reminded the Forum that the SIP has been split into four geographies and encouraged members in attendance from the Wessex Thames area to encourage their stakeholders to respond, as they are currently the geography with the lowest response.

4.9 A query was raised on how the qualitative information will be captured, especially those that come in outside of the Engagement HQ platform. LDT reassured that all responses are being logged for analysis with our third-party consultants.

4.10 LDT answered a question concerning sequencing. It is noted that we need to acknowledge what schemes have already been agreed and/or funded by government, and those that remain will be the ones that are sequenced within TfSE. Discussions with local transport authorities and delivery agents are soon to commence, to begin to shape this sequencing.

4.11 LDT noted that TfSE will follow the same process that we adopted for the Transport Strategy Consultation results, meaning that partners will be able to utilise anonymised qualitative data output to inform their strategies.

4.12 LDT noted that responses are not being weighted, and therefore a residents consultation response will be held with the same regard as others. As it is a full public consultation, it will be treated as such. LDT further encouraged business responses however, as they are currently limited.

5. Technical Work Programme Updates

5.1 Lucy Dixon-Thompson (LDT) provided the Forum with an update on the technical work programme that TfSE have progressed since May 2022.

Freight, Logistics and Gateways Strategy

5.2 TfSE's Freight, Logistics and Gateways strategy was formally launched at Farnborough in May 2022. LDT noted that the intention is to reinvigorate the TfSE freight forum, the first meeting of which is due to take place in early 2023.

Decarbonisation

5.3 All 7 STBs are undertaking a joint proposal, led by England's Economic Heartland, that will seek to help local transport authorities with their decarbonisation work. In addition to this commission, TfSE are also working on a joint bid with Transport East and England's Economic Heartland to develop a decarbonisation assessment tool. The tendering exercise has concluded, and a consortium bid of WSP, City Science and Steer have been successful in obtaining the commission.

Future Mobility Strategy

5.4 Since the Partnership Board on 13 June, two local authority workshops and one market engagement workshop have taken place as part of the work to deliver TfSE's future mobility strategy. The implementation of the strategy is currently being supported by WSP.

Additional DfT workstreams

Bus Back Better

5.5 TfSE have been working jointly with Transport East and England's Economic Heartland to deliver support to local transport authorities with the delivery of their BSIPs and Enhanced Partnerships. 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. A procurement exercise was undertaken and the work was awarded to Mott MacDonald, supported by Arup and works commence in July 2022.

5.6 The first stage consisted of a questionnaire survey, to all local transport authorities in the three STB areas to identify what capability support they need to deliver their BSIPs and EPs. A questionnaire survey was also sent to bus operators to identify their views on the types of capability support that the authorities need.

5.7 The results of these questionnaire surveys will be presented at workshops with LTAs and bus operators (grouped by STB area) to refine the packages of support to be delivered in the second stage of this work. The aim is to have the work completed by the end of March 2023.

Electric Vehicle Charging Infrastructure Strategy

5.8 LDT notified the Forum of the recent appointment of Arcadis, who will be leading on the EV Charging Infrastructure Strategy. The initial stages involve a review of existing charging point provision across the region, and a questionnaire to local transport authorities to identify the state of progress with their own local EV infrastructure charging strategies. A forum meeting on 13 September will facilitate dialogue between LTAs, Distribution Network Operators (DNOs), Charge Point Operators (CPOs) and fleet operators, to help facilitate the roll out of charge points.

Strategic Consultation Responses

5.9 The Forum was taken through the strategic consultation responses submitted by TfSE. It was noted that the following responses are all officer level, before being endorsed by the Partnership Board on 26 September. These will then be published on the TfSE website. The consultation responses are as follows:

- Transport for London – Consultation on proposals to extend the Ultra-Low Emission Zone (ULEZ)
- Department for Transport – Consultation on primary legislative changes to reform our railways
- Gatwick Airport – Gatwick Airport northern runway project: Summer 2022 consultation
- Department for Transport – Consultation to update the Strategic Road Network (SRN) and the delivery of sustainable development (circular 02/2013)
- Great British Railways Transition Team – Rail freight growth target call for evidence

5.10 The above consultation responses will be presented to the Partnership Board on 26 September and pending approval, will be published on our website.

6. Communications and Stakeholder Engagement

6.1 Hollie Farley (HF) took the Forum through the communications that have been undertaken to promote the SIP.

6.2 HF informed the Forum that communications activity has launched across all platforms via a social media campaign, launch web article, press release and newsletter. A communications pack was also published onto the TfSE website, which includes key messages, imagery and web copy. This has been used widely by our constituent authorities who are promoting the consultation via their own channels.

6.3 To ensure we have a wide-reaching consultation, HF notes that we have been reviewing the consultation responses throughout and adapting messaging as appropriate. This has allowed us to encourage participation from underrepresented groups. HF provided the example of the targeted adverts on Facebook and Instagram, which were used to boost engagement from women and those aged between 16-34.

6.4 HF also informed the Forum of future events/speaker slots:

- November 2022 – Highways UK
- December 2022 – Westminster Forum Conference
- June 2023 – STB conference

7. Summary of comments for the Board

7.1 Geoff French (GF) asked the Forum whether they would like to meet in person for future Transport Forums. This was supported by several members of the Forum, and it was agreed that having one face to face meeting per year would add benefit.

7.2 It was further suggested that the meetings might be rescheduled to a later slot, suggested 14:00-17:00.

7.3 The Forum reiterated their support for representation from disabled user groups to be reflected in governance structures.

8. AOB

8.1 No other business was raised.