

Pre-Scrutiny – TfSE Strategic Investment Plan Consultation

Transport and Environment Select Committee
3 October 2022

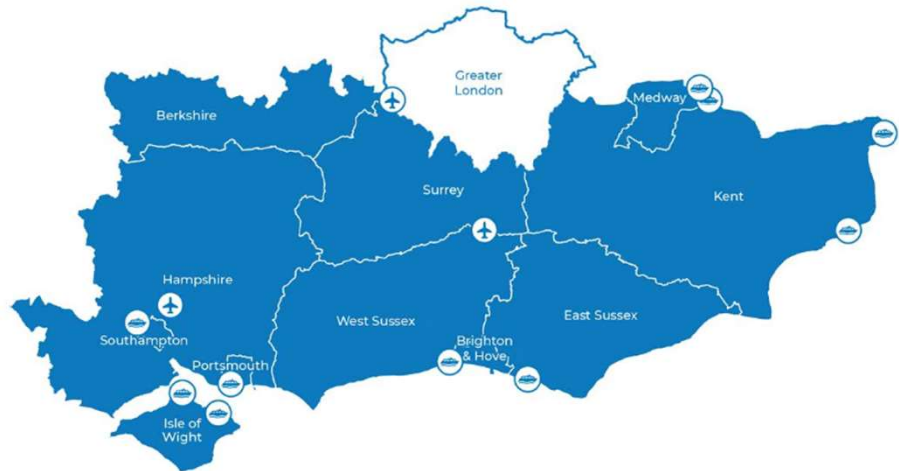
Dominic McGrath

Outline

- What is TfSE?
- Strategic Investment Plan
- Draft consultation response and Key Issues
- Discussion and Questions

TfSE - Transport for the South East

- One of seven sub-national transport bodies
- Non-statutory
- Covers sixteen constituent highway authorities/five LEPs



“Our role is to add strategic value to local and national decision making and project delivery by making sure funding and strategy decisions about transport in the South East are informed by local knowledge and priorities.”

The Strategic Investment Plan (SIP)

- Regional Transport Strategy published 2020
- Area and Topic Based Study work
- Covers period to 2050
- Consultation 20 June - 12 September* 2022
- SIP Supported by Integrated Sustainability Assessment

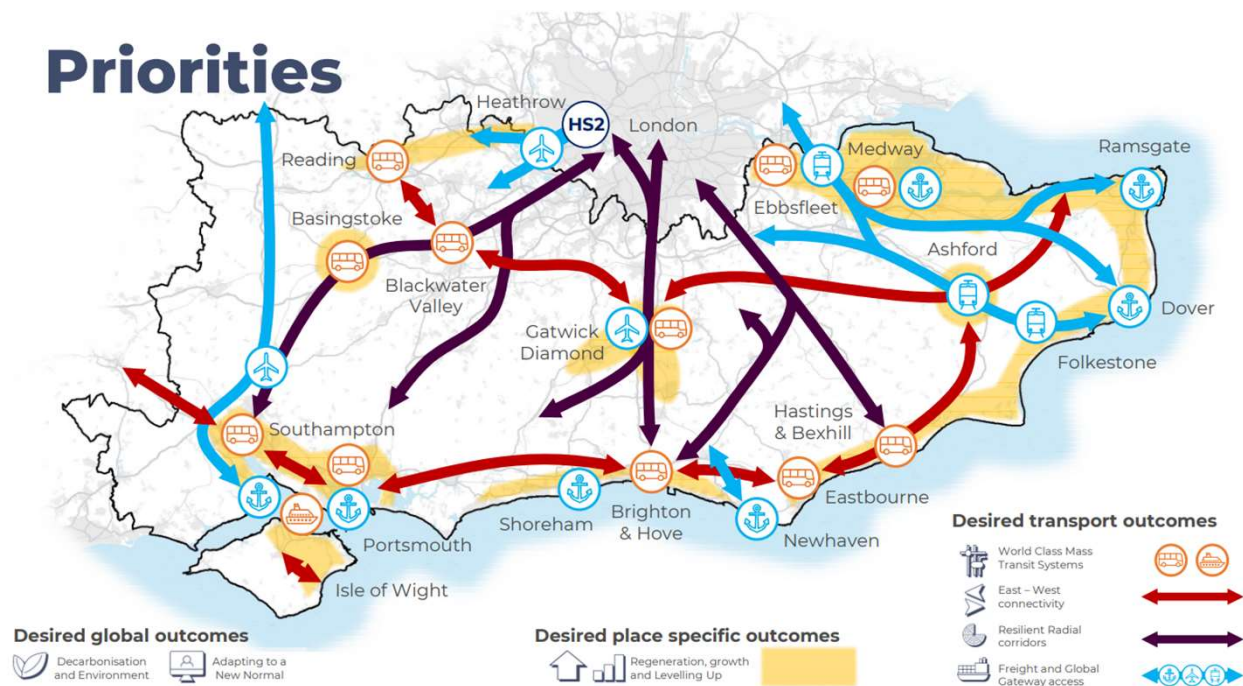


* Note: arrangements made for late submission

The Strategic Investment Plan (SIP)

- a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades
- £45 billion capital costs over 27 years – about £1.5bn pa
- 21,000 additional jobs
- Additional £4bn in GVA each year by 2050
- 1.4 mega tonnes less CO2 emitted

The Strategic Investment Plan – Priorities



The Strategic Investment Plan – Global Policy Packages

Global Policy Packages

We have modelled the impact of the several non-location specific interventions on the whole TfSE area, including:

Road User Charging



Source: <https://commons.wikimedia.org/w/index.php?curid=440704>

New Mobility



Source: Transport for London

Public Transport Fares



Source: Focus Transport

Home Working



Source: CIPD

The Strategic Investment Plan – Local Packages for Intervention

South Hampshire



Wessex Thames



The SIP

Will –

- Be a blueprint for investment in the South East
- Be owned and delivered in partnership
- Be a regional plan with evidenced support, to which partners can link their own local strategies and plans (“golden thread”)
- Provide a sequenced plan of multi modal investment packages that are place based and outcome focused
- Examine potential funding and financing options
- Identify carbon reduction impacts

Will not –

- Detail or prioritise a list of specific scheme options
- Duplicate or detract from the established roles of our local transport authorities and other partners
- Ask Treasury to fund the entire infrastructure requirement for the South East

Development of the SIP



Draft HCC Response

- Draft response previously circulated for review
- HCC welcomes the publication and strongly supports proposals
- Packages considered “extensive and comprehensive”
- In particular, support for MRT
- Road user charging not supported, although potential for other tax/charging mechanisms noted
- Some inconsistencies (e.g. terminology) across the region highlighted
- Reference to the need to consider future maintenance

Next steps

- Consultation comments considered by TfSE
- Report to Joint Partnership Board – early 2023
- Subsequent individual adoption of final SIP by HCC and other constituent authorities – Spring 2023

Questions and Discussion