

To: The Executive Member for Planning and Transport
Date: 3 March 2023

TRANSPORT FOR THE SOUTH EAST – STRATEGIC INVESTMENT PLAN
Director of Place, Planning and Regeneration

1 Purpose of Report

To confirm Bracknell Forest Council's support for the Transport for the South East (TfSE) final draft Strategic Investment Plan (SIP).

2 Recommendation

2.1 That the Executive Member for Planning and Transport approves the final draft SIP (attached at Annex A) following the recent public consultation undertaken by TfSE.

3 Reasons for Recommendation(S)

- 3.1 TfSE provides an opportunity to support and deliver growth across the south east through the development of a long-term strategic programme of multi-modal transport interventions to facilitate economic growth, improve quality of life and enhance the environment.
- 3.2 The SIP will be key to influencing the investment decisions made by the Government and their major national delivery agencies such as National Highways and Network Rail. Such influence has not been possible in the past.

4 Alternative Options Considered

- 4.1 Not to confirm the Council's support for the TfSE SIP. This would not preclude the SIP from being formally adopted by TfSE but would jeopardise the partnership approach being demonstrated to Government. Taking this position would reverse previous agreed support for TfSE and could result in a loss of future funding opportunities for projects which would benefit the Borough's transport network.

5 Supporting Information

- 5.1 The SIP forms the final part of the TfSE Transport Strategy and is a blueprint for £45bn of investment in strategic transport infrastructure over the next 30 years. It makes a strong case for investment to the Treasury and the Department for Transport and has been designed to be accessible to residents and communities across the region. It is the culmination of five years of technical work, stakeholder engagement and institutional development.
- 5.2 At its core, the SIP seeks to deliver transport interventions which have the potential to generate 25,000 new jobs and to contribute an additional £4.5 billion growth in GVA per year. It will have an impact on daily journeys, supporting 500,000 more rail trips and 1.5 million more journeys by bus and ferry.

- 5.3 The plan also has the potential to reduce the amount of CO² emissions by 1.4 mega tonnes each year from the interventions alone, and supports a pathway to reach net zero by 2050.
- 5.4 Underpinned by a credible, evidence based technical programme, the aim of the SIP is to identify packages of interventions that will be needed to deliver the 2050 vision as set out in the TfSE Transport Strategy. The effect of the SIP will be:
- to support the aim of the transport strategy in delivering sustainable economic growth;
 - to set out a clear sequence and timescales for the packages of interventions identified as part of the area studies;
 - to present a compelling case (strategic, economic, social, environmental) to Government and other funders for the delivery of the packages of interventions identified in the SIP; and
 - to identify the potential cost of the proposed programme of investment.
- 5.5 The SIP places equal emphasis on economic growth, environmental protection and enhancement and social inclusion. It is aligned with, and supports, wider policy and Government priorities at a number of levels including Local Transport Plans, Transport Decarbonisation, Bus Back Better and the Williams-Shapps Review on rail.
- 5.6 Bracknell Forest Council, as a member of the Berkshire Strategic Transport Forum, has played an integral part in the SIPs development process and would benefit from its interventions.
- 5.7 On 13 June 2022, TfSE Partnership Board approved the draft SIP for public consultation. This ran from 20 June 2022 to 12 September 2022, with over 600 responses received from a range of stakeholders. As a result, TfSE has reviewed this feedback and amended the SIP to a final draft. It now seeks final agreement to the SIP from of its constituent authorities prior to submitting the plan to Government in spring 2023.

6 Consultation and Other Considerations

Legal Advice

- 6.1 There are no specific legal implications arising from the recommendation in this report.

Financial Advice

- 6.2 There are no direct financial implications arising for Bracknell Forest Council from the proposed endorsement of the SIP.

Equalities Impact Assessment

- 6.3 The objectives of the TfSE Transport Strategy and accompanying SIP are aligned with the policies contained within the Council's Local Transport Plan. An Equalities Impact Assessment was undertaken in preparation for the formal publication of the adopted LTP3. The actions arising from this decision are within the scope of the LTP3 EIA and no direct negative equality/diversity impacts result.

Strategic Risk Management Issues

- 6.4 None arising from this report.

Climate Change Implications

- 6.6 Delivery of the TfSE Transport Strategy has the potential to reduce the amount of CO2 emissions in the South East of England by 1.4 mega tonnes each year and supports a pathway to reach net zero by 2050.

Health & Wellbeing Considerations

- 6.7 The TfSE Transport Strategy has a strong focus on Sustainable Travel interventions which focus on health benefits of cleaner and more active travel.

Background Papers

Report to the Executive Member for Planning and Transport - 22 March 2020 -
TRANSPORT FOR SOUTH EAST (TfSE) – FINAL PROPOSAL TO SEEK STATUTORY
STATUS

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