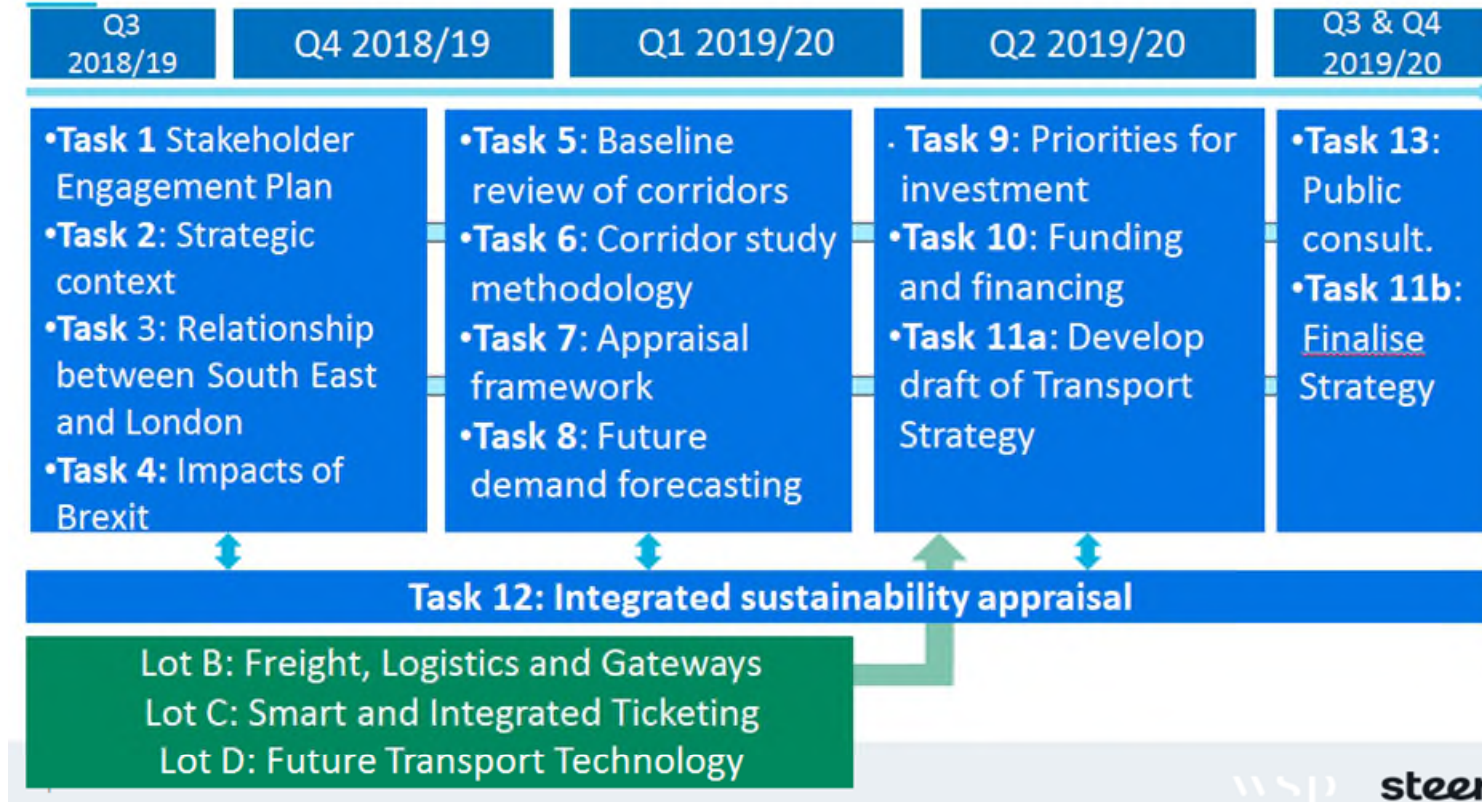


**Transport Strategy –
Thematic Studies**

Transport strategy programme



Smart and integrated ticketing

Methodology

- Research on current IST landscape in the TfSE area
- Stakeholder Interviews
- Stakeholder Workshop
- Can TfSE add value?
- How is the lot of the traveller improved?

Stakeholder interviews

Main Themes

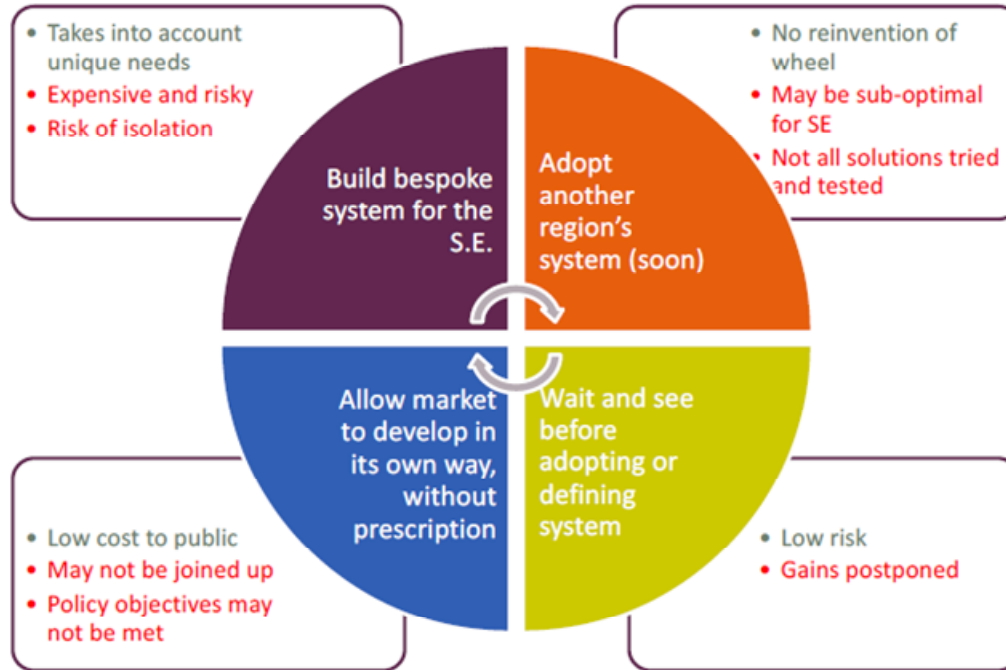
Disjointed Building & Transport Planning
Capturing Economies of Scale
Lack of local Synergy
Increased Data Sharing
Mobile Ticketing
Proximity to London
Funding
Incoherent local IST Strategies
Low Quality of Service
Congestion
ITSO Complexity
EMV Model 3
Pay-as-you-Go
MaaS Potential
Intricate Products & Fares
Fare Capping
Single voice for the SE
Poor Air Quality
Cost of London Integration
Account-based Ticketing

Smart & integrated ticketing

Theme
Categories:

- General transport challenges
- Specific fare-collection challenges
- IST opportunities

Options – degree of proactivity



Smart & integrated ticketing

Key recommendations

- Confirm demand for multi-operator journeys
- Encourage Pay-as-you-go (PAYG)
- Utilise existing customer media or phones
- Facilitate Mobility-as-a-Service (MaaS)
- Join existing IST systems together
- Provide for London commuters separately



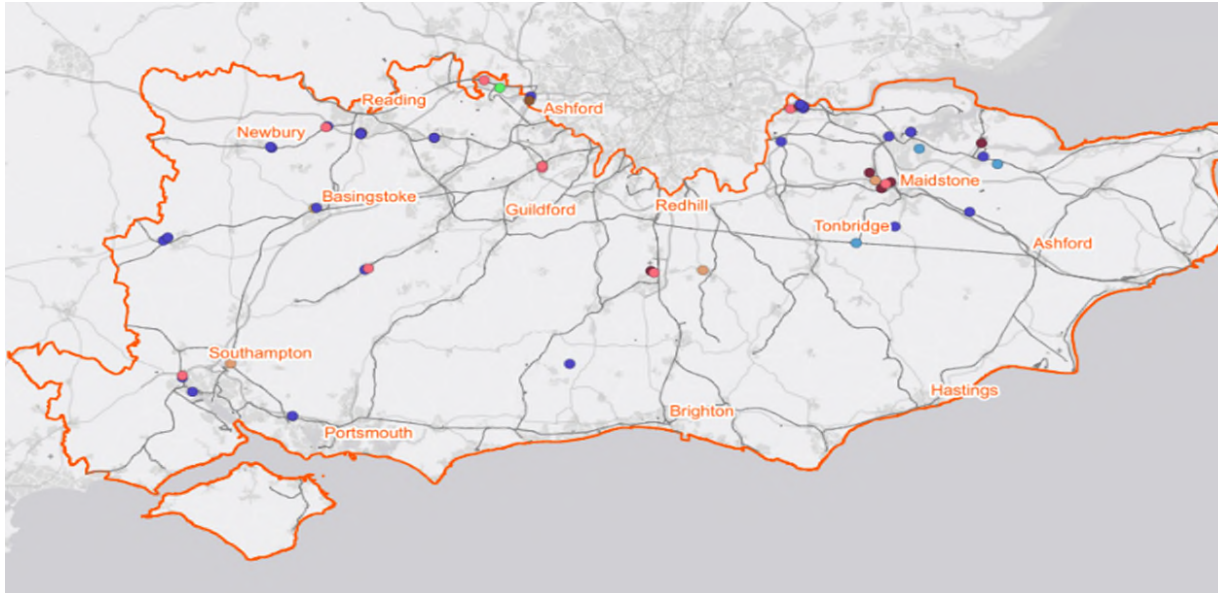
**Freight, logistics and
international gateways**

Freight, logistics and international gateways

Methodology

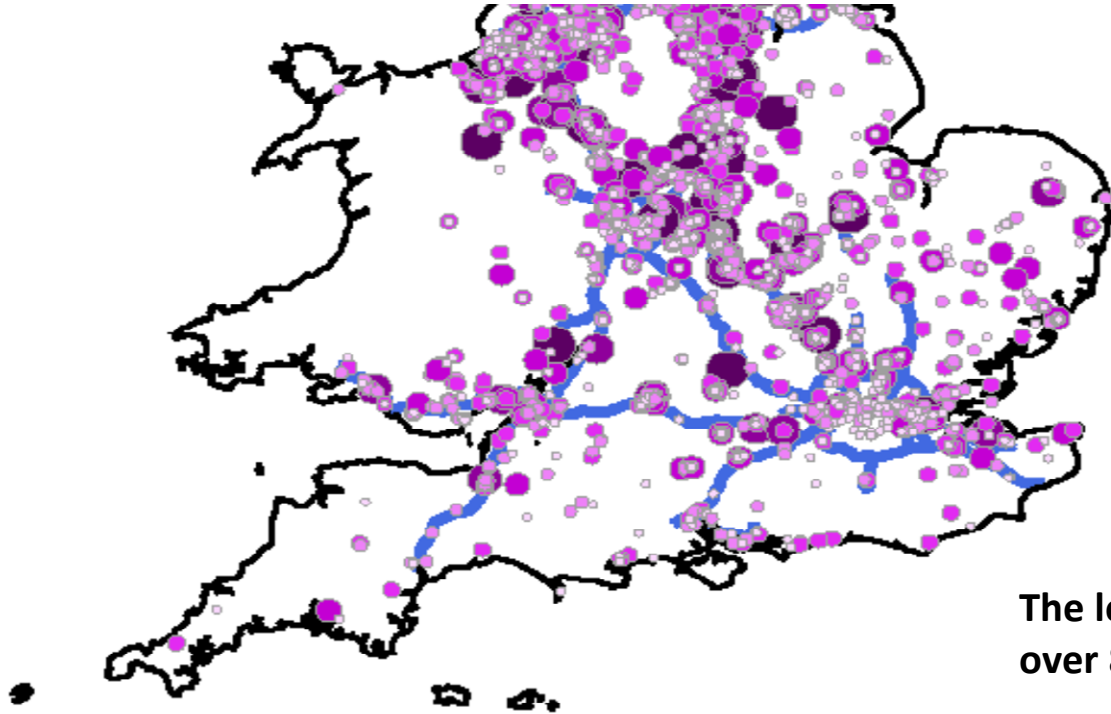
- What the Logistics sector looks like in the TfSE area
- Review of international gateways
- Key trends
- Stakeholder views
- Challenges and opportunities
- Recommendations

Freight generators



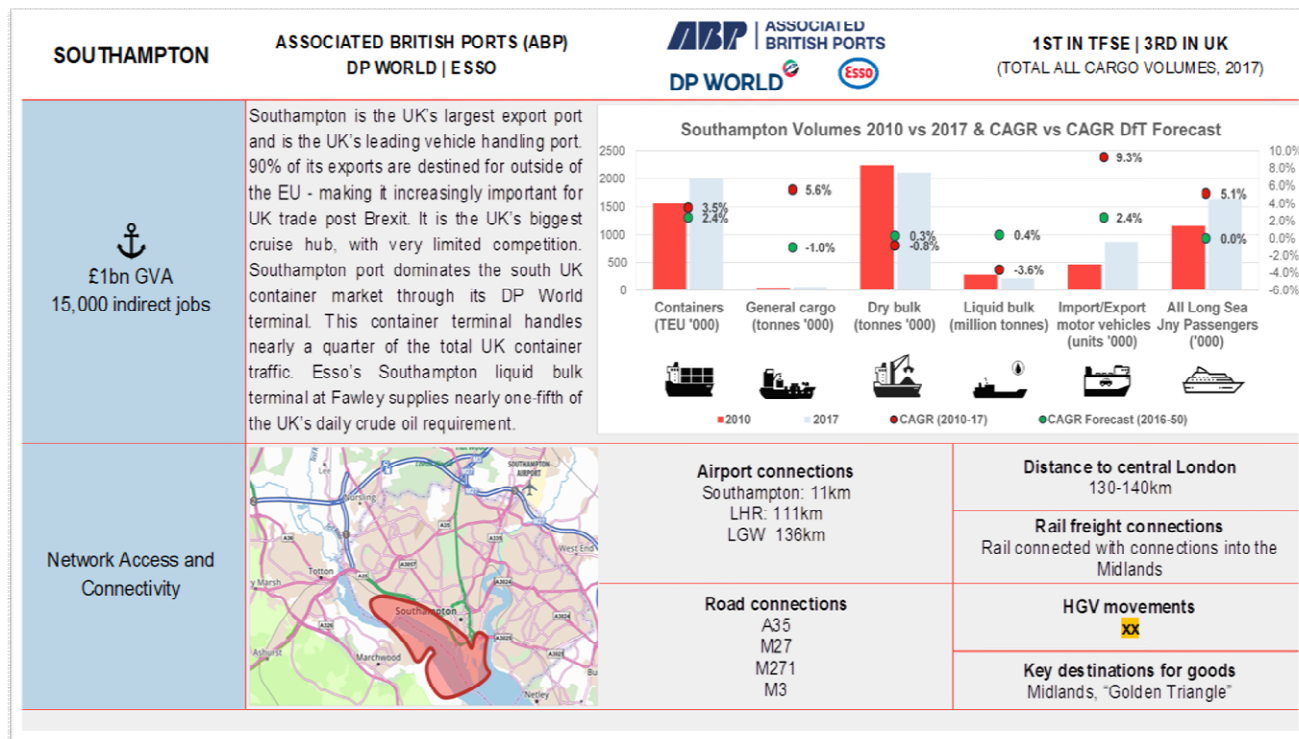
**Selected major
distribution centres
In TfSE Area**

Freight generators



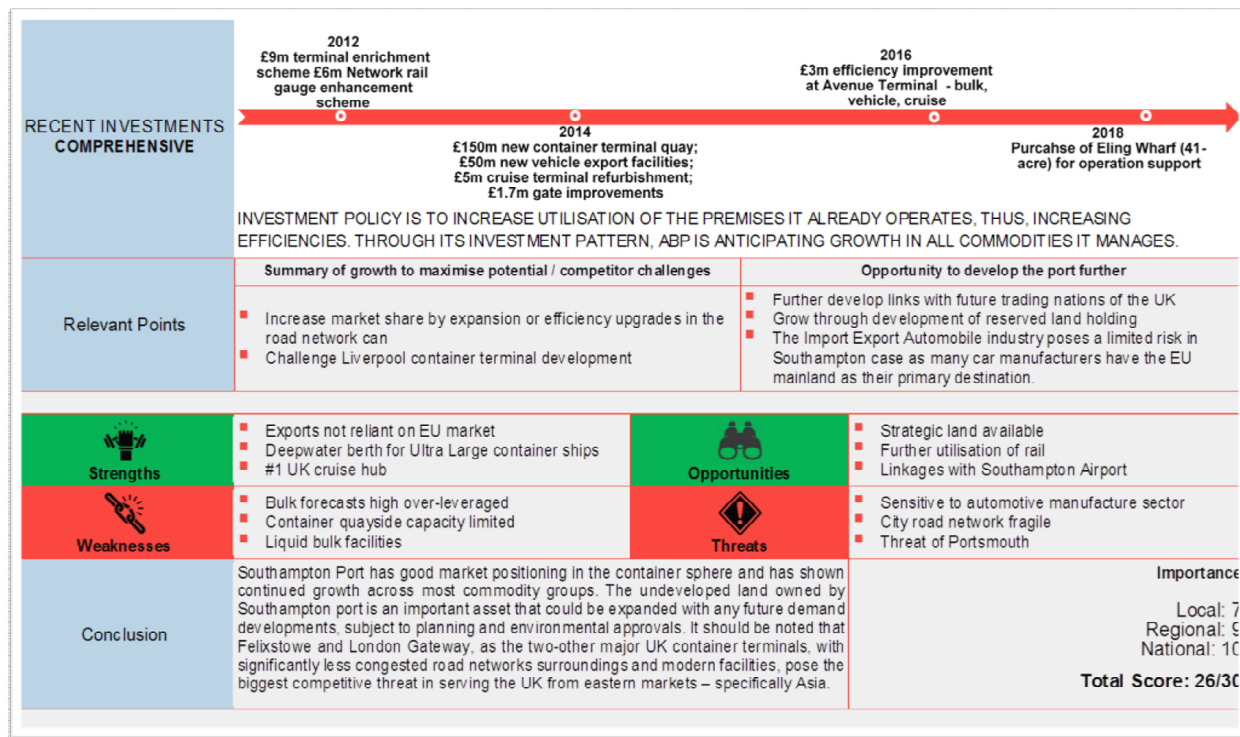
The location of distribution space
over 8,000 m² in England

Gateways: sample dashboard



Freight, Logistics and Gateways

Gateways: sample dashboard



Freight, Logistics and Gateways

Gateways: key issues

- Main ports are within cities
- Limited land for expansion and development (except Southampton)
- Reliance on M25/QEII crossing
- Lack of Rail Freight terminals
- Only Southampton has rail freight access
- Lack of success of Channel Tunnel Rail freight
- Good potential for expansion of Southampton, Heathrow and Gatwick airports
- Only Heathrow plays significant freight role

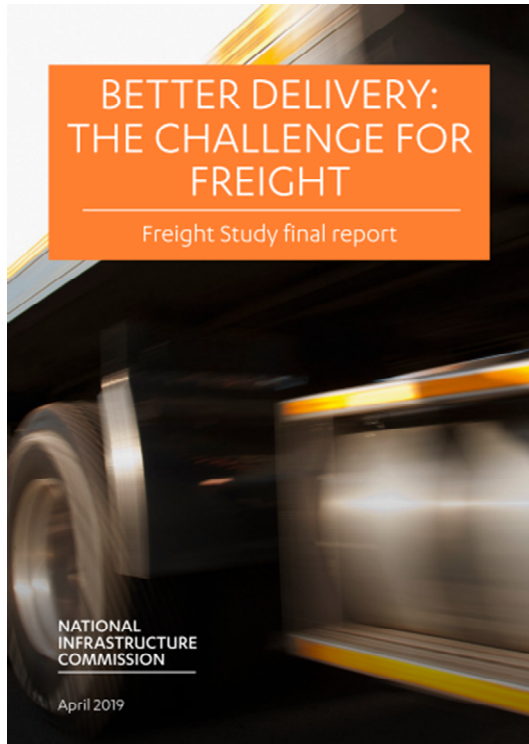


Stakeholder views

- Online survey
(135 responses)
- 23 stakeholder
interviews

Collaboration
Lorry parking Communication
Innovation/technology
Future trends
People challenges Regulation
Road infrastructure
Role of the STB Pinch points Ports and Rail
Implementation of policies
Freight demand
Freight aware planning
Logistics golden triangle
Construction Strategy development
Priorities for infrastructure

NIC freight report



- Government should commit to decarbonising road freight by 2050
- Government should investigate potential for the long term options for rail freight's transition to zero emissions
- Local authorities should include a plan for urban freight within their infrastructure strategies
- Government should produce new planning practice guidance on freight for strategic policy making authorities.
- Government should develop a data standard for freight data collection

Challenges and opportunities

- **Strategic**

- The challenge of growth
- Planning for freight
- The rapid development of supply chain technology
- Lack of data
- Regulatory certainty and consistency
- Logistics skills gap
- Land for distribution

- **Access to markets and gateways**

- City centres
- Congestion
- Air quality
- Resilience

- **Rail**

- Expansion and modal Shift
- Longer freight trains

Challenges and opportunities

- **Road**
- Reliability and diversionary routes
- Lack of information
- Low payloads and empty running
- Collaboration
- Environment
- Alternative fuels
- Safety
- Autonomous freight vehicles and platooning

Recommendations

- **Development of a Freight Strategy**
 - build on this baseline work to create a future focused freight action plan
- **Development of a Freight Engagement Plan**
 - promotion of best practice e.g. collaboration, data sharing, asset sharing.
- **Local freight planning - Rural and Urban Freight Plans**
 - the rural and urban dimensions need specific consideration, including - consolidation centres, lorry parking and warehousing



**Future transport
technology**

Future transport technology

Approach to Task

Stage 1: Overview of Technological and Societal Trends

Stage 2: Impacts of new mobility on demand

Stage 3: Review of existing initiatives

Stage 4: Review of governmental roles

Stage 5: Assessment of new mobility business models

DfT – Future of Mobility: Urban Strategy

....must be **safe**
and secure by
design.

....must be
available to all
parts of the UK and
all segments of
society

Walking, cycling
and active travel
must remain the
best options for
short urban
journeys.

Mass transit must
remain
fundamental to an
efficient transport
system

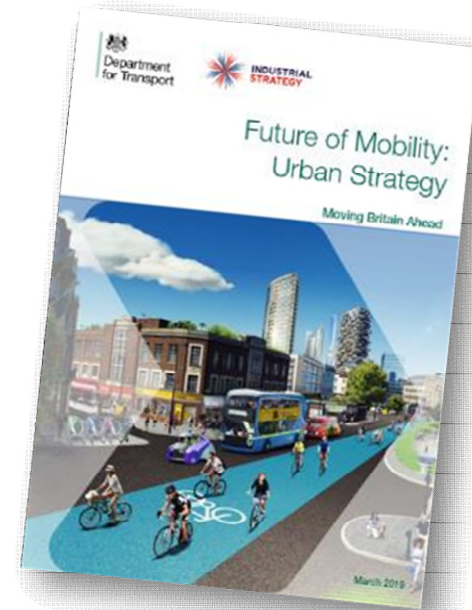
...must lead the
transition to **zero**
emissions.

Mobility innovation
must help to
reduce
congestion...

The **marketplace**
for mobility must be
open...

...must be
designed to
operate as part of
an **integrated**
transport
system...

Data from new
mobility services
must be **shared...**



Outcomes

- Innovation is happening – and SE is leading in some areas
- Variations across region – area wide approach needed
- Business models are at the heart
- Private/Public collaboration
- Need for data

Key recommendations

DfT Six 'Key Changes' Stakeholder Roles

Recommended TfSE Role	Automation	Cleaner Transport	New Business Models	New Modes	Data & Connectivity	Changing Attitudes
Lead: Take an active lead in setting its agenda to define outcomes in subject areas which are within current remit or significantly influence it	X	X				X
Influence: Actively engage with industry (private sector) and work with local authority partners to shape futures which support TfSE's wider aims	X		X	X	X	
Follow: Retain a watching brief in areas which fringe core responsibilities and only engage when required.						

Key recommendations

TfSE to develop:

- Future Mobility Strategy for the region
- Develop a Future Mobility forum
- Develop specific topic based working groups (e.g. freight)
- Incorporate future mobility elements into funding bids
- Investigate potential private sector interest in the region