

## Transport for the South East – Strategic Investment Plan [SIP]

### Appendix 1 - Summary of amendments to the SIP in response to the Council's consultation feedback to the draft SIP document

Includes references to Appendix 2 - Summary of changes to the Strategic Investment Plan (SIP), TfSE

Comment	How addressed in draft final SIP
<i>Investment Priorities</i>	
1. Does not reflect the need for urgent action to respond to the climate emergency	See Appendix 2 - TfSE response to key themes - Decarbonisation & environment
2. The 'adapting to a new normal' priority should emphasise the need for a significant reduction in car use and a major increase in active travel/public transport	The 'Decarbonisation and environment' priority has been strengthened in the SIP to include reference to these (including a reference to reduction in the need to travel rather than reduced car use) (page 6)
3. EVs will not reduce road danger, congestion or depletion of nature, and continue to present demands for power	See Appendix 2 - TfSE response to key themes - Decarbonisation & environment  The following has been added to the Packages of interventions text in the SIP: ' <i>While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.</i> ' (page 12)
4. More prominence must be given to reducing traffic in the investment priorities in order to reduce road danger	See above response to comment 2.
5. Priorities should focus more on reducing the need to own a private vehicle and have a much greater emphasis on active travel and public transport.	The Global Package of Interventions introduction has been amended in the SIP to state: ' <i>...opportunities such as new mobility technologies providing an increasing variety of ways to travel and access transport opportunities beyond traditional hire or ownership.</i> ' (page 12)
6. The focus on new road building and a lack of emphasis on increasing active travel is a significant concern.	See Appendix 2 - TfSE response to key themes - Highways

	The 'Decarbonisation and environment' priority has been strengthened in the SIP to include reference to delivery of a transport network with greater use of active travel, as well as behaviour change measures and reduction in the need to travel (page 6)
<i>Solent and Sussex Coast Package</i>	
7. Does not consider the magnitude of the climate emergency and the need for rapid transition to active and public transport systems throughout the region.	See Appendix 2 - TfSE response to key themes - Decarbonisation & environment  The 'Decarbonisation and environment' investment priority has been amended in the SIP to reference greater use of public transport and active travel (page 6)
8. The attention to detail on active travel measures is less developed than on highway interventions.	See Appendix 2 - TfSE response to key themes – Active travel  The SIP does not focus on local transport schemes that would not have a wider strategic impact.
9. There are major concerns that some of the more significant, proposed highway improvement schemes (e.g. new road construction and capacity improvements) will increase traffic levels around the city, and affect local transport initiatives and other priorities for the city. These schemes could also have a detrimental impact on the South Downs National Park.	See Appendix 2 - TfSE response to key themes - Highways
10. The Active Travel package should be stronger; the SIP should include NCN2 and all other strategic cycle routes as interventions.	See Appendix 2 - TfSE response to key themes – Active travel
11. Reference to smaller, local mobility hubs to improve sustainable travel options should also be included.	The SIP does not focus on local transport schemes that would not have a wider strategic impact
12. There is a contradiction between section 2.9 on highways referring to 'modest improvements to the SRN' rather than 'materially lifting capacity' and the capacity	See Appendix 2 - TfSE response to key themes - Highways

enhancements referred to in some highway interventions (e.g. 19).	
<i>London - Sussex Coast package</i>	
13. There are major concerns that some of the more significant, proposed highway improvement schemes (e.g. new road construction and capacity improvements) proposed for the A23/M23 Corridor will increase traffic levels around the city, and affect local transport initiatives and other priorities for the city. These schemes could also have a detrimental impact on the South Downs National Park.	See above response to comment 9.
14. The Active Travel package should be stronger; the SIP should include strategic NCN cycle routes as interventions.	See above response to comment 10.
15. Reference to smaller, local mobility hubs to improve sustainable travel options should also be included.	See above response to comment 11.
<i>Global Interventions</i>	
16. Decarbonisation should focus much more on the climate emergency and reducing the need to travel, increasing active travel and public transport use.	The 'Decarbonisation and environment' priority has been strengthened in the SIP to include reference to delivery of a transport network with greater use of active travel, as well as behaviour change measures and reduction in the need to travel (page 6)
17. Electric Vehicles (EVs) - continued vehicle use will not reduce road danger, congestion or depletion of nature, and continue to present demands for power. EVs also have a significant carbon footprint, including embedded carbon.	<p>The Packages of interventions text in the SIP now states '<i>While emissions will improve with time as more vehicles are electric or hydrogen, the need to manage congestion and facilitate freight and bus movements will remain a particular focus within the SIP.</i>' (page 12)</p> <p>The Global Policy Interventions will promote and enable the uptake of electric and hydrogen powered vehicles and green generation of these energy sources.</p>

18. The phrase “new mobility” (1.3) needs to be made stronger, as the topic is an important point and needs expanding.	More detail has been added in the SIP to cover technology and access opportunities including Mobility as a Service (page 12)
19. Emphasis should also be given to encourage local authorities to investigate a workplace parking levy in their areas (1.4).	The SIP text has been amended to state ' <i>Local authorities also have the opportunity to investigate workplace parking levies and Low Emission Zones in their areas where appropriate.</i> ' (page 12)
20. An Active Travel Commissioner should be an ambition for the South East.	Not included in the SIP but noted by TfSE.