

Summary of changes to the Strategic Investment Plan (SIP)

Following the consultation on the draft strategic investment plan and discussion with the Transport for the South East (TfSE) Partnership Board, a number of drafting changes have been made to the final draft of the SIP. In summary, these changes:

- go further to demonstrate the purpose of the SIP as the framework for investment in strategic transport infrastructure and importantly, what the SIP won't do. It does 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;
 - focus on local transport schemes without wider strategic impact; nor
 - ask Treasury to fund the entire infrastructure requirement for the South East;
- provide clarity that the financial ask of the SIP is above and beyond the funding (both revenue and capital) required to steady our networks and address the substantial challenge of maintaining and bolstering local transport services and maintaining our highways and related assets, as a priority;
- assert the need to ensure that public transport provision returns to the quality of provision prior to the covid pandemic;
- update the investment priorities section to reflect feedback on the priorities, the updated priorities can be found in Executive Summary of the SIP;
- strengthen the focus on decarbonisation and the environment throughout the document, including making it clear that addressing climate change is a main aim of the SIP as we aspire to deliver a faster trajectory towards net-zero than current trends;
- provide greater recognition of the importance of strategic active travel and mass transit as highlighted in greater detail within the Strategic Active Travel and Micromobility Thematic Plan*;
- clarify that highways are multi-modal assets, supporting active travel and mass transit interventions as well as freight movements;
- make amends to the narrative for coastal areas to reflect the challenges that transport can help address and the opportunities that it can unlock through greater connectivity and by levelling up left-behind communities;
- strengthen the narrative around key priorities that support health and wellbeing, improving health, safety, wellbeing, quality of life, and access to opportunities for everyone;
- recognise the current financial situation, the funding and finance section has been updated to reflect that the SIP is a live document and costs will need to be updated as individual schemes are taken forward;
- clarify that transition of freight to rail will not be of detriment to passenger services as it will utilise capacity released from a decline in five-day commuting;

**The strategies, area studies and thematic plans that support the SIP can all be found on the TfSE website: [DRAFT Strategic Investment Plan - evidence base - Transport for the South East](#)*

- clarify information on proposed interventions as a reflection of comments received (detailed responses can be found in the document titled 'You said We did SIP Nov 22'; and
- update the delivery stages and next steps of the SIP to set out how the SIP will be implemented, delivered and monitored – you can find this detail towards the end of the SIP document.

TfSE response to key themes

Through the consultation a number of key themes have arisen to which we have written responses, these are detailed below.

Decarbonisation & environment

TfSE is committed to reducing emissions and achieving net zero carbon from travel in the region by 2050 at the latest, recognising that some of our local authorities have committed to net zero as early as 2030. The SIP identifies a material contribution towards net zero carbon. It recognises that technology solutions alone will a) not get us to net zero transport quickly enough, and b) will still result in other negative impacts (e.g. congestion). As such, the plan supports a reduction in the need to travel through integrated planning and increased use of digital technology; a generational shift to more sustainable modes of travel for both passengers and freight; as well as support for the accelerated roll out of zero emission technologies and vehicles. Furthermore, TfSE recognises the need to advocate for reducing the carbon emissions of energy generation; reducing the capital carbon of vehicles, infrastructure and maintenance; and reducing the emissions from international travel.

As the SIP moves towards delivery, each intervention will be subject to the due diligence required to assess, mitigate and seek opportunities for reducing emissions. Consideration will also be given to local environmental enhancement, building on the priorities of the SIP and the supporting Integrated Sustainability Assessment

TfSE's decarbonisation thematic plan* identifies the areas of intervention required to align to a budget-based approach to net zero carbon in line with the Paris Agreement.

Public transport

TfSE recognises the importance of accessible, affordable, integrated, reliable and attractive public transport. Our ambition is for public transport levels of service and patronage to return to and far surpass the levels seen before the pandemic. This is with the understanding that travel and work patterns have and may continue to change and that demand for some services was already at peak capacity or may be better accommodated through more flexible models of provision.

We will work with local authorities and operators to provide better-connected and accessible multi-modal journeys with users easily able to walk, wheel or cycle for the first and last miles of the journeys. We will continue to work with government and key stakeholders such as Network Rail to secure additional funding to support the capital and operational enhancements within the SIP.

The SIP will help us work together to enable a generational change in providing integrated and sustainable alternatives to private car dependency across the region.

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Active travel

TfSE recognises the important role active travel (walking and cycling – wheeling, micro-transit (e.g. e-bikes, e-scooters), as well as horse riding and carriage-driving) must have in both local and regional connectivity. The SIP identifies several enhancements to the National Cycle Network while also supporting and helping better connect local infrastructure improvement schemes such as those contained in local authority Local Cycling and Walking Infrastructure Plans (LCWIPs).

Individual interventions tend to have more localised impacts, but however long, all journeys start and finish on foot or by wheeling. Investment in the right local, first-mile / last-mile connectivity is critical for allowing journeys to be integrated and seamless, whether in an urban, sub-urban, peri-urban or rural setting. We recognise that all active modes (including new forms of e-mobility such as electric bikes and scooters) have immediate benefits for supporting our pathway to net zero carbon.

More detail can be found in the Strategic Active Travel and Micromobility Thematic Plan*

Highways

The highways within the SIP are multi-modal corridors, accommodating active travel, bus and other mass transit, freight and service vehicles, as well as private car. With 90% of trips being taken on highways, it is infrastructure which will continue to be vital for the connectivity of people and in particular goods.

Highways interventions are included in the SIP where they:

- improve safety for all users;
- support sustainable modes and de-conflict private and mass transit vehicle flows on longer routes; and
- de-conflict strategic and local traffic around built-up areas, freeing up road space for active travel and public transport improvements and public realm enhancements.

The vast majority make best use of existing infrastructure through enhancements along the corridor. They are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision and support not only strategic movement of vehicles but our places and communities.

We recognise the need to manage demand and to reduce transport related carbon emissions. All of the highways interventions within the SIP have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highway packages do result in small increases. We accept that further mitigation will be needed as these packages and interventions are developed and as such will carry out further assessment as part of scheme development.

Global Policy Interventions will, promote demand management and digital technology to reduce the number of trips made by vehicles, accelerate the decarbonisation of road vehicles, and promote sustainable travel as well promoting and enabling the uptake of electric and hydrogen powered vehicles and green generation of these energy sources. All of the interventions within the SIP consider the best route to net zero and work to provide the infrastructure and interventions to accommodate the mode shift that is required.

Additional information is available within the technical supporting documents of the evidence base and assessments that have been conducted, including a highways thematic plan*.

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