

Draft Transport Strategy for the South East: Consultation report



April 2020

Draft Transport Strategy for the South East: Consultation report

Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

Transport for the South East
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Project Number: 23433701

Steer has prepared this material for Transport for the South East. This material may only be used within the context and scope for which Steer has prepared it and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this material without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom. Steer has prepared this material using professional practices and procedures using information available to it at the time and as such any new information could alter the validity of the results and conclusions made.

Contents

Executive summary	4
1 Introduction	26
Context	26
Transport for the South East’s role	26
Purpose of the consultation	26
2 Approach to consultation	27
Early engagement to help shape the draft Transport Strategy.....	27
Consultation materials and communications channels	27
Launch of the consultation.....	28
Regional events	28
Other events.....	30
Other activities/channels	30
Obtaining feedback	31
Response analysis methodology	31
3 Overview of respondents	33
Number of respondents	33
Questionnaire respondents.....	33
Respondents via letter or email	37
4 Questionnaire response analysis	38
Our Approach	38
Our vision, goals and priorities.....	44
Our Strategy	52
Implementation.....	56
Integrated Sustainability Appraisal	58
Overall views	59
5 Other written responses	63
6 Campaign emails	70
7 Responses to emerging themes	72
8 Summary and next steps	77

Summary of outcomes	77
Next steps.....	77

Appendices

Appendix A: Consultation questionnaire.....	60
Appendix B: Full frequency code frame/responses to issues.....	73
Appendix C: Media and social media coverage examples.....	85
Appendix D: Stakeholder email about launch of consultation.....	91

Tables

Table 2-1: Regional event details	29
Table 2-2: Summary of feedback from regional stakeholder events	29
Table 3-1: Breakdown of responses	33
Table 3-2: Breakdown of responses by category of organisation/group	34
Table 4-1: Additional coded comments about the approach.....	42
Table 4-2: Additional coded comments about evidence in Chapter 2 of the draft Strategy	44
Table 4-3: Additional coded comments related to the vision	45
Table 4-4: Additional coded comments about priorities the Strategy should aim to achieve	51
Table 4-5: Additional coded comments related to key challenges	53
Table 4-6: Additional coded comments related to the journey types	55
Table 4-7: Additional coded comments related to the implementation of the Strategy.....	57
Table 4-8: Additional coded comments in relation to the Integrated Sustainability Appraisal	59
Table 4-9: Additional coded comments relating to the draft Strategy consultation.....	61
Table 5-1: Most frequently recurring coded comments from letters and emails	63
Table 6-1: Options that Friends of the Earth email respondents could select as most important to them	70
Table 7-1: Most frequently raised themes and TfSE’s responses.....	72

Figures

Figure 3-1: type of questionnaire respondent	34
Figure 3-2: proportion of respondents who read the draft Strategy documents	35
Figure 3-3: Origin of individual questionnaire responses, by postcode	36
Figure 4-1: Support for the adoption of the ‘decide and provide approach	39

Figure 4-2: Extent of support for ‘decide and provide’ based on level of engagement with draft Strategy	39
Figure 4-3: Extent of support for transport policy to evolve to ‘planning for people/places’	40
Figure 4-4: Perceived importance of key features from the ‘Sustainable Route to Growth’ scenario	41
Figure 4-5: Support for the case for continued investment in the South East’s transport system	43
Figure 4-6: Extent of support for our vision for the South East	45
Figure 4-7: Extent of support for the goals set out within the draft Transport Strategy	47
Figure 4-8: Extent of agreement on economic priorities which the Transport Strategy should aim to achieve	48
Figure 4-9: Extent of agreement on social priorities which the Transport Strategy should aim to achieve	49
Figure 4-10: Extent of agreement on environmental priorities which the Transport Strategy should aim to achieve	50
Figure 4-11: Extent of support for the principles set out within the draft Transport Strategy	52
Figure 4-12: Extent of agreement for the key challenges relating to the journey types identified	53
Figure 4-13: Extent of agreement for the initiatives outlined to address the challenges for each journey type identified	55
Figure 4-14: Extent of agreement for the performance indicators	57
Figure 4-15: Extent of agreement that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy	58
Figure 4-16: Extent of agreement for the draft Transport Strategy providing the mechanism that will enable Transport for the South East to achieve its mission	60
Figure 4-17: Support for the strategy based on what documents have been read	61
Figure 6-1: Screenshot of the Friends of the Earth campaign webpage	71

Executive summary

Context

Transport for the South East (TfSE) is the sub-national transport body for the South East of England. Its mission is to grow the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

With the support of the 16 constituent transport authorities, five Local Enterprise Partnerships and 46 district and borough councils within its geography, as well as a range of wider stakeholders, TfSE is developing a Transport Strategy for the South East that covers the period up to 2050.

Rather than following the traditional transport planning methodology of assessing trends and forecasts to determine what future provision may be needed (known as 'predict and provide'), the draft Strategy produced for consultation advocates a new approach of choosing a preferred future for the region and implementing initiatives that will help realise the overall vision ('decide and provide').

The draft Strategy defines a series of strategic goals and priorities based around economic, social and environmental imperatives. These goals and priorities are used to help frame a series of challenges and proposed responses related to six key journey types across the region.

The public consultation on the draft Transport Strategy took place between 7 October 2019 and 10 January 2020. The consultation also sought views on the Integrated Sustainability Appraisal produced in support of the draft Strategy.

Purpose of this report

This report documents how the consultation on the draft Transport Strategy was carried out, presents analysis of the results and outlines TfSE's responses to the key themes that have emerged.

Consultation arrangements and promotion

A variety of channels were used to raise awareness of the consultation and encourage responses, including stakeholder email updates, regular social media activity, and local and transport trade press coverage. TfSE also held a number of events during the consultation period:

- The draft Transport Strategy was formally launched at the 'Connecting the South East' event on 10 October, which attracted more than 200 attendees
- 14 MPs were represented at a parliamentary reception on 15 October
- A series of regional stakeholder events and public drop-in sessions followed across the South East between 16-24 October, to give people the opportunity to find out more about the draft Strategy and ask specific questions of the project team. A total of 382 people attended

Similarly, TfSE had a presence at the Highways UK conference on 6-7 November, which drew around 4000 delegates over the two days. As well as hosting an exhibition stand, senior TfSE officers also delivered presentations about the draft Strategy.

The main mechanism for responding to the consultation was an online questionnaire accessible via the TfSE website. Respondents also had the option of downloading the form and submitting

via email, while paper copies were accepted via a dedicated Freepost address. Consultees were also able to provide feedback by letter or email.

Consultation responses

A total of 3676 responses were received to the consultation, which was comprised of:

- **474 questionnaires**, of which 327 were submitted by members of the public, 146 were on behalf of an organisation and one was submitted by a Member of Parliament
- **126 other written responses** received by letter or email, of which 89 were on behalf of an organisation, 30 were from members of the public and seven were from elected representatives
- **3076 emails** prompted by a Friends of the Earth campaign that provided respondents with suggested text on which to base their response

Questionnaire analysis

The consultation questionnaire included a series of closed ('tick box') and open (free text) questions. Responses to free text questions have been grouped thematically for analysis and reporting purposes.

Analysis of the questionnaire responses showed strong levels of support for key elements of the draft Transport Strategy as put forward for consultation:

- **78% of respondents agreed with the use of the 'decide and provide' approach** (36% strongly agreed; 42% tended to agree). And, of those who read the full draft Strategy document before responding, the strength of support increased to 83% (44% strongly agreed; 39% tended to agree)
- **85% of respondents agreed that transport policy across the South East should evolve** from being based on 'planning for vehicles', to being based on 'planning for people' and 'planning for places' (58% strongly agreed; 27% tended to agree)
- **Almost nine out of 10 respondents agreed that the draft Strategy makes a strong case for continued investment** in the South East's transport system (45% strongly agreed; 33% tended to agree)
- **84% of respondents supported TfSE's vision** for the South East (54% strongly supported; 30% tended to support)
- Indicating their overall views on the draft Strategy, almost two-thirds of respondents agreed that it would enable TfSE to achieve its mission (19% strongly agreed; 44% tended to agree). One-fifth of respondents disagreed, however (11% strongly disagreed; 10% tended to disagree).

Of 4402 coded comments in response to the free text questions in the questionnaire, the highest proportion (8%) were related to support for mode shift towards more sustainable transport options. This was followed by comments relating to the need to prioritise cycling/walking/active transport and specific road improvement suggestions (both 5%).

Four per cent of coded comments suggested that the environment and tackling climate change should be the priority. Three per cent of coded comments suggested there is a need to improve rail connectivity and suggested that delivering net zero carbon by 2050 is too late. The same proportions (3%) signified general support for the draft Strategy and, conversely, expressed concern with the draft Strategy and vision.

Analysis of other written responses

The 126 letters and emails submitted in response to the consultation were categorised thematically in the same way as the free text responses to the questionnaire, and there was a

clear correlation between the emerging themes: of the 1881 coded comments from these other written responses, support for mode shift towards sustainable transport options again accounted for the highest proportion (5%). Comments relating to the need for more integration between land use and transport planning, and suggestions that the environment/tackling climate change should be the priority, also accounted for five per cent of coded comments.

Other frequently recurring themes from the questionnaire comments were also reflected in the other written responses, with road improvement suggestions, the need to improve rail connectivity and suggestions to prioritise active travel (all 4%) regularly mentioned.

Indeed, of the top 10 most commonly coded comments from letters and emails, the only two to have not also emerged in the most frequent questionnaire responses related to congestion/traffic emissions and pollution concerns (4%) and expressions of support for the need to change travel behaviour (3%).

Friends of the Earth campaign emails

The majority of the 3076 emails featured consistent text provided by Friends of the Earth, which indicated strong support for the vision of the Strategy and the shift towards planning for people and places, but suggested that more urgency is needed 'in light of the climate emergency, poor air quality and growing greenhouse gas emissions from the transport sector.' The emails also called for the Strategy to include commitments to:

- Achieve net zero carbon 'as soon as possible and well before 2050.'
- Complete a carbon assessment of the transport sector in the region and 'set out a clear pathway to show how it will achieve a substantial reduction of emissions by 2030.'
- Prioritise low cost and low impact travel, and 'focus on reducing road traffic in the region, particularly by private cars'
- Ensure greater investment to at least double the number of journeys by public transport, cycling and walking'

Supporters of the campaign were able to edit the standardised text before submitting the email to TfSE. Of 365 emails that had been edited in some way, the most frequently recurring themes of supplementary comments were categorised as:

- Cycling/walking/active transport to be encouraged/prioritised (12% of the coded comments)
- 2050 timeline is too late for net zero carbon (11%)
- Congestion/traffic emissions and pollution concerns (9%)
- Support for mode shift to sustainable transport options (9%)
- The environment and tackling climate change should be the priority (7%)

Comments opposing investment in new road capacity (6%) and suggestions that the draft Strategy is not ambitious enough (5%) also featured prominently.

Next steps

All feedback received during the consultation has been considered to help inform the development of the final Transport Strategy for the South East.

A report setting out the recommended changes to the draft Transport Strategy will be reported to TfSE's Shadow Partnership Board in April 2020. The final version of the Transport Strategy will be agreed by the Board in July 2020.

1 Introduction

Context

- 1.1 Transport for the South East's (TfSE's) mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. To meet this ambition, TfSE is developing a Transport Strategy to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.
- 1.2 The draft Transport Strategy presents a shift away from traditional approaches of transport planning - actively choosing a preferred future and setting out a plan of how this can be achieved, rather than planning a future based on recent trends and forecasts. This new approach focuses on planning for people and places, rather than planning for vehicles.
- 1.3 A public consultation was held on the draft Transport Strategy between 7 October 2019 and 10 January 2020. This report documents the consultation process, outlines the feedback received and sets out TfSE's responses to the key themes that have emerged.

Transport for the South East's role

- 1.4 Transport for the South East is the sub-national transport body for the South East of England, and is supported by its 16 Constituent Local Transport Authorities, 5 Local Enterprise Partnerships (LEPs), 46 district and borough authorities and wider key stakeholders.
- 1.5 Seeking to amplify and enhance the excellent work of its constituent authorities, LEPs transport operators and stakeholders in its geography, TfSE embraces new ways of doing things and seeks a more integrated approach to policy development. It aims to present a coherent, regional vision and set of priorities to central Government, investors, operators, businesses, residents and other key influencers.

Purpose of the consultation

- 1.6 TfSE has worked closely with stakeholders in the development of the draft Transport Strategy, and will continue to do so to ensure that the Strategy is developed and delivered to reflect different perspectives across the region. The consultation on the draft Transport Strategy was an opportunity for all with an interest in the South East's transport system to view the proposals and provide their comments, so that these can be taken into consideration before the Transport Strategy is finalised.
- 1.7 The draft Strategy, as published for consultation, set out TfSE's vision, priorities and approach, along with an overview of how the proposals would be implemented. The consultation approach is described in more detail within section 2 of this report.
- 1.8 Sections 4-7 provide a summary of the feedback received during the consultation, and how TfSE will be taking these into consideration as the Strategy continues to develop.

2 Approach to consultation

Early engagement to help shape the draft Transport Strategy

- 2.1 The public consultation exercise was underpinned by extensive stakeholder engagement to inform and shape the development of the draft Transport Strategy. This included regular meetings of the Transport Strategy Working Group and senior stakeholder representatives as well as engagement sessions with council leaders and chief executives, youth councils and cabinets and user groups.
- 2.2 The Transport Forum, which consists of local authorities, transport operators, the wider business community, environmental bodies and transport user groups, has also been a key part of this process.
- 2.3 A series of workshops were held during 2019 with Transport Forum sub-groups to help build consensus around the strategic transport priorities for the South East and inform the draft Transport Strategy. More than 200 representatives attended across the series of workshops.

Consultation materials and communications channels

Draft Transport Strategy document and executive summary

- 2.4 The draft Transport Strategy document explained TfSE's vision, goals and priorities covering the period to 2050. The technical assessment work and scenario development that had informed the draft Strategy development were also outlined, before it considered six key journey types across the South East. The challenges related to each journey type were summarised, along with proposed initiatives for tackling these challenges.
- 2.5 The draft Transport Strategy and supporting technical documents were available to download from the website. Hard copies of the draft Transport Strategy were also available to view at the regional public consultation events (see below for more information about the events).
- 2.6 An executive summary of the main draft Strategy helped to provide a non-technical overview, highlighting the key elements of the vision, goals and priorities, and outlining the key challenges and proposed responses. The executive summary also signposted to where further information and detail could be found.
- 2.7 The executive summary was available to download from the TfSE website, alongside the full document, and hard copies were also available to view at the regional consultation events.
- 2.8 A plain text version of the draft Strategy document was also made available on request, for accessibility reasons.

Integrated Sustainability Appraisal

- 2.9 An Integrated Sustainability Appraisal (ISA) was published alongside the draft Strategy. Designed to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have, the consultation invited comments that respondents may have had relating to the ISA specifically.

Other supporting technical information

2.10 Other technical papers and reports that underpinned and informed the draft Strategy were published for review as part of the consultation, including:

- Freight, logistics and gateway review
- Funding and future financing options paper
- Future transport technology paper
- Potential impacts of Brexit briefing note
- Relationship between the South East and London paper
- Scenario forecasting summary report
- Scenario forecasting technical report
- Smart and integrated ticketing options paper
- Strategic policy context paper

2.11 A range of channels were used to share information about the draft Strategy consultation and help ensure that anyone with an interest in the proposals could participate. This also included providing a variety of information at different levels of technical detail.

Draft Transport Strategy webpage

2.12 A dedicated page (www.transportforthesoutheast.org.uk/transport-strategy) was added to the TfSE website to:

- Explain the context for the draft Strategy
- Make the draft Strategy available for download, along with the ISA and other supporting technical documents
- Direct potential respondents to the online survey to provide feedback

2.13 The website also included a short animation to explain the story so far, why there is a need for a Transport Strategy and TfSE's approach in developing this.

Launch of the consultation

2.14 The consultation on the draft Transport Strategy was officially launched on 10 October 2019 at Farnborough International Exhibition & Conference Centre. TfSE held the free 'Connecting the South East' conference, to present the draft Strategy to more than 200 attendees from across the public, private and voluntary sectors.

2.15 As well as finding out more about the draft Strategy, attendees were able to discuss opportunities and potential challenges faced by a range of stakeholders, including transport operators and delivery partners, environmental groups and business leaders. The keynote address was delivered by George Freeman MP, then Minister of State at the Department for Transport.

Regional events

2.16 Five regional events were held across the South East at the start of the consultation period, to give stakeholder groups and members of the public the opportunity find out more about the draft Strategy and ask specific questions of the TfSE team. The events consisted of two parts, with a session for invited stakeholders followed by a public drop-in session.

2.17 The locations of the events were chosen to ensure that as many stakeholders as possible were given an opportunity to attend. **Table 2-1** provides details of the regional events. The presentation used during the regional events was also available to download from the TfSE website.

Table 2-1: Regional event details

Venue	Date/time	Combined no. of attendees
Reading Town Hall Blagrave Street Reading RG1 1QH	Wednesday 16 October Stakeholder event: 13.30–16.00 Public drop-in session: 16.30-18.00	82
WWF Living Planet Centre Rufford House Brewery Road Woking GU21 4LL	Thursday 17 October Stakeholder event: 13.30–16.00 Public drop-in session: 16.30-18.00	36
Canterbury Christ Church University North Holmes Road Canterbury CT1 1QU	Tuesday 22 October Stakeholder event: 13.30–16.00 Public drop-in session: 16.30-18.00	74
Jury's Inn Hotel, Brighton 101 Stroudley Road Brighton BN1 4DJ	Wednesday 23 October Stakeholder event: 13.30–16.00 Public drop-in session: 16.30-19.00	118
Southampton Central Hall St Mary Street Southampton SO14 1NF	Thursday 24 October Stakeholder event: 13.30–16.00 Public drop-in session: 16.30-18.00	72

2.18 Attendees raised a range of different queries and issues during the sessions. Some topics were consistent across all of the TfSE geography, while others were more specific to the local area. A summary of the key issues raised is provided in **Table 2-2** below.

Table 2-2: Summary of feedback from regional stakeholder events

Theme	Issue
Strategy delivery and implementation	Comments around efficient delivery, consideration of more joined-up planning with other authorities, encouraging behaviour changes, the South East's connection with London, comparison between urban and rural transport needs, and the consideration of the capacity and ability of supply side to cater for increase in demand.
Cycling, walking and public transport	Various queries or concerns around the enablers and obstacles to improved use of public transport, including capacity and availability of rail and bus services, cost of fares, promoting the use of public and active transport at the local level, discouraging the use of private transport as well as segregating different modes of transport.
TfSE's role	Queries or comments around the extent of TfSE's role and its powers, the importance of gaining statutory status, how it works with partners, how investment would be targeted

Transport modelling	Comments or queries about the reliability of the modelling behind the Transport Strategy, how this considers future mobility
---------------------	--

Other events

Parliamentary reception, 15 October 2019

2.19 Hosted by Huw Merriman MP, the parliamentary reception enable TfSE shadow partnership board members and officers to engage with MPs from across the region. Fourteen 14 MPs were represented in total (13 in person, plus one office staff member):

- Richard Benyon MP (MP for Newbury until the 2019 General Election)
- Sir Paul Beresford MP (constituency: Mole Valley)
- George Freeman MP, then Minister of State for Transport
- Sir Roger Gale MP (constituency: North Thanet)
- Nus Ghani MP (constituency: Wealden)
- Damian Hinds MP (constituency: East Hampshire)
- Tim Loughton MP (constituency: East Worthing and Shoreham)
- Huw Merriman MP (constituency: Bexhill and Battle) – reception host
- Anne Milton MP (MP for Guildford until the 2019 General Election)
- Jeremy Quin MP (constituency: Horsham)
- John Redwood MP (constituency: Wokingham)
- Lloyd Russell Moyle MP (constituency: Brighton, Kemptown)
- Tom Tugendhat MP (constituency: Tonbridge and Malling)
- Representatives for Sir Michael Fallon MP (MP for Sevenoaks until the 2019 General Election)

2.20 All were supportive of TfSE and were keen to understand the impact that the Transport Strategy could have on their constituencies. Following the event a number of MPs used social media to show their support for our work, which TfSE was able to amplify via its own channels

Highways UK, 6-7 November 2019

2.21 TfSE joined other sub-national transport bodies as an exhibitor at the Highways UK conference in Birmingham on 6-7 November, which drew around 4000 industry delegates over the two days. The TfSE stand was busy throughout the event with a range of stakeholders keen to discuss the draft Strategy and potential future priorities, while senior TfSE officers also delivered presentations to explain the approach taken to develop the draft Strategy.

Other activities/channels

Stakeholder emails

2.22 Almost 1000 stakeholder emails were issued on the opening day of the consultation to raise awareness and encourage responses. A copy of the email can be found in Appendix D.

Media coverage

2.23 A number of local and trade media outlets covered the consultation launch, including:

- Bracknell News
- Daily Echo (Southampton)
- Newbury Weekly News
- Island Echo
- RAIL magazine
- Transport Professional

- Transport Times
- Your Thurrock

2.24 Examples of the coverage are included in Appendix C.

Social media

2.25 TfSE regularly promoted the draft Transport Strategy, and opportunity for people to comment, during the consultation period on its social media channels. Partners and other third parties also shared this information via their own channels to help disseminate the information to wider networks. Examples of these activities are included in Appendix C.

Obtaining feedback

2.26 The main mechanism for obtaining feedback was via a questionnaire, which was available online or in hard copy. Where possible, consultees were encouraged to submit their feedback online.

2.27 The questionnaire was divided into eight sections, and aligned with the sections of the draft Transport Strategy. The sections posed a range of closed and open (free text) questions including:

- Information regarding the respondent
- The approach to developing the Strategy
- The South East area
- The draft Strategy's vision, goals and priorities
- The six journey types, including identified challenges and responses
- How the draft Strategy would be implemented
- The Integrated Sustainability Appraisal
- Overall views

A copy of the consultation questionnaire can be found in Appendix A.

2.28 Consultees were also able to submit a completed questionnaire, or separate free-text response, via:

- The project email address: tfse@eastsussex.gov.uk
- A dedicated freepost address: 'Freepost TRANSPORT FOR THE SOUTH EAST'

Response analysis methodology

2.29 The consultation exercise generated a significant amount of data, including both online and hard copy format questionnaire responses as well as a large number of letters and emails, and a robust process was in place to manage the large number of responses received.

Questionnaires

2.30 The online questionnaire was hosted on SmartSurvey, a web-based survey tool. Online responses were processed directly through this portal, while all data from paper copies, including verbatim responses to open questions, was entered manually.

2.31 Data entry staff adhered to a thorough and robust process to ensure maximum accuracy. The quality checking procedure involved 100% verification, whereby inputted data was reviewed by a different operator. Where any inconsistencies were identified, the entries were checked against the original questionnaire and the correct data recorded.

2.32 The combined dataset was downloaded into a spreadsheet and a series of logic and range checks, as well as further spot checks of manually-entered data, were completed prior to analysis. Microsoft Excel and GIS mapping software were both used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which follow in subsequent sections.

Coding of free text responses

- 2.33 As described above, the questionnaire contained several open questions inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.
- 2.34 The free-text responses required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.35 A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

Letters and emails

- 2.36 The same coding methodology as above was applied to enable analysis of detailed responses submitted via letter and email.
- 2.37 Responses were logged in a spreadsheet and assigned a unique reference number as they were submitted. The text was then coded, with the results analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.38 Ten organisations were identified as having submitted a separate written response, in addition to a completed questionnaire. In these instances, any responses that the organisation had provided to free text questions on the questionnaire were analysed alongside their other written response. If any comments were coded in the same way, the codes were de-duplicated and only counted once in the final analysis to avoid any inadvertent distortion of the results.

Campaign emails

- 2.39 A Friends of the Earth campaign provided respondents with template text that could be edited prior to submission. Respondents were also encouraged to select one of a small number of specific issues that was of most importance to them, which appeared to influence the order in which the standardised paragraphs appeared in the final email. The webpage hosting the response template did not, however, include a link to the TfSE website, nor did it encourage respondents to read the draft Strategy document or the executive summary before submitting their email.
- 2.40 Of the 3076 emails submitted as part of the campaign, 12% had been personalised by the respondent in some way. These supplementary comments have been coded using the same methodology as above to enable analysis. The unedited emails have not been analysed individually because the text was standardised, but the issues raised from both the edited and unedited emails have been considered and are dealt with in section 7.

3 Overview of respondents

3.1 This section of the report confirms the total number of responses received during the consultation and sets out more information about the respondents, including analysis of the answers to Questions 1-5 within the questionnaire.

3.2 Please note that percentages have been rounded to the nearest whole percentage number and, as such, totals may not equal exactly 100.

Number of respondents

3.3 The consultation generated a total of 3676 responses. **Table 3-1** shows that this was comprised of 474 questionnaires, 126 other written responses received via letter or email and 3076 emails based on the Friends of the Earth campaign template.

Table 3-1: Breakdown of responses

Response type	No. of responses
Questionnaire (via online survey)	450
Questionnaire (via post or email)	24
Other written response received via letter or email	126
Email based on Friends of the Earth template	3076
Total	3676

Questionnaire respondents

3.4 Question 1 of the questionnaire asked respondents to confirm if they were providing their own response or responding on behalf of an organisation or group.

3.5 As **Figure 3-1** illustrates, more than two-thirds (323 of the 467 respondents who answered the question) were responding in an individual capacity. Where respondents did not answer either Question 1 or Question 3, where they were asked to provide the name of the organisation they were responding on behalf of, it has been assumed that they were responding in an individual capacity. The total number of respondents providing their own response is therefore considered to be 327.

3.6 To enable geographic analysis of the responses, individual respondents were asked to provide their postcode in Question 2. As **Figure 3-3** shows, the majority of responses were received from within the South East region, and there was wide representation from across the TfSE geography, although there was also some interest in the consultation from further afield.

Figure 3-1: type of questionnaire respondent



Base: all who provided a response (n: 467)

3.7 While 144 respondents had indicated that they were responding on behalf of an organisation or group in response to Question 1, 148 respondents went on to provide an organisation name in response to Question 3, although two had appeared to do so in error. For the purposes of analysis, The final number of completed questionnaires on behalf of an organisation for the purposes of analysis was therefore considered to be 146.

3.8 **Table 3-2** shows the breakdown of responses to Question 4, which asked respondents to indicate the category of organisation or group that they were representing. Respondents were able to select all applicable options, which explains why there were more responses (262) than had indicated they were responding on behalf of an organisation.

Table 3-2: Breakdown of responses by category of organisation/group

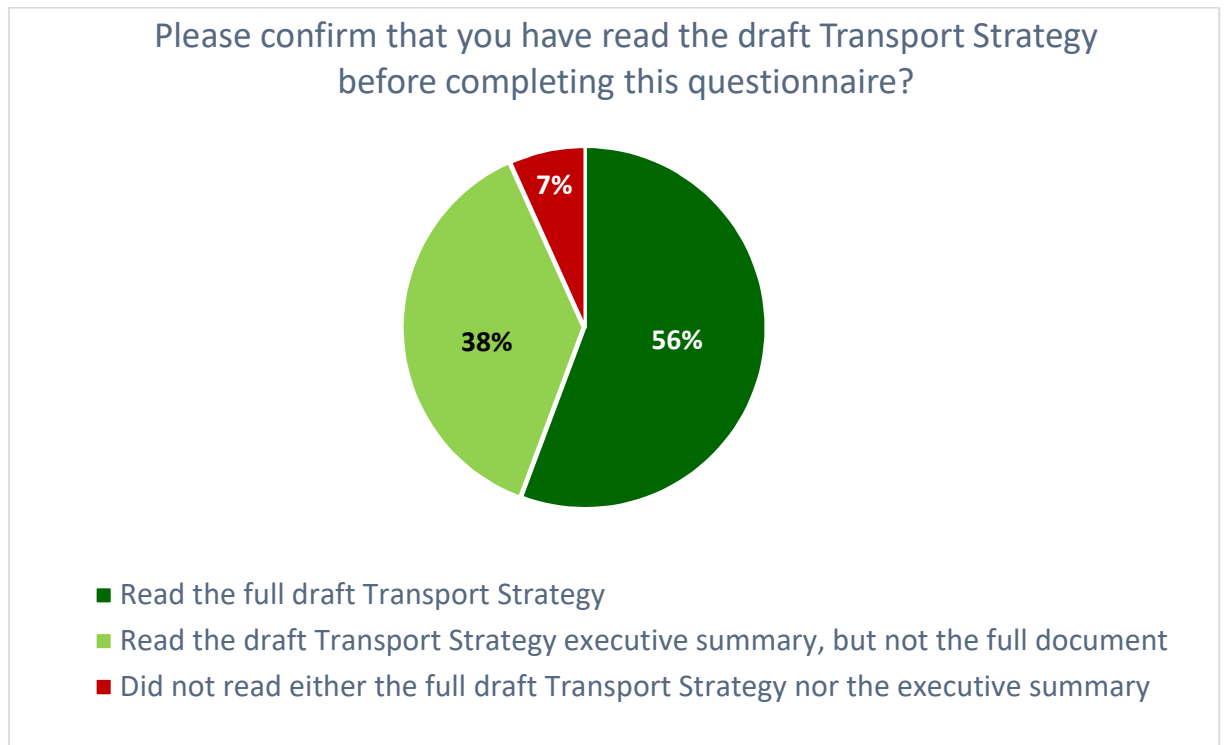
Category of organisation/group	No. of responses	% of responses
Local Government (including county councils, borough and district councils, parish/town councils and local partnerships)	52	20%
Campaign group	29	11%
Transport user group	27	10%
Business	26	10%
Environment, heritage, amenity or community group	21	8%
Charity/voluntary sector group	20	8%
Transport, infrastructure or utility organisation	17	6%
N/A (not responding on behalf of an organisation)	16	6%
Other	12	5%

Category of organisation/group	No. of responses	% of responses
Business representative group	11	4%
Prefer not to say	9	3%
Elected representative (including MPs, MEPs and local councillors)*	8	3%
Academic	6	2%
Statutory body	4	2%
Professional body/representative group	3	1%
Think tank	1	<1%
Total	262	100%

*includes two respondents who, following further analysis, had appeared to select this option in error.

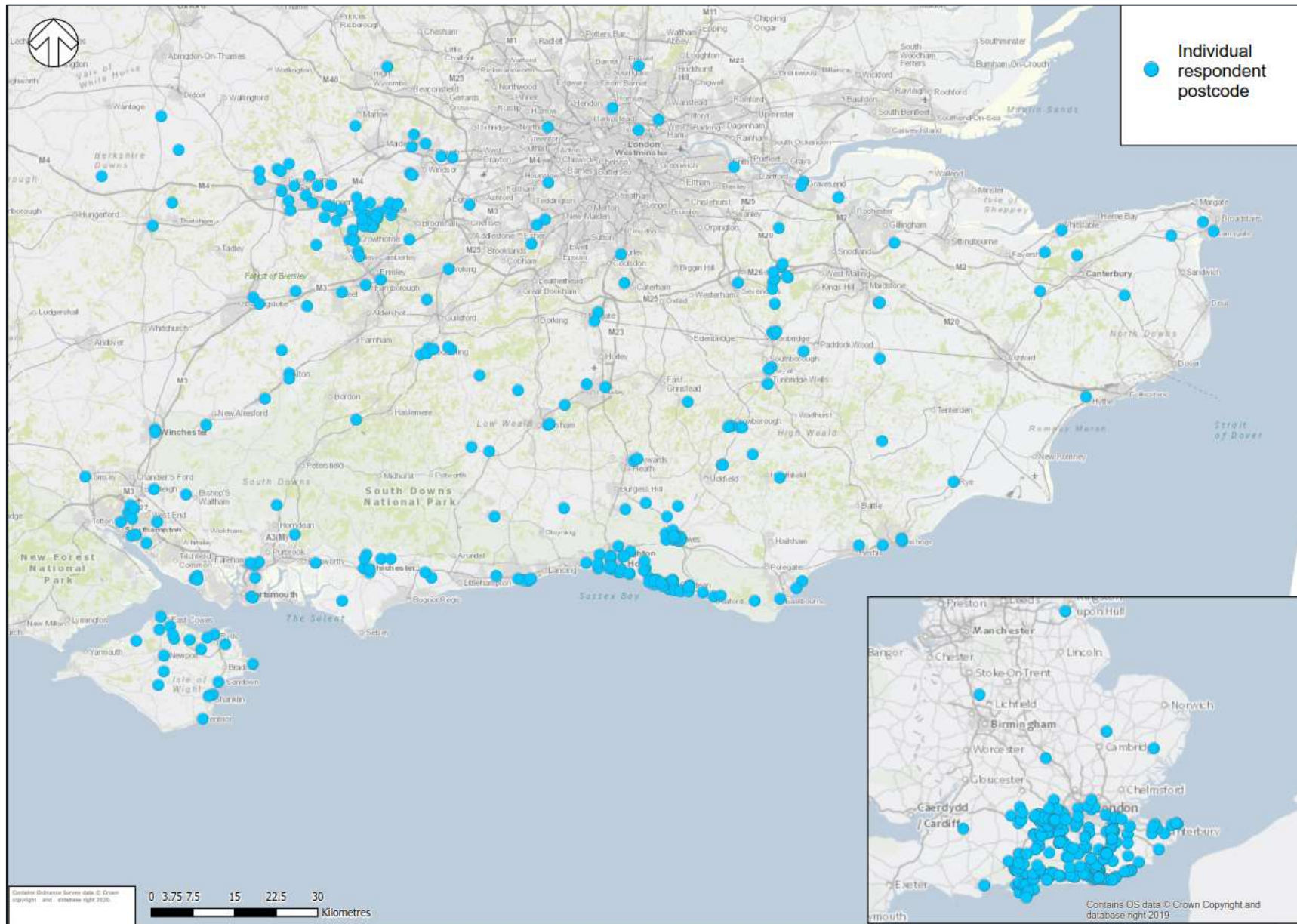
3.9 Question 5 asked respondents to confirm whether they had read the full draft Strategy, the executive summary or neither before responding. All 474 questionnaire respondents answered this question and, as **Figure 3-2** shows, 264 had read the full document. More than one-third (178) had read the executive summary, while 32 respondents had read neither of the documents.

Figure 3-2: proportion of respondents who read the draft Strategy documents



Base: all who provided a response (n: 474)

Figure 3-3: Origin of individual questionnaire responses, by postcode



Note: Map includes full postcodes as provided by individual respondents only. The size of the location points is proportional to the number of individual responses submitted from within that specific postcode.

Respondents via letter or email

- 3.10 Of the 126 other written responses received by letter or email:
- 89 were submitted on behalf on an organisation
 - 30 were from members of the public
 - 7 were from elected representatives
- 3.11 3076 individuals submitted emails as part of the campaign led by Friends of the Earth. As outlined in section 2 above, 365 (12%) of the emails were edited in some way, while the remaining 2711 (88%) used the standardised campaign text.

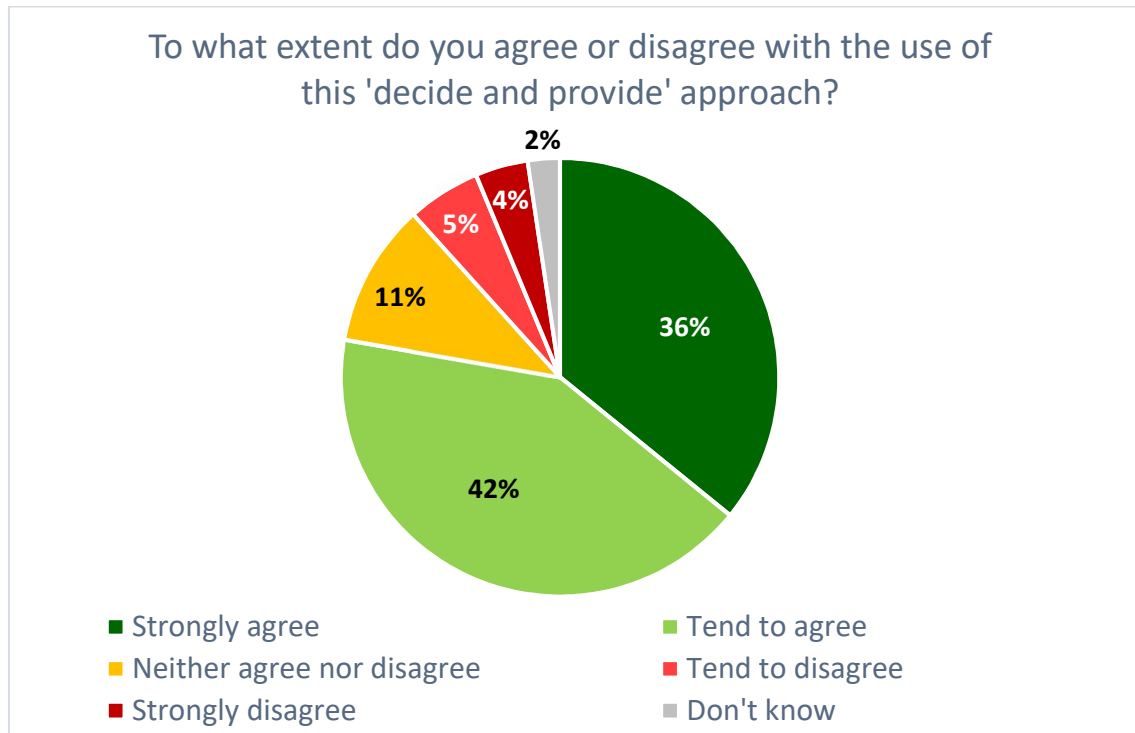
4 Questionnaire response analysis

- 4.1 From Question 6 of the questionnaire onwards, the questions were grouped to reflect the structure of the draft Transport Strategy. This section of the report details responses to these questions.
- 4.2 The analysis includes the findings of both the closed and open response questions. As described in section 2, open-ended verbatim data is complex to analyse and the comments have been coded to aid analysis and interpretation.
- 4.3 The most frequently recurring codes are included in this section, while a full frequency table can be found in Appendix B, along with the coding framework that underpins this analysis. TfSE's responses to the most frequently recurring coded comments can be found in section 7.
- 4.4 Please note that percentages, where included, have been rounded to the nearest whole percentage point and, as such, totals may not always equal 100. Furthermore, percentages are based on the total number of respondents who answered that particular question (the base is shown as 'n' below each figure/table).

Our Approach

- 4.5 Question 6 sought views on the proposed shift from the traditional transport planning methodology of 'predict and provide' to an approach based on 'decide and provide'. **Figure 4-1** shows that there was strong support for the adoption of the new approach, with 360 of 463 respondents (78%) either strongly agreeing or tending to agree (36% strongly agreed; 42% tended to agree).
- 4.6 In contrast, 49 respondents (11%) neither agreed nor disagreed, 25 (5%) tended to disagree and only 18 (4%) strongly disagreed. Eleven respondents (2%) selected 'Don't Know'.

Figure 4-1: Support for the adoption of the 'decide and provide approach

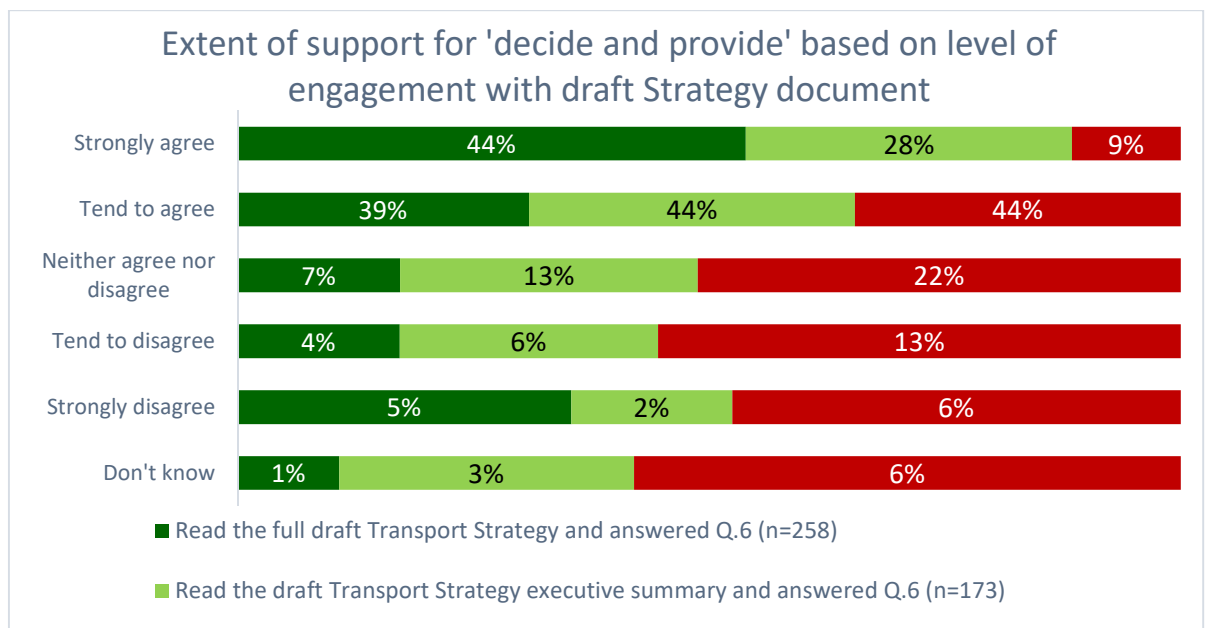


Base: all who provided a response (n: 463)

4.7

Further analysis of the responses to both Question 5 and Question 6 (see **Figure 4-2**) showed that the extent of support for the 'decide and provide' approach was even greater among those who had read the full draft Strategy: 83% either strongly agreed or tended to agree having read the full document. Conversely, fewer than 10% of respondents expressed some level of disagreement with the proposed approach having read either the full document or executive summary (9% after reading the full Strategy and 8% after reading the executive summary, respectively).

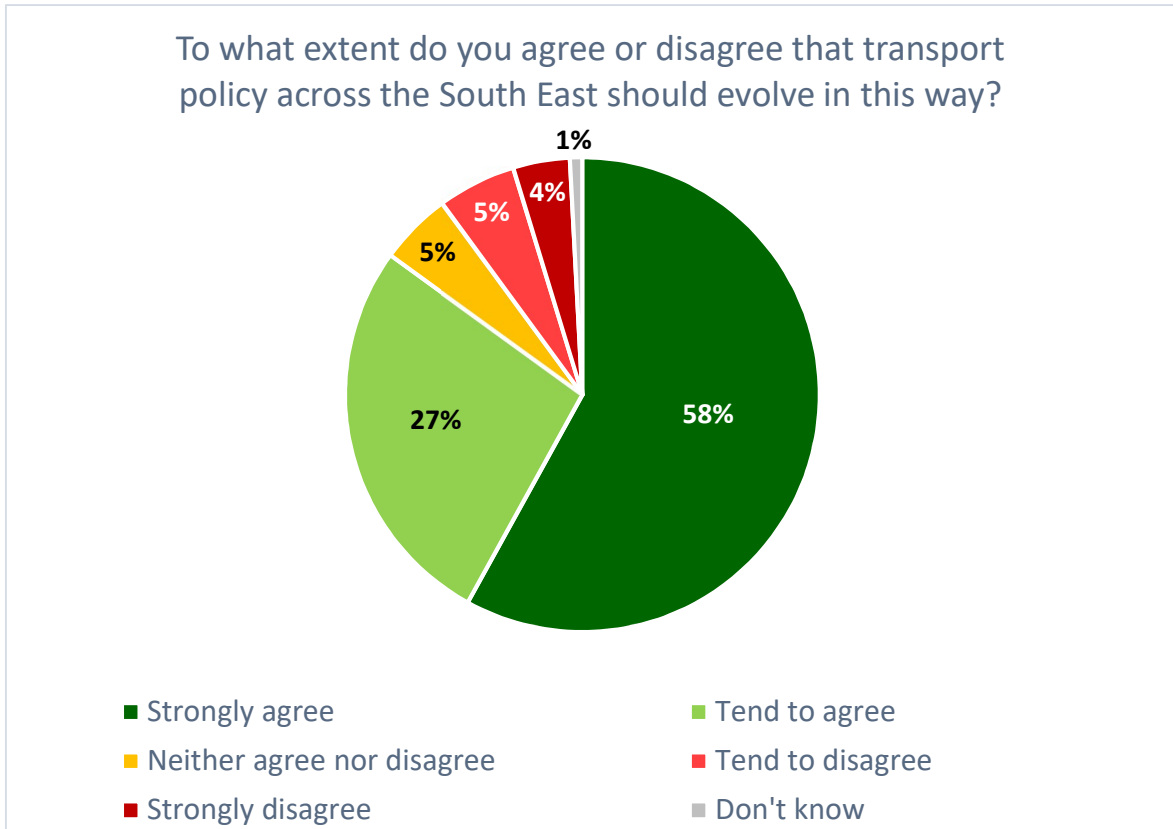
Figure 4-2: Extent of support for 'decide and provide' based on level of engagement with draft Strategy



Base: all who provided a response to both Questions 5 and 6 (n: as shown).

4.8 Question 7 explored views relating to the proposed evolution of transport policy from one based on ‘planning for vehicles’, to one based on ‘planning for people’ and ‘planning for places’. Of the 467 respondents, there was again a high level of agreement overall with 397 (85%) either strongly or tending to agree (271 strongly agreed; 126 tended to agree). Fewer than 10% expressed some level of disagreement.

Figure 4-3: Extent of support for transport policy to evolve to ‘planning for people/places’



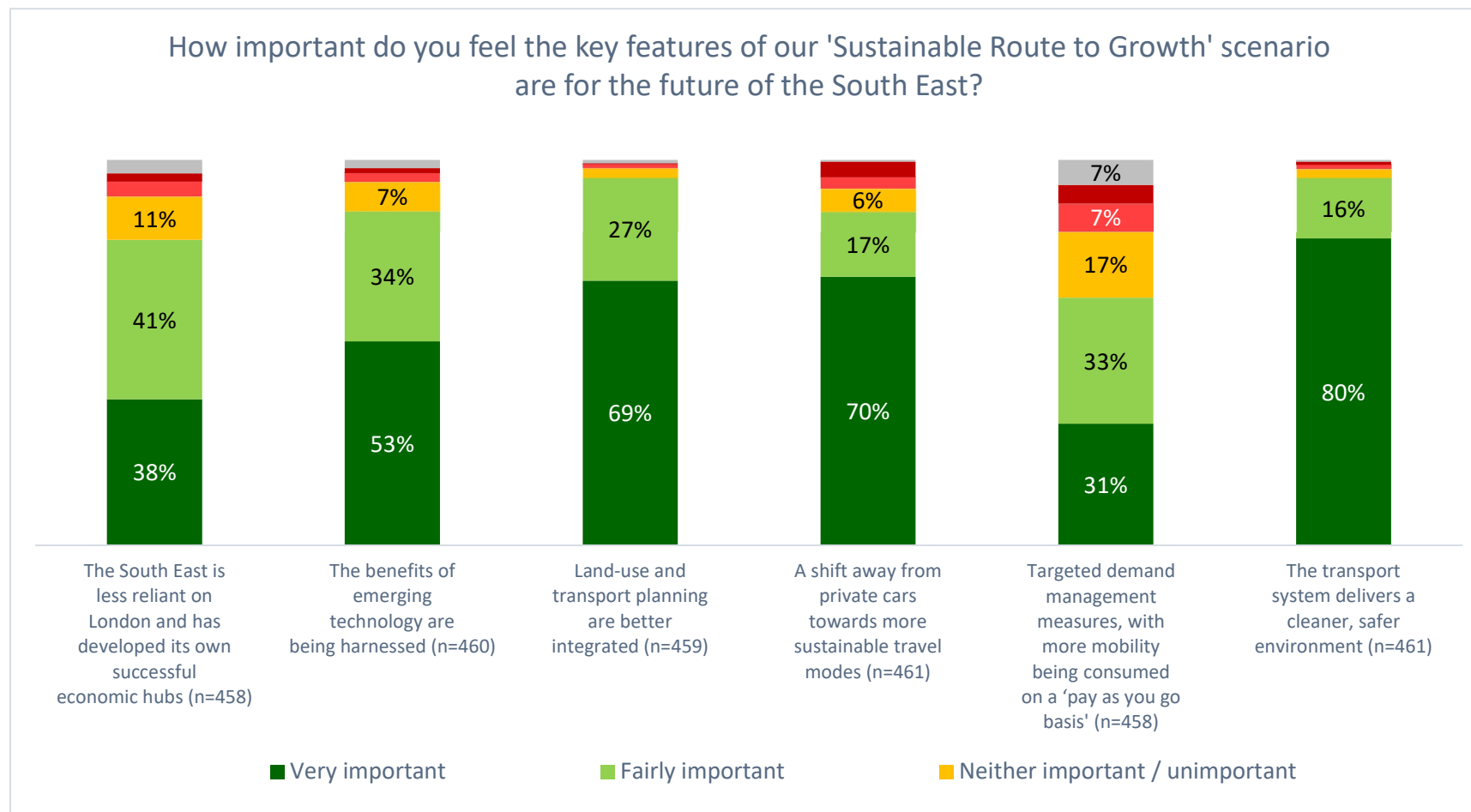
Base: all who provided a response (n:467)

4.9 In Question 8, respondents were asked to indicate the level of importance they attach to the key features of TfSE’s ‘Sustainable Route to Growth’ scenario. As with earlier questions, and as illustrated in **Figure 4-4**, there were high levels of supports for the fundamentals aspect of the draft Strategy with all aspects of the scenario seen to be important to some extent by at least 64% respondents.

4.10 There was strong support among respondents for the transport system to deliver a cleaner, safer environment and for better integration between land use and transport planning (both seen as very important or fairly important by 96% of respondents, although the former was seen as very important by a higher proportion). Seventy per cent of respondents also indicated that a shift away from private car use towards more sustainable modes of transport was very important from their perspective.

4.11 Targeted demand management measures were seen as important by the lowest overall proportion (31% very important; 33% fairly important), although only 12% regarded this aspect as unimportant (7% fairly unimportant; 5% not important at all). Seven per cent also answered ‘Don’t know’ in relation to this feature of the scenario.

Figure 4-4: Perceived importance of key features from the 'Sustainable Route to Growth' scenario



Base: all who provided a response (n:as shown). Please note that percentages of 5% and below have not been labelled.

- 4.12 Respondents had the opportunity to provide any additional comments about the approach taken to developing the draft Strategy in Question 9. **Table 4-1** shows the most frequently coded comments.
- 4.13 The results of previous questions were reinforced with support for more shift to more sustainable options, and suggestions that more integration is needed between local land use and transport planning, both featuring among the most frequent themes. Three per cent of coded comments related to both general concerns with the draft Strategy and the need to reduce public transport fares.

Table 4-1: Additional coded comments about the approach

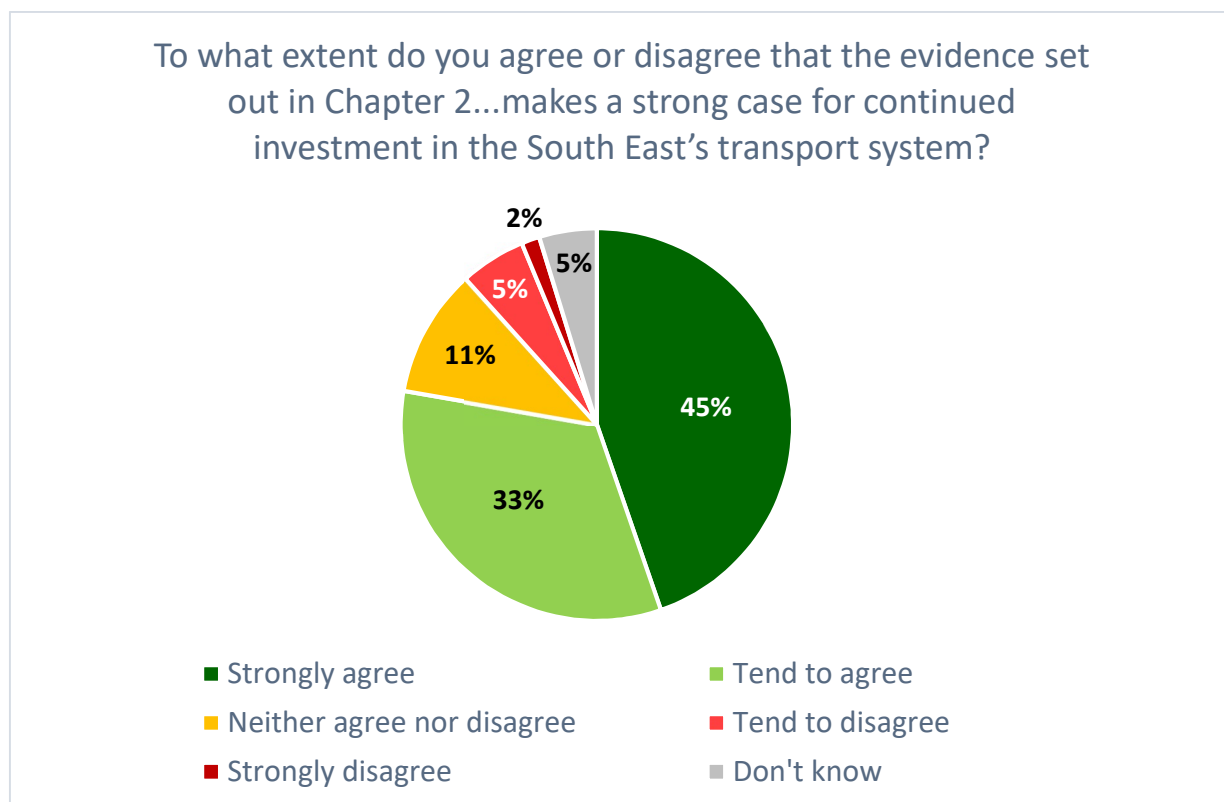
Theme	No. of coded comment	% of comments
Support for mode shift to more sustainable transport options	55	10%
More integration needed between local land use and transport planning	35	6%
General support for the Strategy	26	5%
Cycling/walking/active transport to be encouraged/prioritised	24	4%
Road improvement suggestions (specific schemes)	23	4%
General concern with strategy/vision	19	3%
Need to reduce public transport fares/costs	19	3%
The environment and tackling climate change should be the priority	19	3%
Need to improve rail connectivity	17	3%
Lack of specific options/delivery approach	14	3%
Rail improvement suggestions (specific schemes)	13	2%
Concern over level of development/growth	13	2%
Congestion/traffic emissions and pollution concerns	12	2%
More investment needed in bus services	11	2%
Potential for technology to enable and improve mobility and accessibility	11	2%
2050 timeline is too late for net zero carbon	10	2%
Transport needs to be accessible to all	10	2%
Support continued provision for future private car use	10	2%
Support the principle of a preferred future	9	2%
Support the need for travel behaviour changes	9	2%
Support for targeted demand management	9	2%

Base: total number of coded comments in response to this question (n: 546)

Our Area

- 4.14 Question 10 sought respondents' views on Chapter 2 of the draft Transport Strategy, and the extent to which it makes a strong case for continued investment in the South East's transport system.
- 4.15 As **Figure 4-5** illustrates, 360 of 463 respondents (78%) agreed to some extent that Chapter 2 did make a strong case for investment. Forty-nine respondents (11%) neither agreed nor disagreed, while 32 respondents indicated some level of disagreement (5% tended to disagree; 2% strongly disagreed).

Figure 4-5: Support for the case for continued investment in the South East's transport system



Base: all who provided a response (*n*:463)

- 4.16 Question 11 invited any other comments about the information presented in Chapter 2 of the draft Transport Strategy, or any additional evidence that respondents felt should have been included. While the question was specifically related to Chapter 2 of the draft Strategy, analysis of the 542 coded comments showed that similar themes emerged to those identified in responses to earlier questions (see **Table 4-2**).
- 4.17 Support for mode shift to more sustainable transport options was again the most frequently recurring theme, accounting for 9% of coded comments. This was followed by specific road improvement suggestions and calls for active travel to be prioritised.
- 4.18 Other frequently recurring themes that emerged for the first time in the analysis related to comments about consultation material/level of detail within the material (4%) and the need for improved access to/from/between ports and airports. There were also references to inconsistencies in the draft Strategy (2%) and assertions that coastal areas/deprived communities need investment (also 2%).

Table 4-2: Additional coded comments about evidence in Chapter 2 of the draft Strategy

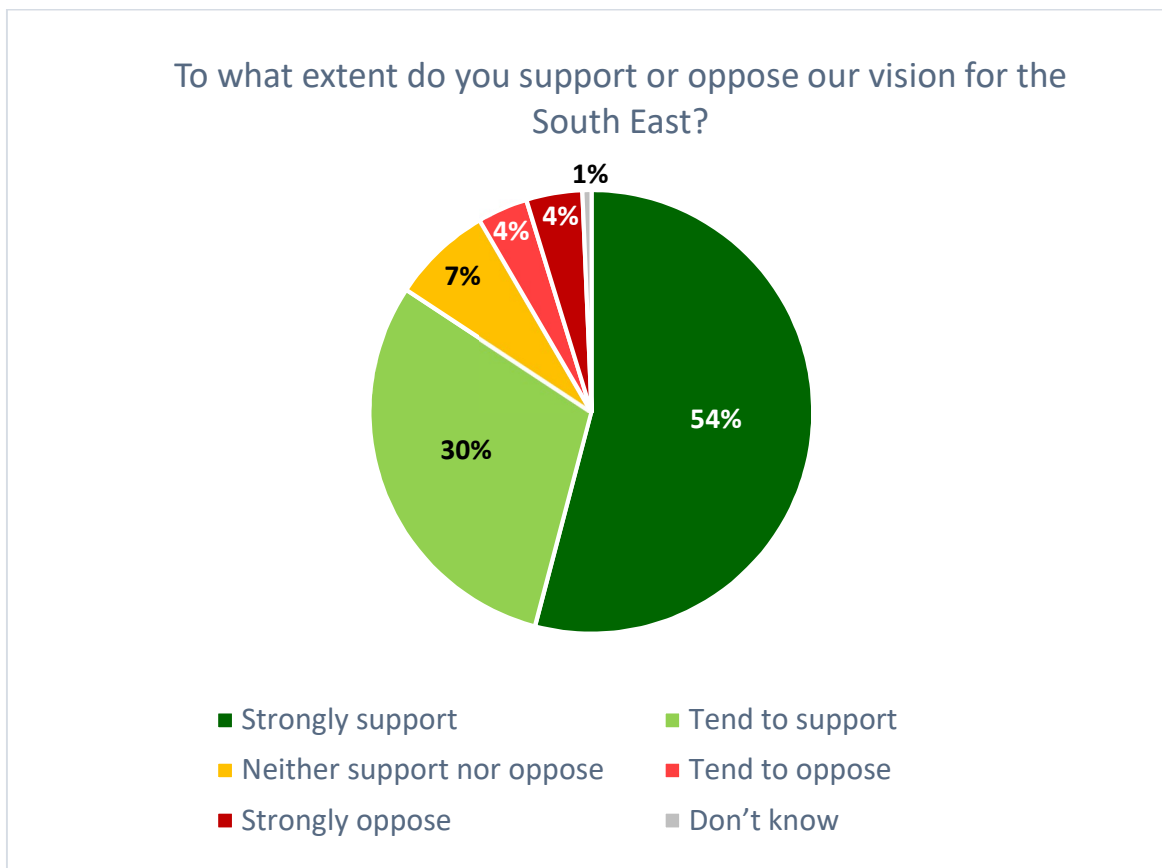
Theme	No. of responses	% of responses
Support for mode shift to more sustainable transport options	51	9%
Road improvement suggestions (specific schemes)	38	7%
Cycling/walking/active transport to be encouraged/prioritised	31	6%
Rail improvement suggestions (specific schemes)	28	5%
Comments about consultation material/level of detail within the material	22	4%
More integration needed between local land use and transport planning	21	4%
Need to improve rail connectivity	17	3%
Need for improved access to/from/between ports and airports	17	3%
The environment and tackling climate change should be the priority	16	3%
General concern with strategy/vision	14	3%
General support for the Strategy	14	3%
Need to reduce public transport fares/costs	14	3%
Support the need for travel behaviour changes	13	2%
Congestion/ traffic emissions and pollution concerns	12	2%
Inconsistencies in the language or approach set out in the Strategy	11	2%
Coastal areas/deprived communities need investment	11	2%
Concern over level of development/growth	11	2%
Different provision needed for different types of journey	10	2%
Comments on funding options	9	2%
Oppose new investment in road capacity	9	2%

Base: total number of coded comments in response to this question (n: 542)

Our vision, goals and priorities

- 4.19 TfSE's vision, as articulated in the draft Strategy, was the focus of Question 12. As shown in **Figure 4-6**, there was again a very high level of support for a key aspect of the draft Strategy: more than half of respondents (251 of 464 respondents) expressed strong support, while 140 (30%) tended to support the vision.
- 4.20 Conversely, 36 respondents (8%) indicated some extent of opposition (4% both tended to oppose and strongly opposed).

Figure 4-6: Extent of support for our vision for the South East



Base: all who provided a response (n:464)

- 4.21 Question 13 invited any further comments on the vision. Of the 410 coded comments, the most frequently recurring theme related to suggestions that the Strategy should target a net zero carbon position earlier than 2050 (12% of coded comments).
- 4.22 Other commonly recurring themes were similar to those that emerged from earlier questions, although there were also further challenges in the form of suggestions that the draft Strategy was not ambitious enough (6%) or sufficiently specific (5%). Eleven coded comments (3%) also referenced both the need for transport to be accessible to all and respondents’ concerns over the extent of development/growth in the region. **Table 4-3** presents the most frequently recurring themes.

Table 4-3: Additional coded comments related to the vision

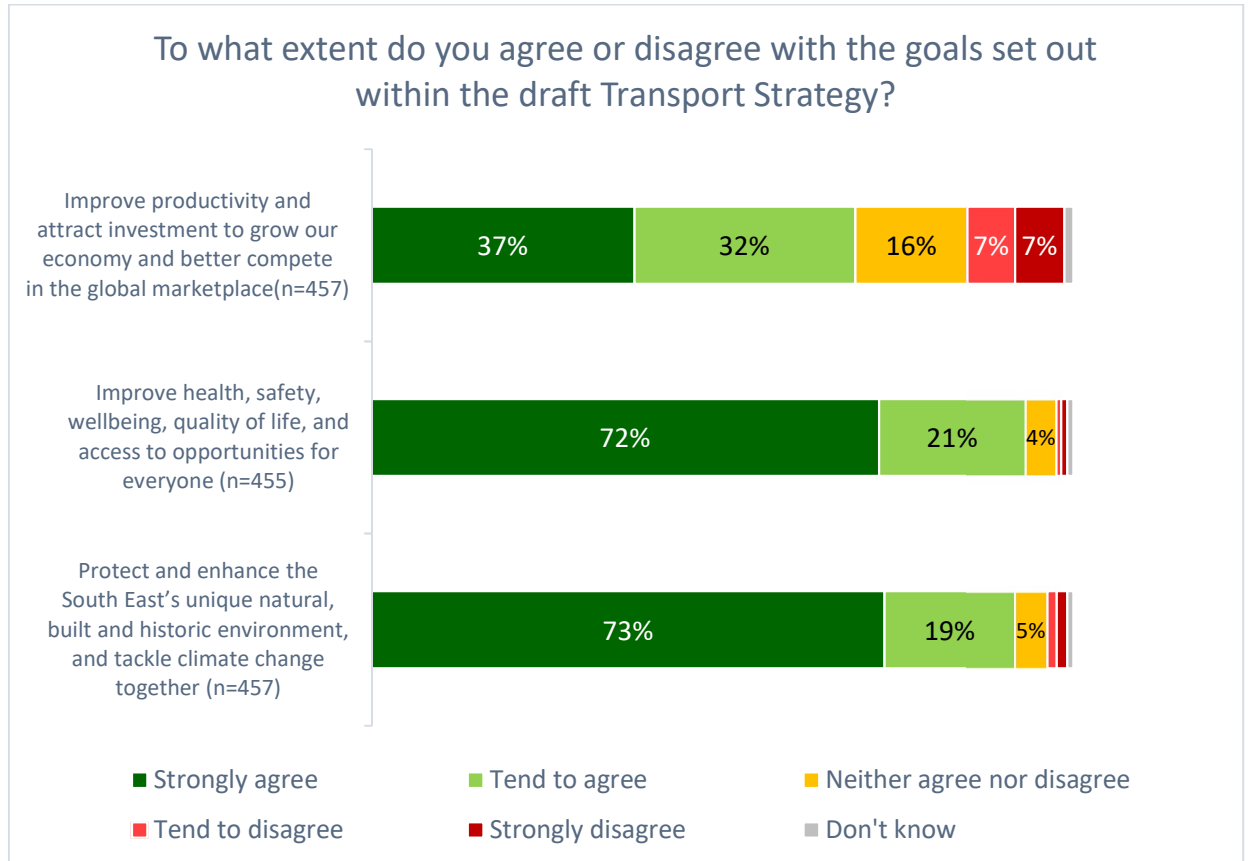
Theme	No. of coded comments	% of comments
2050 timeline is too late for net zero carbon	50	12%
General support for the Strategy	31	8%
Support for mode shift to more sustainable transport options	27	7%
Strategy is not ambitious enough	24	6%
Lack of specific options/delivery approach	20	5%

The environment and tackling climate change should be the priority	20	5%
General concern with strategy/vision	19	5%
Cycling/walking/active transport to be encouraged/ prioritised	18	4%
Need to improve rail connectivity	14	3%
Road improvement suggestions (specific schemes)	12	3%
Transport needs to be accessible to all	11	3%
Concern over level of development/growth	11	3%
More integration needed between local land use and transport planning	8	2%
More investment needed in bus services	8	2%
Not possible to do everything that is set out in the strategy	7	2%
Need more structure/milestones/targets	7	2%
Comments on funding options	7	2%

Base: total number of coded comments in response to this question (n: 410)

- 4.23 The three strategic goals underpinning the vision were the focus of Question 14. **Figure 4-7** shows that the goals related to the social and environmental pillars of sustainable economic growth both attracted similarly high levels of support (93% and 92% supported to some extent, respectively, with more than 70% strongly supportive).
- 4.24 The goal relating to the economic pillar was also well supported (69% supportive to some extent), although the proportional level of strong support (37%) was significantly lower in comparison to the other two goals.
- 4.25 As could be expected, the lower level of strong support for the economic goal translated into proportionally higher opposition (14% opposition to some extent) for that goal specifically, as opposed to 2%/3% for the social and environmental goals, respectively.

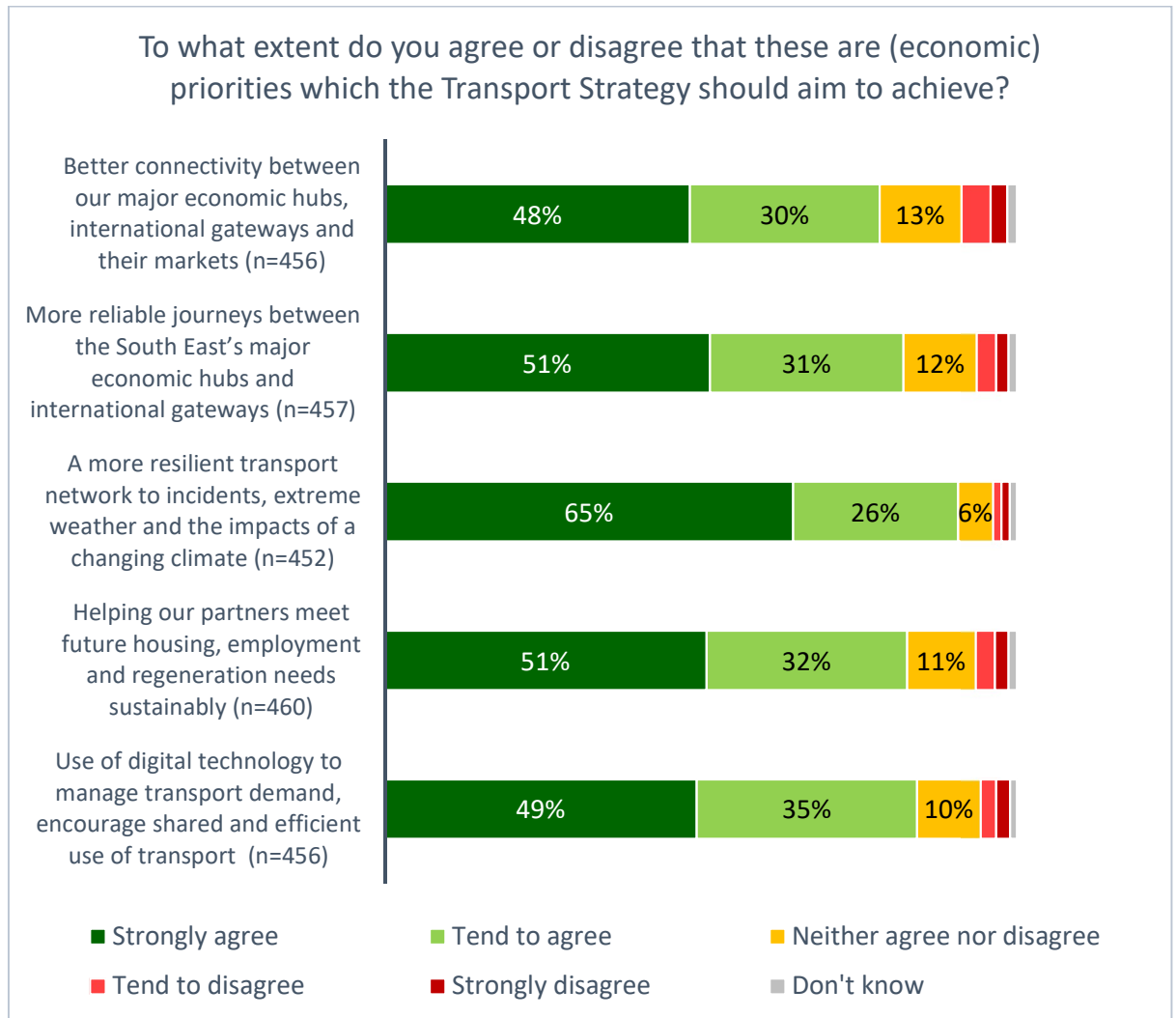
Figure 4-7: Extent of support for the goals set out within the draft Transport Strategy



Base: all who provided a response (*n:as shown*). Please note percentages of 3% and below have not been labelled.

- 4.26 Question 15 explored respondents' views on specific economic, social and environmental priorities that were set out in the draft Transport Strategy under each of the strategic goals. **Figure 4-8** shows high levels of agreement across all the economic priorities stated in the draft Transport Strategy. Interestingly, respondents appeared to agree more strongly with the individual economic priorities than the goal itself, with around half of respondents strongly agreeing with each priority. This level of support increased to almost two-thirds for the priority related to a more resilient transport network, which incorporated resilience to climate change.
- 4.27 In general, there were low-levels of disagreement with the economic priorities set out in the draft Strategy: the largest proportion (8%) showed some level of disagreement for having better connectivity between our major economic hubs, international gateways and their markets (5% tended to disagree; 3% strongly disagreed).

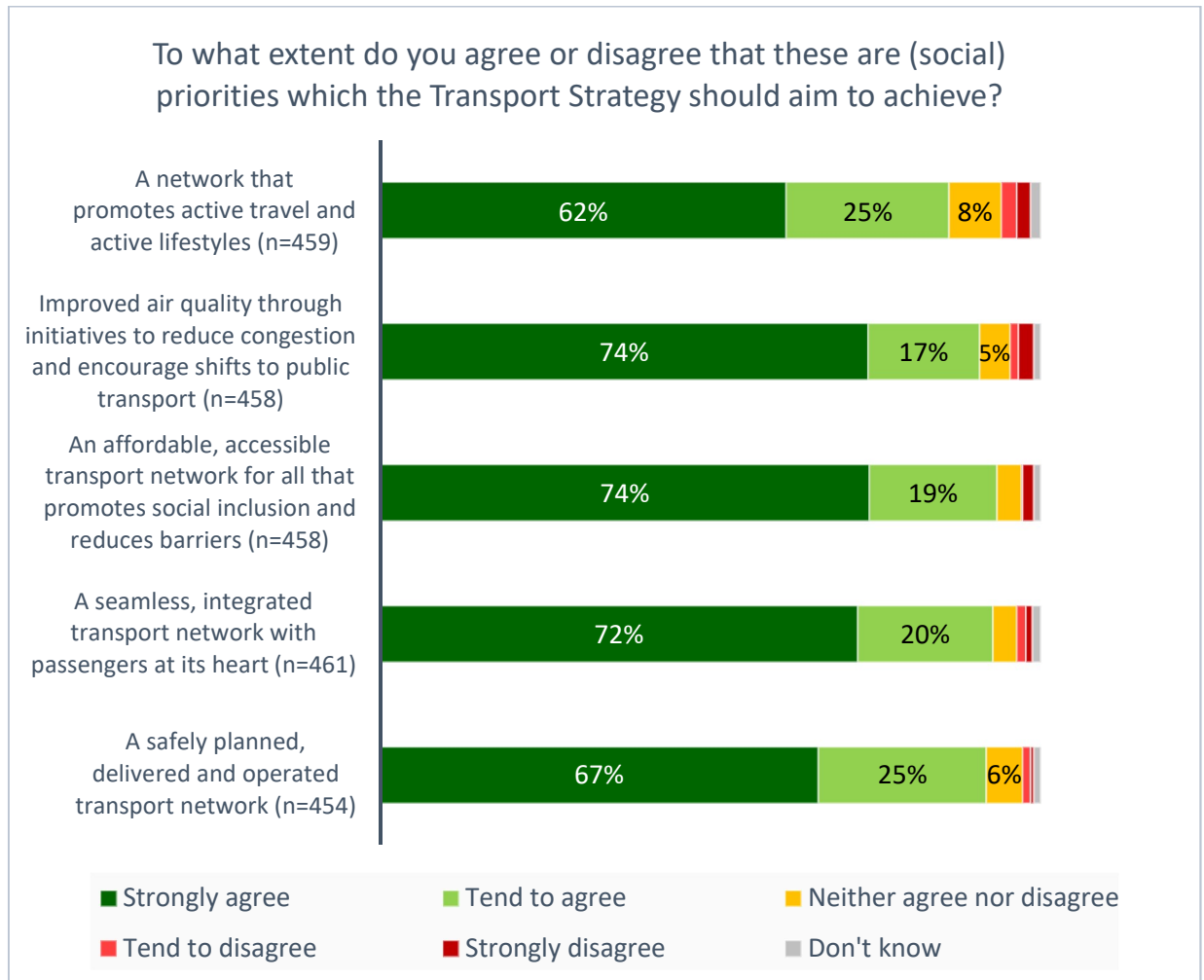
Figure 4-8: Extent of agreement on economic priorities which the Transport Strategy should aim to achieve



Base: all who provided a response (n:as shown). Please note percentages of 5% and below have not been labelled.

- 4.28 **Figure 4-9** shows that there were very high levels of agreement across all the social priorities outlined in the draft Transport Strategy. At least two-thirds of respondents strongly agreed with four of the five social priorities, while the fifth ('A network that promotes active travel and active lifestyles') was strongly supported by 62%. More than nine out of 10 respondents expressed some level of support for 'An affordable, accessible transport network for all that promotes social inclusion and reduces barriers' (93%), 'A seamless, integrated network with passengers at its heart' (92%) and 'Improved air quality through initiatives to reduce congestion and encourage shifts to public transport' (91%).
- 4.29 Eight per cent of respondents neither agreed nor disagreed with the priority to achieve a network that promotes active travel/lifestyles, while 6% expressed the same view about 'A safely planned, delivered and operated transport network'.
- 4.30 No more than 2% of respondents expressed some extent of disagreement with the social priorities.

Figure 4-9: Extent of agreement on social priorities which the Transport Strategy should aim to achieve

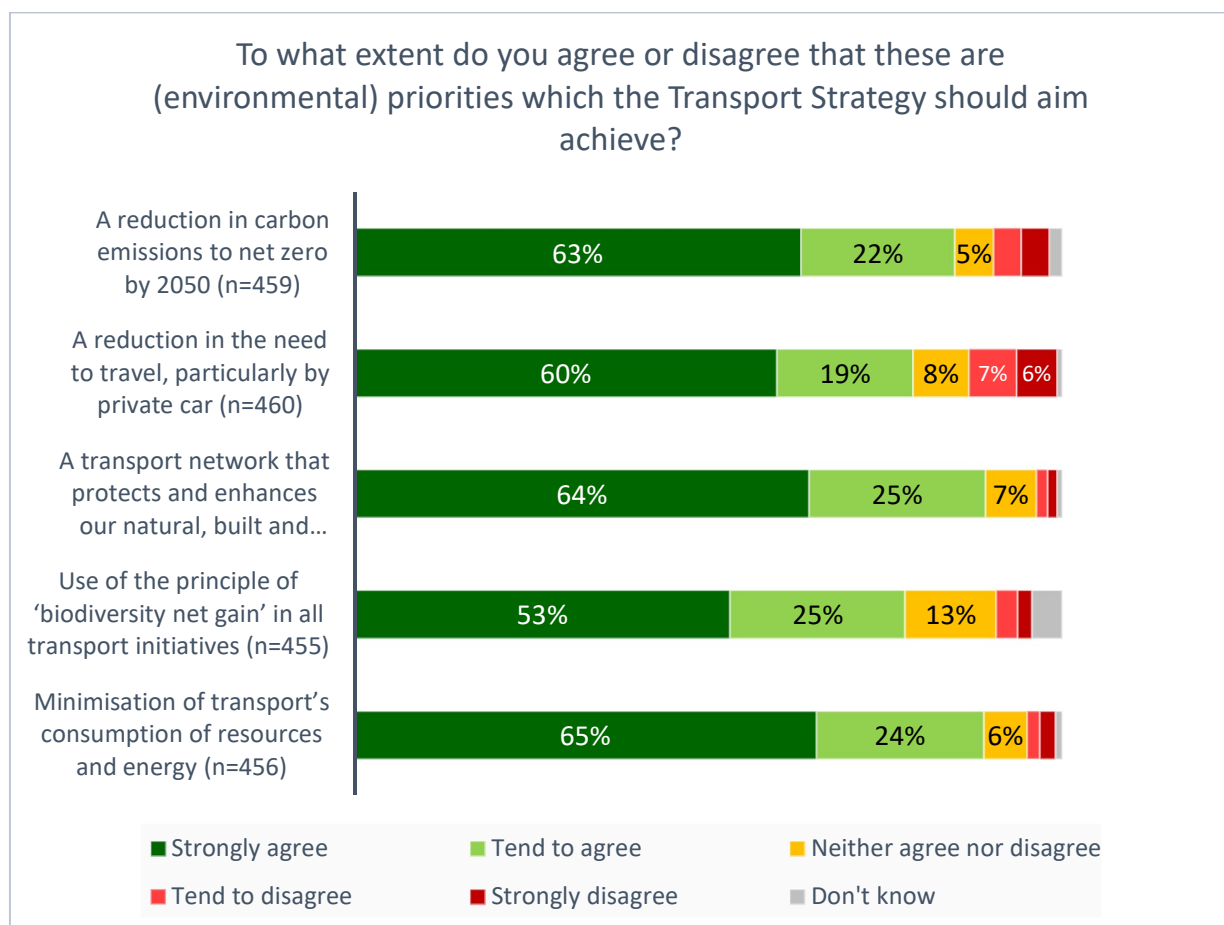


Base: all who provided a response (*n:as shown*). Please note percentages of 4% and below have not been labelled.

- 4.31 **Figure 4-10** shows similarly high levels of agreement across all the environmental priorities stated in the draft Transport Strategy, although not quite to the same extent as with the social priorities.
- 4.32 Almost two-thirds strongly agreed with the priorities to minimise transport’s consumption of resources and energy (65%), protect and enhance our natural, built and historic environments (64%) and reduce carbon emissions to net zero by 2050 (63%). More than half expressed strong agreement with the priority to reduce the need to travel, particularly by private car (60%), and the use of the principal of biodiversity net gain (53%).
- 4.33 At least three-quarters of respondents expressed some level of support for each of the environmental priorities. Unsurprisingly, there were therefore low levels of disagreement, although there were noticeably higher proportions of disagreement in some instances, than had been the case with the other priorities.
- 4.34 Thirteen per cent disagreed to some extent with the priority to reduce the need to travel, particularly by private car, for example (7% tended to disagree; 6% strongly disagreed). Eight per cent disagreed to some extent with the priority to reduce carbon emissions to net zero by 2050 (4% both tended to disagree and strongly disagreed).

4.35 Thirteen per cent neither agreed nor disagreed with the use of the principle of biodiversity net gain, while 4% responded ‘Don’t know’ in relation to this priority, which perhaps suggests that more information is needed on what the principle involves.

Figure 4-10: Extent of agreement on environmental priorities which the Transport Strategy should aim to achieve



Base: all who provided a response (*n:as shown*). Please note percentages of 4% and below have not been labelled.

4.36 Respondents had the opportunity to explain any other economic, social and/or environmental priorities which they felt the Transport Strategy should aim to achieve in Question 16. Of the 504 coded comments, 14% related to environmental/climate change concerns (8% suggested that 2050 is too late for the net zero carbon target; 6% indicated that the environment and tackling climate change should be the priority). **Table 4-4** shows the most frequently recurring comment themes.

4.37 Eight per cent of respondents had expressed some level of disagreement with the target for net zero carbon when answering Question 15. Further analysis of the coded comments in responses to Question 16 indicates that a proportion of those who earlier disagreed did so on the basis that they were challenging the timeframe, rather than the priority of achieving net zero carbon.

4.38 Other frequently recurring themes were consistent with earlier questions: support for mode shift to more sustainable transport and suggestions to prioritise cycling, walking and active travel were both prominent.

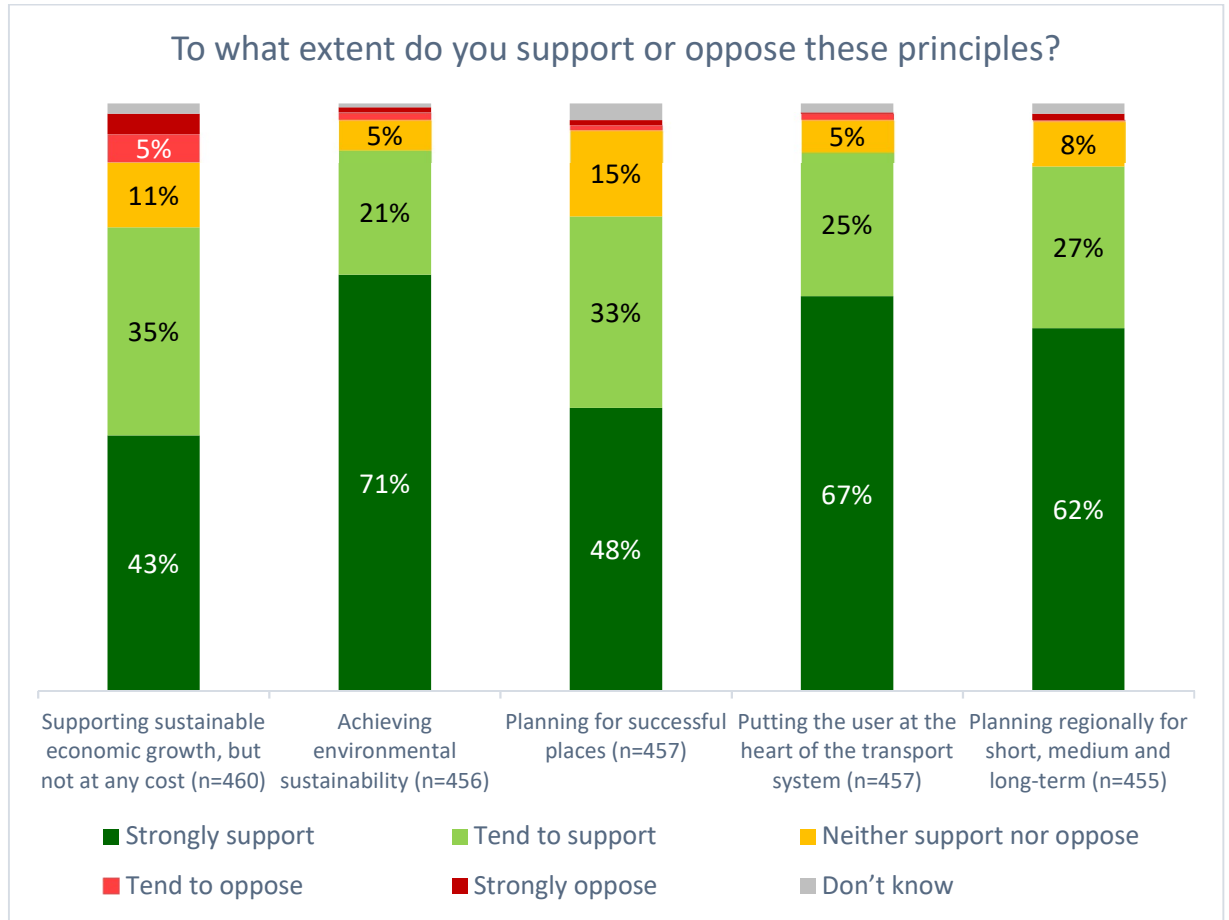
Table 4-4: Additional coded comments about priorities the Strategy should aim to achieve

Theme	No. of coded comments	% of comments
2050 timeline is too late for net zero carbon	41	8%
Support for mode shift to more sustainable transport options	41	8%
The environment and tackling climate change should be the priority	30	6%
Cycling/walking/active transport to be encouraged/prioritised	23	5%
Congestion/traffic emissions and pollution concerns	20	4%
General support for the Strategy	19	4%
Reduce the need to travel	18	4%
Need to reduce public transport fares/costs	17	3%
Road improvement suggestions (specific schemes)	15	3%
Concern over level of development/growth	15	3%
More integration needed between local land use and transport planning	12	2%
Transport needs to be accessible to all	12	2%
Encourage use of public transport for local journeys	11	2%
Inconsistencies in the language or approach set out in the Strategy	10	2%
Greater consideration of rural transport/places needed	10	2%
General concern with strategy/vision	10	2%
Comments about consultation material/level of detail within the material	10	2%

Base: total number of coded comments in response to this question (n: 504)

- 4.39 Question 17, the final one within the vision, goals and priorities section of the questionnaire, concentrated on the principles that the draft Strategy used to identify key transport issues and opportunities in the South East.
- 4.40 **Figure 4-11** shows high levels of support across all principles set out in the draft Transport Strategy. A total of 92% of respondents expressed some level of support for both achieving environmental sustainability (71% strongly supported; 21% tended to support) and putting the user at the heart of the transport system (67% strongly supported; 25% tended to support). supported putting the user at the heart of the transport system.
- 4.41 There were low levels of disagreement generally, although 8% of respondents opposed to some extent the principle of supporting sustainable economic growth, but not at any cost (5% tended to oppose; 3% strongly opposed). When considered alongside other responses, it would appear that this disagreement stems from views that social and environmental principles should be prioritised.

Figure 4-11: Extent of support for the principles set out within the draft Transport Strategy

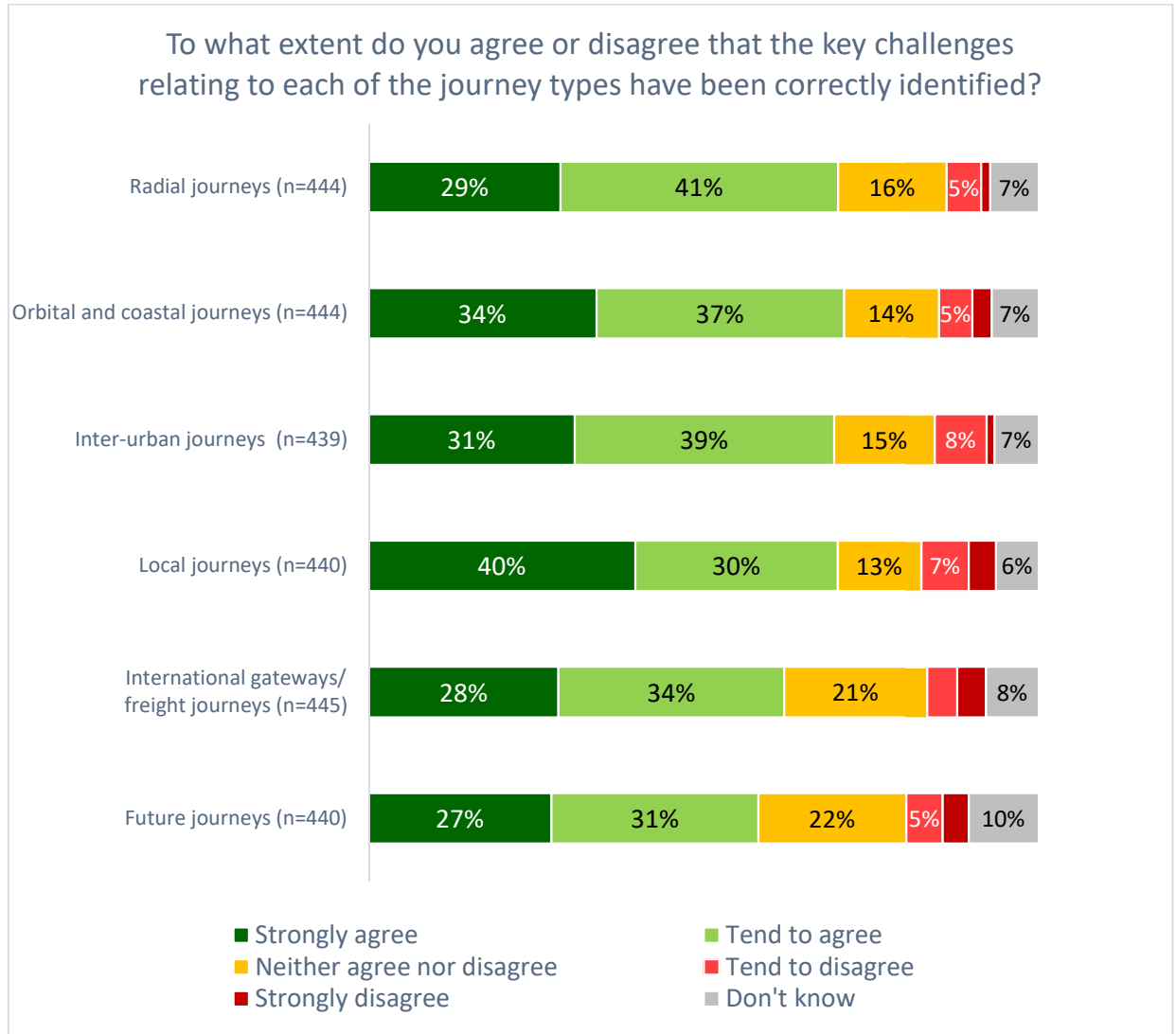


Base: all who provided a response (n:as shown). Please note percentages of 3% and below have not been labelled.

Our Strategy

- 4.42 Question 18 sought views on the key challenges relating to the six key journey types identified within the draft Transport Strategy.
- 4.43 **Figure 4-12** shows high levels of agreement for the key challenges identified for each journey type, with around 70% agreeing to some extent for four of the journey types. There were, however, noticeably lower levels of strong agreement than for previous questions, with the proportions of respondents who tended to agree increasing as a result.
- 4.44 Seventy-one per cent of respondents agreed to some extent with the challenges identified for orbital and coastal journeys (34% strongly agreed; 37% tended to agree), while 70% agreed with the challenges identified in relation to radial journeys, inter-urban journeys and local journeys.
- 4.45 Higher proportions of respondents neither agreed nor disagreed compared to previous questions, with more than one-fifth selecting this option for the challenges relating to international gateways and freight journeys (22%) and future journeys (21%), in particular.
- 4.46 There were also higher proportions of 'Don't know' responses to this question, which may suggest that some respondents needed more information about the journey types.

Figure 4-12: Extent of agreement for the key challenges relating to the journey types identified



Base: all who provided a response (*n:as shown*). Please note percentages of 4% and below have not been labelled.

4.47 Question 19 asked respondents to provide additional comments on the key challenges identified within the draft Strategy, or to explain any additional challenges that they felt need to be addressed. **Table 4-5** shows the most frequently recurring themes of comments to have emerged from the 442 coded comments.

4.48 It was apparent that a relatively high proportion of respondents took the opportunity to highlight specific schemes with road and rail improvement suggestions accounting for 17% of the coded comments. Otherwise, comments relating to support for mode shift to more sustainable modes were again prominent, as were those calling for improvements to rail connectivity.

Table 4-5: Additional coded comments related to key challenges

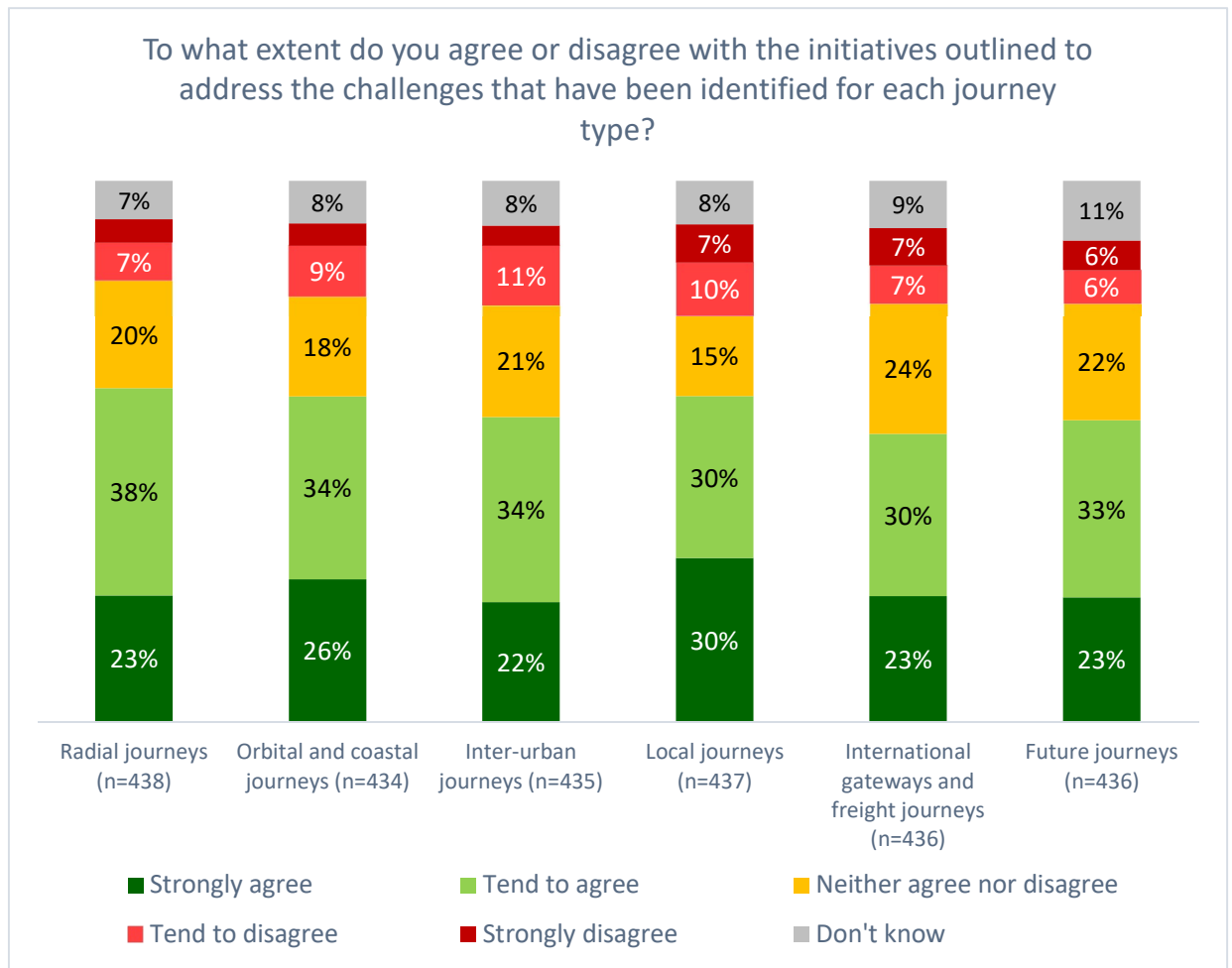
Theme	No. of coded comments	% of comments
Road improvement suggestions (specific schemes)	40	9%
Support for mode shift to more sustainable transport options	39	9%

Rail improvement suggestions (specific schemes)	35	8%
Need to improve rail connectivity	28	6%
Cycling/walking/active transport to be encouraged/prioritised	18	4%
Need for improved access to/from/between ports and airports	18	4%
Different provision needed for different types of journey	14	3%
General concern with strategy/vision	12	3%
Need to reduce public transport fares/costs	12	3%
The relationship between the South East and London needs to be strengthened/more information needed in the strategy about the South East's relationship with London	11	2%
Transport needs to be accessible to all	10	2%
Greater consideration of rural transport/places needed	10	2%
Support the need for travel behaviour changes	10	2%
Need to enable rail freight	9	2%
Approach to freight management across the region/infrastructure required	9	2%
Coastal areas/deprived communities need investment	9	2%
Reopening old railway lines	8	2%

Base: total number of coded comments in response to this question (n: 504)

- 4.49 In Question 20, respondents were asked to indicate the extent to which they agreed with the initiatives outlined to address the challenges relating to each journey type.
- 4.50 As **Figure 4-13** shows, a majority of respondents expressed some level of agreement with the initiatives relating to each journey type. However, the proportions of respondents who indicated agreement were not as high as those who agreed that the challenges relating to each journey type had been correctly identified (Question 18). Seventy per cent of those responding agreed with the challenges relating to inter-urban journeys in Question 18, for example, while 56% agreed with the initiatives.
- 4.51 Similarly, around one-fifth of respondents neither agreed nor disagreed with the initiatives for each journey type, while the proportions of disagreement were also consequently higher compared to previous questions. Seventeen per cent disagreed to some extent with the initiatives relating to local journeys (10% tended to disagree; 7% strongly disagreed), 15% disagreed with those relating to inter-urban journeys (11% tended to disagree; 4% strongly disagreed) and 14% disagreed the initiatives relating to international gateways and freight journeys (7% both tended to disagree and strongly disagreed).

Figure 4-13: Extent of agreement for the initiatives outlined to address the challenges for each journey type identified



Base: all who provided a response (n:as shown). Please note percentages of 4% and below have not been labelled.

4.52 Respondents were invited to add additional comments on the journey types, and related initiatives, in Question 21. **Table 4-6** shows the most frequently recurring comment themes. Of the 573 coded comments, the highest proportion were again related to support for modal shift towards more sustainable transport, with almost twice as many coded comments as the next most common theme.

4.53 The need for improved access to/from/between ports and airports was alluded to in 5% of the coded comments, while freight management, lower public transport fares and more investment needed in bus services were among the themes accounting for 3% of comments.

Table 4-6: Additional coded comments related to the journey types

Theme	No. of coded comments	% of comments
Support for mode shift to more sustainable transport options	63	11%
Cycling/walking/active transport to be encouraged/prioritised	34	6%
Need to improve rail connectivity	31	5%
Road improvement suggestions (specific schemes)	31	5%

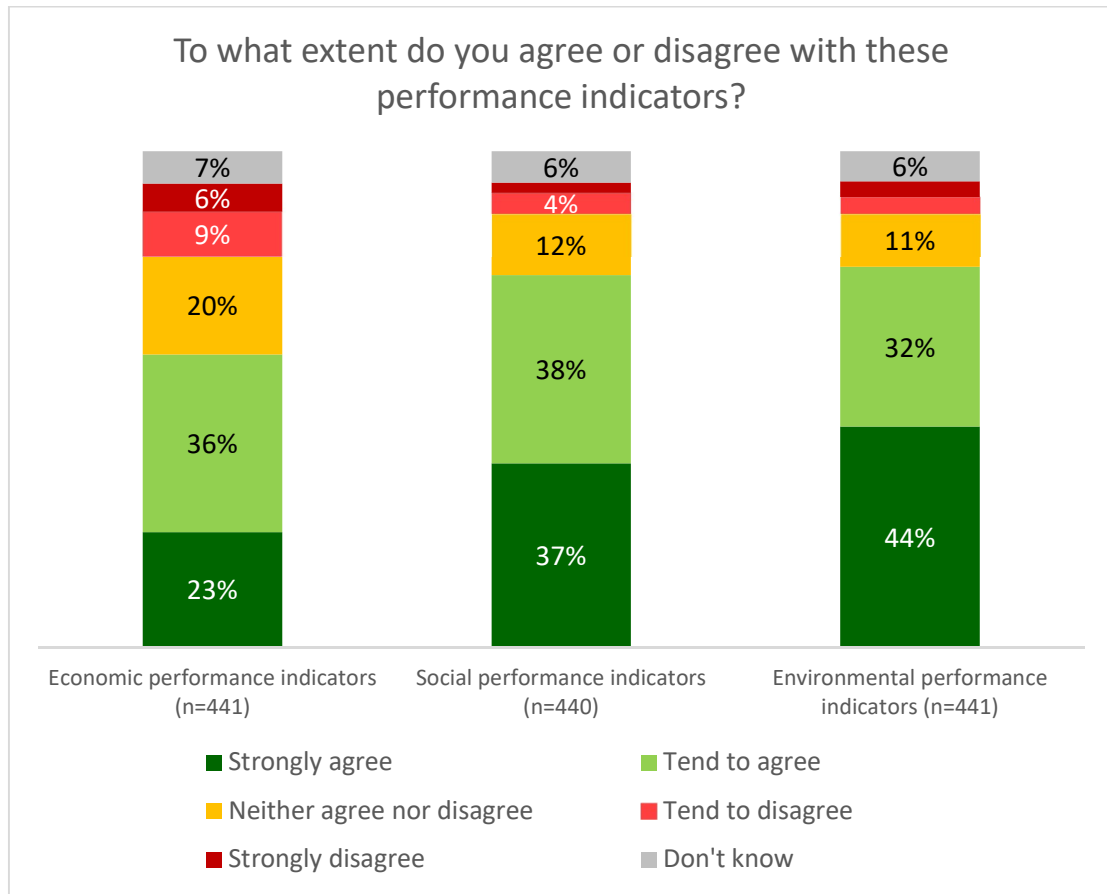
Theme	No. of coded comments	% of comments
Rail improvement suggestions (specific schemes)	27	5%
Need for improved access to/from/between ports and airports	26	5%
Oppose new investment in road capacity	20	3%
Approach to freight management across the region/infrastructure required	18	3%
Need to reduce public transport fares/costs	17	3%
More investment needed in bus services	16	3%
The environment and tackling climate change should be the priority	16	3%
Potential for technology to enable and improve mobility and accessibility	15	3%

Base: total number of coded comments in response to this question (n: 573)

Implementation

- 4.54 Question 22 sought views on the proposed performance indicators that will be used to monitor progress of the Transport Strategy.
- 4.55 **Figure 4-14** shows there were high levels of agreement with the performance indicators as set out in Chapter 5 of the draft Strategy. However, continuing the trend from previous questions, the environmental and social performance indicators attracted more strong agreement than the economic indicators (44%, 37% and 23% strongly agreed, respectively).
- 4.56 One-fifth of respondents neither agreed nor disagreed with the economic performance indicators, while 15% expressed some level of disagreement (9% tended to disagree; 6% strongly disagreed).
- 4.57 Question 23 invited additional comments about the implementation of the Strategy, including TfSE's role. **Table 4-7** shows that, of the the 462 coded comments, the most frequently recurring theme was related to respondents' interest in seeing more milestones and targets within the draft document (12%).
- 4.58 There was also significant support for funding to progress the strategy/references to funding options (8%), while support for mode shift to more sustainable transport modes (7%) again featured in the top three of most frequently recurring themes.

Figure 4-14: Extent of agreement for the performance indicators



Base: all who provided a response (*n:as shown*). Please note percentages of 3% and below have not been labelled.

Table 4-7: Additional coded comments related to the implementation of the Strategy

Theme	No. of coded comments	% of comments
Need more structure/milestones/targets	56	12%
Support for funding required to progress the strategy/funding options	37	8%
Support for mode shift to more sustainable transport options	33	7%
More integration needed between local land use and transport planning	26	6%
Cycling/walking/active transport to be encouraged/prioritised	25	5%
The environment and tackling climate change should be the priority	23	5%
Oppose new investment in road capacity	16	3%
Need to improve rail connectivity	16	3%
Support the need for travel behaviour changes	14	3%
Need to reduce public transport fares/costs	11	2%
All tiers of local government need to be engaged	11	2%

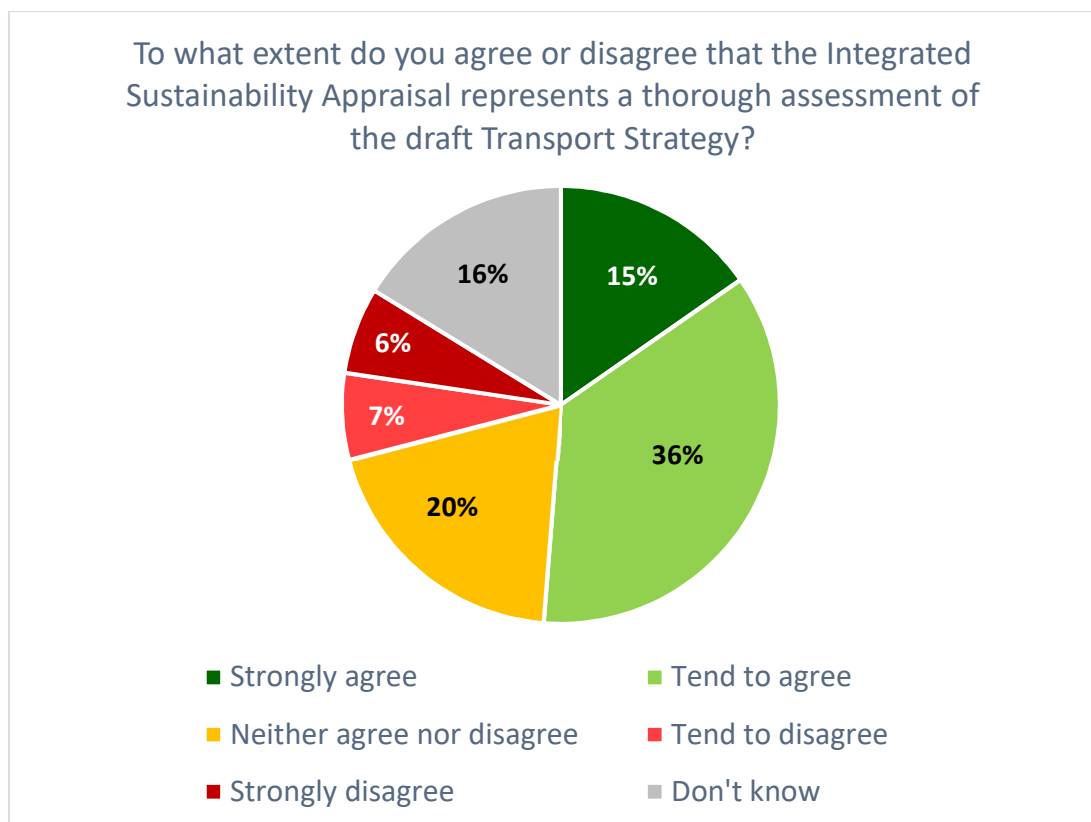
Theme	No. of coded comments	% of comments
Need to be clearer/more specific on priorities	10	2%
Road improvement suggestions (specific schemes)	10	2%
Comments about consultation material/level of detail within the material	10	2%
Lack of specific options/delivery approach	9	2%
TfSE role/sub-national transport body is needed	9	2%

Base: total number of coded comments in response to this question (n: 462)

Integrated Sustainability Appraisal

- 4.59 A total of 437 respondents answered Question 24, in relation to whether the Integrated Sustainability Appraisal published as part of the consultation represented a thorough assessment of the draft Transport Strategy.
- 4.60 **Figure 4-15** Table 4-6 shows that more than one-third tended to agree that the ISA represented a thorough assessment, while one-fifth neither agreed nor disagreed. Sixteen per cent of respondents indicated they did not know, which was perhaps a reflection of the technical nature of the Appraisal, while 15% strongly agreed. In contrast, 13% indicated some level of disagreement.

Figure 4-15: Extent of agreement that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy



Base: all who provided a response (n:437)

- 4.61 **Table 4-8** shows the most frequently recurring themes to emerge from free text comments about the Integrated Sustainability Appraisal, in response to Question 25. Reflecting the relatively high proportion of ‘Don’t know’ responses to the previous question, this question attracted the lowest number of coded comments (192) and the two most frequent themes related to comments about the level of detail within the consultation documentation and ‘no comment.’
- 4.62 Prioritising the environment and tackling climate change accounted for 8% of the coded comments, while general concerns with the draft Strategy (7%) and a perceived lack of of specific options (5%) were also referenced.

Table 4-8: Additional coded comments in relation to the Integrated Sustainability Appraisal

Theme	No. of coded comments	% of comments
Comments about consultation material/level of detail within the material	20	10%
No comment	19	10%
The environment and tackling climate change should be the priority	16	8%
Support for mode shift to more sustainable transport options	15	8%
General concern with strategy/vision	13	7%
Lack of specific options/delivery approach	9	5%
Cycling/walking/active transport to be encouraged/prioritised	9	5%
Congestion/traffic emissions and pollution concerns	6	3%
Strategy is not ambitious enough	5	3%
General support for the Strategy	5	3%
Oppose new investment in road capacity	5	3%
Solent Crossings	5	3%
Concern over level of development/growth	5	3%

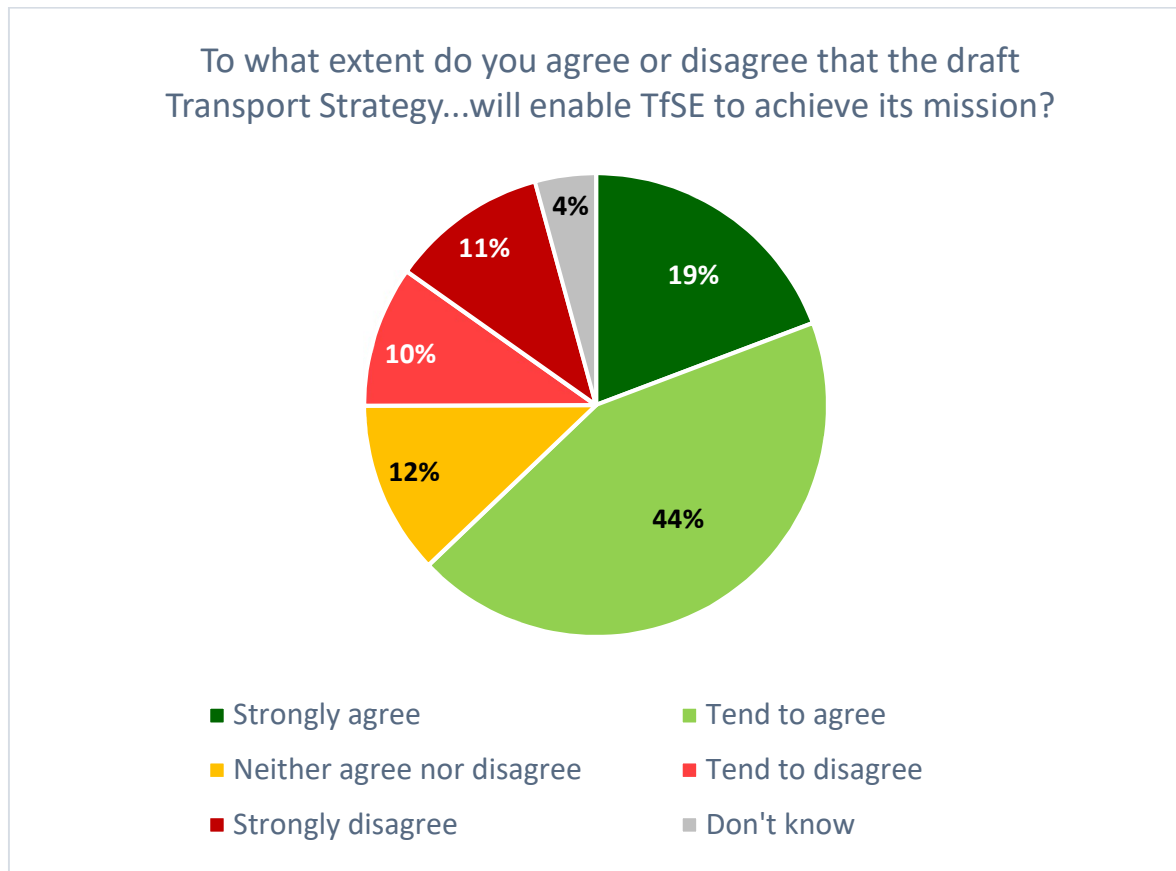
Base: total number of coded comments in response to this question (n: 192)

Overall views

- 4.63 The penultimate question sought views on the extent to which respondents agreed or disagreed that the draft Strategy ‘provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East’s economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment.’ A total of 447 respondents answered this question.
- 4.64 **Figure 4-16** shows that almost two-thirds of respondents expressed some level agreement that the draft Transport Strategy will enable TfSE to achieve its mission (44% tended to agree; 19% strongly agreed).

4.65 Conversely, slightly more than one-fifth expressed some level of disagreement (10% tended to disagree; 11% strongly disagreed).

Figure 4-16: Extent of agreement for the draft Transport Strategy providing the mechanism that will enable Transport for the South East to achieve its mission



Base: all who provided a response (n:447)

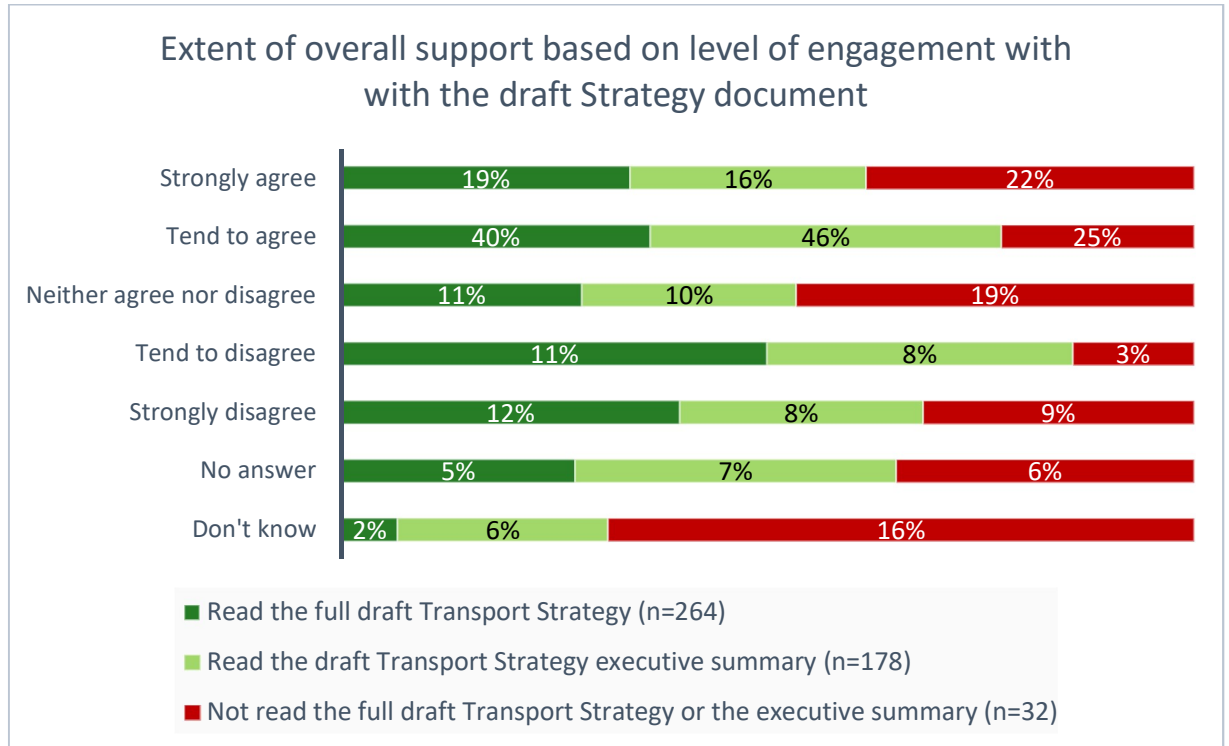
4.66 The proportion of respondents who agreed or disagreed with the strategy is compared to the proportion of people who read the draft Transport Strategy, shown in Figure 4-2. The base number is the total number of options ticked by respondents.

4.67 There was overall agreement towards the adoption of the strategy among those who read the draft Transport Strategy or the executive summary, which accounted for 86% of responses. Similarly, 34% of respondents strongly agreed with the proposed strategy after having read the full strategy or the executive summary. Notably, a total of 25% of respondents agreed and 22% strongly agreed with the strategy, even if they had not read any part of the draft Transport Strategy.

4.68 In contrast, only 11% of respondents disagreed with the strategy after having read the draft strategy or the executive summary, and a further 12% expressed strong disagreement.

4.69 When comparing the extent of overall support for the draft Strategy with the data from Question 5 on which document, if any, respondents had read, it is apparent that the proportions of agreement remained broadly consistent. **Figure 4-17** presents the results of this comparison.

Figure 4-17: Support for the strategy based on what documents have been read



Base: all who provided a response to both Question 5, compared with responses to Question 26 (*n: as shown*).

- 4.70 Question 27 invited any additional comments that respondents had in relation to this consultation. **Table 4-9** shows the most frequently recurring themes to emerge from the 731 coded comments.
- 4.71 Reinforcing the nature of the comments received in response to other free text questions, support for mode shift to more sustainable transport options again accounted for the highest proportion (6%). Five per cent of the coded comments indicated general support for the strategy, while the same proportion of comments referred to respondents' views that the environment and tackling climate change should be the priority.

Table 4-9: Additional coded comments relating to the draft Strategy consultation

Theme	No. of coded comments	% of comments
Support for mode shift to more sustainable transport options	42	6%
General support for the strategy	37	5%
The environment and tackling climate change should be the priority	36	5%
Road improvement suggestions (specific schemes)	32	4%
Cycling/walking/active transport to be encouraged/prioritised	29	4%
More integration needed between local land use and transport planning	27	4%
Comments on funding options	24	3%
Strategy is not ambitious enough	21	3%

Theme	No. of coded comments	% of comments
Need to improve rail connectivity	21	3%
2050 timeline is too late for net zero carbon	20	3%
Need to reduce public transport fares/costs	20	3%
Support the need for travel behaviour changes	20	3%
Lack of specific options/delivery approach	18	2%
Inconsistencies in the language or approach set out in the strategy	17	2%
Rail improvement suggestions (specific schemes)	16	2%

Base: total number of coded comments in response to this question (n: 731)

5 Other written responses

- 5.1 This section of the report describes the content of the 126 letters and emails that were received in response to the consultation. As outlined in section 2, open-ended verbatim data is complex to analyse and the comments have therefore been coded to aid analysis and interpretation.
- 5.2 The themes with a minimum of 40 coded comments, from the total of 1881, are shown in **Table 5-1**. A full frequency table can be found in Appendix B, along with the coding framework that underpins this analysis. TfSE's responses to the most frequently recurring themes can be found in section 7.
- 5.3 As the table shows, there is a strong similarity between the most frequently coded themes to have emerged from the other written responses and the free text questionnaire responses. Support for mode shift to more sustainable transport options accounted for the highest number of coded comments (102; 5% of coded comments), as was also with responses to four of the nine open questions in the questionnaire.
- 5.4 Similarly, comments relating to the need for more integration between local land use and transport planning (90 coded comments) and suggestions that the environment and tackling climate change should be the priority (89 coded comments) also accounted for 5% of the total.

Table 5-1: Most frequently recurring coded comments from letters and emails

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group	
Support for mode shift to more sustainable transport options	102	5%	Local environmental group	17
			Transport user group	16
			Constituent authority	15
			Transport operator	13
			District or Borough Council	9
			Community group	6
			Member of the public	6
			Elected representative	5
			Local Enterprise Partnership	4
			Freight trade association	3
			Professional body	3
			Cycling and walking group	1
			Joint local authority body	1
			Neighbouring authority	1
			Statutory environmental group	1
Statutory environmental/planning authority	1			
More integration needed between local land use and transport planning	90	5%	Transport operator	14
			Professional body	9
			Community group	8

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
			Constituent authority 8 Transport user group 8 Elected representative 7 Local environmental group 7 District or Borough Council 6 Local Enterprise Partnership 6 Freight trade association 4 Member of the public 4 Town or Parish Council 3 Neighbouring authority 2 Greater London Authority 1 Joint local authority body 1 Local business/business group 1 Statutory environmental/planning authority 1
The environment and tackling climate change should be the priority	89	5%	Local environmental group 24 Constituent authority 8 Transport user group 8 Transport operator 7 Community group 6 District or Borough Council 6 Freight trade association 6 Member of the public 6 Local Enterprise Partnership 4 Cycling and walking group 3 Elected representative 3 Professional body 2 Statutory environmental group 2 Statutory environmental/planning authority 2 Other sub-national transport body 1 Port or airport 1
Road improvement suggestions (specific schemes)	83	4%	Member of the public 17 Community group 12 Transport user group 9 Elected representative 8 District or Borough Council 7 Town or Parish Council 6 Constituent authority 5 Local environmental group 4 Freight trade association 3 Joint local authority body 2

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
			Local Enterprise Partnership 2 Neighbouring authority 2 Transport operator 2 Cycling and walking group 1 Local business/business group 1 School or university 1 Statutory environmental group 1
Need to improve rail connectivity	81	4%	Transport operator 12 Transport user group 11 Local environmental group 10 District or Borough Council 8 Constituent authority 7 Freight trade association 7 Member of the public 5 Local business/business group 4 Town or Parish Council 3 Community group 3 Elected representative 2 Local Enterprise Partnership 2 Cycling and walking group 2 Neighbouring authority 1 Statutory environmental/planning authority 1 Joint local authority body 1 Port or airport 1 Other sub-national transport body 1
Cycling/walking/active transport to be encouraged/prioritised	72	4%	Local environmental group 16 Transport user group 13 Community group 9 Cycling and walking group 8 Constituent authority 5 District or Borough Council 4 Transport operator 3 Elected representative 2 Freight trade association 2 Local Enterprise Partnership 2 Member of the public 2 Professional body 2 Joint local authority body 1 Neighbouring authority 1 Statutory environmental/planning authority 1 Town or Parish Council 1

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
Congestion/traffic emissions and pollution concerns	67	4%	Local environmental group 14 Community group 9 Member of the public 9 District or Borough Council 6 Freight trade association 5 Transport user group 5 Elected representative 4 Transport operator 4 Constituent authority 3 Local Enterprise Partnership 3 Professional body 3 Statutory environmental group 1 Town or Parish Council 1
Rail improvement suggestions (specific schemes)	65	3%	Local business/business group 9 Transport user group 9 Freight trade association 7 Member of the public 6 Transport operator 6 Constituent authority 5 District or Borough Council 4 Community group 3 Local environmental group 3 Other sub-national transport body 3 Elected representative 2 Joint local authority body 2 Local Enterprise Partnership 2 Neighbouring authority 2 Greater London Authority 1 Town or Parish Council 1
General support for the Strategy	54	3%	Constituent authority 8 Local environmental group 7 Transport operator 7 District or Borough Council 6 Freight trade association 4 LEP 4 Transport user group 4 Professional body 3 Community group 2 Joint local authority body 2 Member of the public 2 Other sub-national transport body 2 Elected representative 1

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
			Neighbouring authority 1 Statutory environmental group 1
Support the need for travel behaviour changes	53	3%	Transport operator 11 Local environmental group 9 Transport user group 7 Community group 6 Constituent authority 6 Cycling and walking group 4 Freight trade association 3 Professional body 3 District or Borough Council 2 Elected representative 2
Need for improved access to/from/between ports and airports	52	3%	Transport operator 10 Constituent authority 7 Freight trade association 6 District or Borough Council 5 Community group 3 Local Enterprise Partnership 3 Member of the public 3 Transport user group 3 Joint local authority body 2 Local environmental group 2 Neighbouring authority 2 Cycling and walking group 1 Elected representative 1 Local business/business group 1 Other sub-national transport body 1 Statutory environmental group 1 Town or Parish Council 1
Comments on funding options	51	3%	Constituent authority 9 Transport operator 8 Community group 6 Local environmental group 6 Elected representative 5 Member of the public 3 Transport user group 3 Cycling and walking group 2 District or Borough Council 2 Freight trade association 2 Professional body 2 Joint local authority body 1 Local business/business group 1

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
			Local Enterprise Partnership 1
Approach to freight management across the region/infrastructure required	48	3%	Freight trade association 14 Transport operator 6 Constituent authority 4 Transport user group 4 Community group 3 District or Borough Council 3 Local environmental group 3 Other sub-national transport body 3 Cycling and walking group 2 Elected representative 2 Member of the public 2 Local Enterprise Partnership 1 Neighbouring authority 1
Need more structure/ milestones/targets	46	2%	Local environmental group 16 Community group 5 Constituent authority 5 District or Borough Council 5 Cycling and walking group 4 Transport user group 3 Professional body 2 Member of the public 1 Neighbouring authority 1 Other sub-national transport body 1 Statutory environmental group 1 Town or Parish Council 1 Transport operator 1
2050 timeline is too late for net zero carbon	45	2%	Local environmental group 17 Transport operator 4 Transport user group 4 Community group 3 District or Borough Council 3 Member of the public 3 Constituent authority 2 Cycling and walking group 2 Elected representative 2 Freight trade association 1 Local Enterprise Partnership 1 Local business/business group 1 Other sub-national transport body 1 Statutory 1

Theme	No. of coded comments	% of comments	No. of comments by stakeholder group
			environmental group
Lack of specific options/ delivery approach	41	2%	Local environmental group 14 Community group 7 Cycling and walking group 6 District or Borough Council 4 Freight trade association 1 Greater London Authority 1 Joint local authority body 1 Local business/business group 1 Member of the public 1 Neighbouring authority 1 Professional body 1 Statutory environmental/ planning authority 1 Town or Parish Council 1 Transport user group 1
Comments about consultation material/ level of detail within the material	40	2%	Constituent authority 13 Local environmental group 9 Cycling and walking group 4 District or Borough Council 4 Community group 3 Member of the public 3 Elected representative 2 Local Enterprise Partnership 1 Transport operator 1

Base: total number of coded comments from letters or emails (n:1881). Please note that percentages have been rounded to the nearest whole percentage point.

6 Campaign emails

- 6.1 An email campaign, led by Friends of the Earth, prompted 3076 emails in response to the consultation.
- 6.2 As explained in section 2, the campaign provided respondents with template text that could be edited prior to submission. Respondents were also encouraged to select one of five specific issues that was of most importance to them, which appeared to influence the order in which the standardised paragraphs appeared in the final email. The webpage hosting the response template did not, however, include a link to the TfSE website, nor did it encourage respondents to read the draft Strategy document or the executive summary before submitting their email.
- 6.3 **Figure 6-1** is a screenshot of the Friends of the Earth webpage, through which the emails were generated. **Table 6-1** shows the issues that respondents could choose from as the most important to them, how these options were presented in the emails and how frequently the issues were selected.

Table 6-1: Options that Friends of the Earth email respondents could select as most important to them

Option	How this selection appeared in the email	Number
Stop all new road building to prevent further pollution	Most importantly for me, a transport strategy for the South East should halt all new road building in the region to help reduce pollution and greenhouse gas emissions.	1423
Drastically reduce road traffic	Most importantly for me, a transport strategy for the South East should reduce traffic by at least 20% to limit the climate crisis and reduce air pollution	530
Double journeys made by walking, cycling and public transport	Most importantly for me, a transport strategy for the South East should double the amount of journeys by bus, rail, walking and cycling to improve public health, reduce carbon emissions and air and noise pollution.	524
Urgently reassess current unsustainable transport plans	Most importantly for me, a transport strategy for the South East should set out a clear pathway to show how it will achieve a substantial reduction in emissions from transport by 2030.	379
Set out a clear and detailed plan to cut climate-wrecking emissions	Most importantly for me, a transport strategy for the South East should urgently reassess CURRENT unsustainable transport plans due to the climate emergency.	220
Total		3076

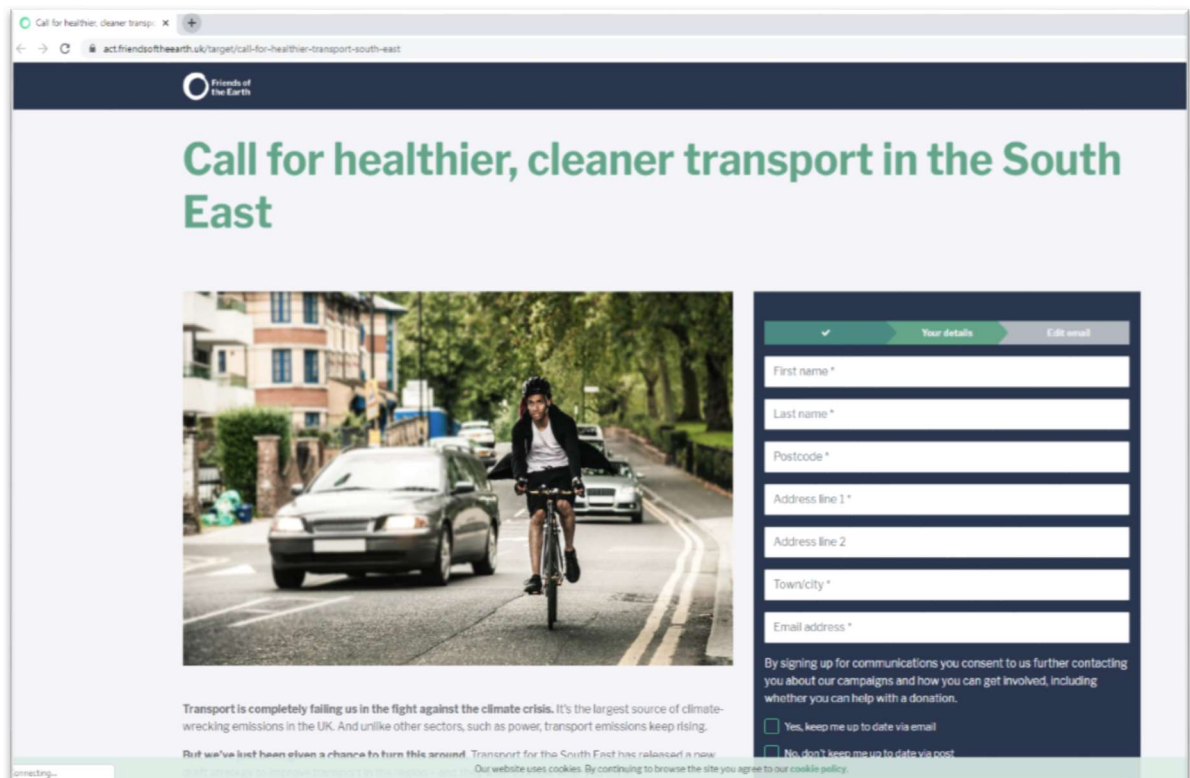
- 6.4 The majority of the emails featured consistent text, which indicated strong support for the vision of the draft Strategy and the shift towards planning for people and places, but stated that more urgency is needed ‘in light of the climate emergency, poor air quality and growing greenhouse gas emissions from the transport sector.’
- 6.5 The emails also called for the Strategy to include commitments to:
- Achieve net zero carbon ‘as soon as possible and well before 2050.’

- Complete a carbon assessment of the transport sector in the region and ‘set out a clear pathway to show how it will achieve a substantial reduction of emissions by 2030.’
- Prioritise low cost and low impact travel, and ‘focus on reducing road traffic in the region, particularly by private cars’
- Ensure greater investment to at least double the number of journeys by public transport, cycling and walking.’

6.6 Supporters of the campaign were also able to edit the standardised text before submitting the email. Of 365 emails that had been amended in some way, the most frequently recurring themes of supplementary comments were categorised as:

- Cycling/walking/active transport to be encouraged/prioritised (78 of 675 coded comments related to the consultation; 12%)
- 2050 timeline is too late for net zero carbon (73; 11%)
- Congestion/traffic emissions and pollution concerns (64; 9%)
- Support for mode shift to sustainable transport options (61; 9%)
- The environment and tackling climate change should be the priority (50; 7%)
- Oppose investment in new road capacity (43; 6%)
- Strategy is not ambitious enough (36; 5%)

Figure 6-1: Screenshot of the Friends of the Earth campaign webpage



7 Responses to emerging themes

- 7.1 This section outlines TfSE’s responses to the most frequently recurring themes that emerged through the consultation.
- 7.2 This includes the consolidated total number of coded comments from questionnaire responses, letters and emails, including the supplementary comments received via the Friends of the Earth campaign. Themes that were commented on at least 100 times are included in Table , while those that were raised by a smaller number of respondents, but which nonetheless represent substantive points regarding the future development of the Transport Strategy, are also reflected.
- 7.3 A comprehensive breakdown of issues raised, and TfSE’s responses, can be found in Appendix B.

Table 7-1: Most frequently raised themes and TfSE’s responses

Theme	TfSE response
Support for mode shift to more sustainable transport options	The draft Strategy supports mode shift to sustainable transport and we welcome comments of this nature.
Cycling/walking/active transport to be encouraged/prioritised	<p>The draft Strategy promotes a shift in the approach to transport planning, from one based on planning for vehicles to one based on planning for users and places. This puts modal shift at the heart of the transport planning process with increases in active travel being one of the social strategic priorities set out in Figure 3.1 of the Strategy.</p> <p>Figure 2.27 shows the walking and cycling network in the TfSE area and supporting text in sections 2.69-2.71 highlights the scope to further expand walking and cycling infrastructure. The importance of cycling and walking is recognised at a number of points in the strategy. ‘Local journeys’ have been included as one of the six journey types. The prime focus for delivering walking and cycling improvements will continue to be through the local transport authorities’ Local Transport Plans (LTPs). To address this, the final Strategy will</p>

Theme	TfSE response
	include references to the role of LTPs in delivering cycling and walking improvements in sections 2.71 and 4.21.
The environment and tackling climate change should be the priority	TfSE supports the delivery of sustainable economic growth which seeks to balance economic, social and environmental outcomes. Figure 3.2 in the draft Strategy, which shows the three interlocking circles, encapsulates this concept. We will look for other opportunities in the final Transport Strategy to emphasise the need to achieve balance between the three priorities.
Road improvement suggestions (specific schemes)	Specific schemes will be considered in the five area studies.
2050 timeline is too late for net zero carbon	The UK Government has committed to achieve net zero carbon emissions by 2050. In March 2020, the Government published 'Decarbonising Transport: setting the challenge' and its Transport Decarbonisation Plan is due later this year. A strategic priority set out in the draft Strategy is to achieve 'a reduction in net zero carbon emissions by 2050'. It is proposed that this should be amended to include the words 'at the latest' to reflect the fact that different constituent authorities have set different dates, some of which are earlier than 2050. It is proposed that the vision statement remains unchanged.
More integration needed between local land use and transport planning	The draft Strategy supports the need for integrated land use and transport planning but the current arrangements are complex and fragmented with responsibility split between different tiers of local government.
Need to improve rail connectivity	Frequent references to the need for improved rail connectivity are made in Chapter 4. Specific schemes will be considered as part of the area studies.
Congestion/traffic emissions and pollution concerns	Drafting changes are proposed to the draft Strategy in response to concerns about the timeline for achieving net zero emissions Specific schemes and issues will be considered during the five area studies.

<p>General support for the draft Strategy</p>	<p>We welcome these specific comments in support of the draft Transport Strategy. These individual comments were also reinforced by the other results from the public consultation, which showed strong overall support for the Strategy and its aims.</p>
<p>Rail improvement suggestions (specific schemes)</p>	<p>Specific schemes will be considered in the five area studies.</p>
<p>Need to reduce public transport fares/costs</p>	<p>The Sustainable Route to Growth scenario, which forms the basis of the 2050 Vision, would see a reduction in the cost of public transport fares to achieve the levels of modal shift needed. The draft Strategy makes references to the need for public transport fares to be frozen in para 4.22. It is proposed that this will be amended to seek a reduction in real terms.</p>
<p>Support the need for travel behaviour changes</p>	<p>We welcome these specific comments in support of the draft Transport Strategy for the South East. These individual comments were also reinforced by the other results from the public consultation, which showed strong overall support for the Strategy and its aims. Further work on the propensity of people to use different forms of transport will be undertaken as part of the forthcoming Future Mobility Strategy.</p>
<p>Comments on funding options</p>	<p>It is proposed to include an additional reference to the importance of identifying funding and financing options at the beginning of Chapter 4, where the types of schemes and initiatives that will be identified in forthcoming area studies are outlined.</p>
<p>Strategy is not ambitious enough</p>	<p>The results of the public consultation demonstrate a good level of support for key aspects of the draft Strategy including the Vision, the plan and provide approach that was used to develop it and the overall direction of the Strategy. We will look for other opportunities to emphasise the need to move towards planning for people and places in the Strategy.</p>
<p>Need for improved access to/from/between ports and airports</p>	<p>These comments will be considered further as part of the forthcoming area studies and Fright and Gateways Strategy. These will focus on improved connectivity to port and airports including greater opportunities for multimodal access.</p>

Oppose new investment in road investment capacity	Specific schemes and issues will be considered in the area studies.
Need more structure/milestones/targets	Table 5.1 contains a set of performance indicators, rather than targets. The Strategic Investment Plan, which will follow the area studies, will include a programme of schemes and initiatives that will provide a basis for updating the performance indicators to ensure they are specific and measurable.
Comments about consultation material/level of detail within the material, including the ISA	<p>Some respondents felt there was too much detail provided in the materials published as part of the consultation, while others felt too little information had been presented. Overall, we believe the extent of overall participation shows that our intention to engage widely has been achieved.</p> <p>In response to some specific comments that were received:</p> <ul style="list-style-type: none"> - We do not see a case for including Manston at this time as the outcome of the Development Consent Order process is awaited. It will be given further consideration in the area studies, as appropriate. - Regarding the Integrated Sustainability Appraisal (ISA), the assessment includes statutory processes which need to be undertaken and reported on. This results in a detailed report, although a non-technical summary is available. - On the issue of economic measures within the ISA: with the three pillars of sustainability being social, environmental and economic factors, it is right that the latter are considered appropriately.
General concern with strategy/vision	The results of the public consultation demonstrate a good level of support for key aspects of the draft Strategy including the Vision, the plan and provide approach that was used to develop it and the overall direction of the Strategy. Drafting changes are proposed in response to comments received to emphasise the need to achieve a balance between the three pillars of sustainable development.
Lack of specific options/delivery approach	Specific schemes and issues will be considered during the five area studies and the Strategic Investment Plan will set out a programme of schemes and initiatives for development and delivery over the ensuing years. Arrangements are in place for liaison with neighbouring STBs.

<p>Concern over level of development/growth</p>	<p>The preferred Sustainable Route to Growth Scenario developed in the Strategy enables economic growth to occur in a sustainable manner. The implications of specific large-scale development proposals will be considered as part of the area studies.</p>
<p>Transport needs to be accessible to all</p>	<p>The need for the transport network to accessible to all is referenced in the Vision and is one of the strategic priorities set out in the Strategy (see 3.4ff and 3.9ff)</p> <p>Specific schemes and issues will be considered as part of the area studies.</p>
<p>Potential for technology to enable and improve mobility and accessibility</p>	<p>These comments will be considered further as part of the Future Mobility study.</p>
<p>Approach to freight management across the region/infrastructure required</p>	<p>These comments will be considered further as part of the Freight and Gateways Strategy.</p>
<p>Inconsistencies in the language or approach set out in the Strategy</p>	<p>The Strategy includes an initial indication of the types of schemes and initiatives that will be needed to deliver it. Specific scheme and initiatives will be identified as part of the area studies, including the application of the movement and place framework set out in the Strategy.</p>

8 Summary and next steps

Summary of outcomes

- 8.1 There was a high level of interest in the consultation, with more than 3500 responses received in total. This included 474 completed questionnaires, as well as more than 120 other written responses in the form of letters and emails, while a campaign initiated by Friends of the Earth promoted more than 3000 emails based on standardised text.
- 8.2 Analysis of the results showed very strong support for all key aspects of the draft Strategy, including:
- The proposed use of a new ‘decide and provide’ approach to transport planning
 - The proposed evolution of transport policy across the South East from being based on ‘planning for vehicles’, to being based on ‘planning for people’ and ‘planning for places – support for mode shift towards more sustainable modes consistently emerged as the most frequently recurring theme among free text comments
 - TfSE’s vision for the South East
 - The challenges and proposed initiatives relating to six key journey types in the region
- 8.3 Economic priorities were well supported, although not to the same extent as those relating to social and environmental factors.
- 8.4 Similarly, a proportion of respondents did not feel that the environment, or need to tackle climate change, were given sufficient priority within the draft Strategy, though most, including those prompted by the Friends of the Earth campaign, felt that the vision and other important elements of the Strategy represented positive steps forward.

Next steps

- 8.5 TfSE has considered all feedback received during the consultation. A report setting out the recommended changes to the draft Transport Strategy will be reported to TfSE’s Shadow Partnership Board in April 2020.

Appendices

Consultation questionnaire

Transport for the South East

Draft Transport Strategy: consultation questionnaire

Have your say

We are interested in your views on our draft Transport Strategy. Please read the draft Transport Strategy, which is available from our [website](#), before completing the questionnaire.

Our consultation is open from 7 October 2019 to 10 January 2020. You can submit your views in the following ways:

- Complete the questionnaire online via transportforthesoutheast.org.uk/transport-strategy
- Complete this form and return by email to **tfse@eastsussex.gov.uk**
- Complete this form and return by post to **Freepost TRANSPORT FOR THE SOUTH EAST**

Please submit your views by **11:59pm on 10 January 2020**.

If you are returning this form by email or by post, and do not have enough space in the following text boxes, you are welcome to include separate sheets. If so, please specify which question(s) you are responding to.

Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the development of Transport for the South East's Transport Strategy and to keep you updated on our work. Responses will be shared with our suppliers responsible for the consultation analysis and reporting, though your information will never be sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Once the Transport Strategy has been completed in 2020, your records will be retained for no more than two years following that date. Our full privacy notice is available from transportforthesoutheast.org.uk/privacy

A summary of responses to this consultation will be published on the TfSE website at **www.tfse.org.uk**. The summary will include a list of organisations that responded but not personal names, addresses or other contact details. If you do not wish for your organisation's name to be included in the analysis of responses, please tick the box below:

I want my organisation's details to remain confidential in any published analysis

If you would like to be added to our email database to receive regular updates from Transport for the South East, please tick the box below and supply your email address.

I would like to receive news and updates from Transport for the South East by email

Email address: _____

Further information

If you have any questions about the consultation, you can contact us by email at **tfse@eastsussex.gov.uk** or call us on **0300 3309474**.

About you

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

1. Are you providing your own response or responding on behalf of an organisation/group?

Please tick one of the boxes below.

- Providing my own response (please respond to Question 2)
- Responding on behalf of organisation/group (please respond to Questions 3 and 4)

2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 5.

Name: _____

Postcode: _____

3. If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: _____

Your name: _____

Your role: _____

Please turn over.

4. Which category of organisation or group are you representing?

(Please tick all the boxes that apply)

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPS)
- Campaign group
- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Professional body/representative group
- Statutory body
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Think tank
- Transport user group
- Prefer not to say
- Other *(please tick box and specify below)*:

5. Please confirm that you have read the draft Transport Strategy before completing this questionnaire? Please tick as appropriate

- I have read the full draft Transport Strategy
- I have read the draft Transport Strategy executive summary, but not the full document
- I have not read either the full draft Transport Strategy nor the executive summary

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
A shift away from private cars towards more sustainable travel modes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The transport system delivers a cleaner, safer environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Do you have any additional comments about our approach to developing the draft Transport Strategy? *Please describe these below.*

Our Area

10. Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East.

To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East's transport system? *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included.

23. Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East’s role and future funding challenges.

Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or the future funding challenges?

Please describe these below.

Integrated Sustainability Appraisal

Alongside the draft Transport Strategy, we have also completed an Integrated Sustainability Appraisal, which has looked into the potential impacts that the Transport Strategy could have on a range of sustainable development indicators. This includes (but is not limited to) impacts on the environment, health, equality of access to opportunities, and community safety. You can [view this document](#) as part of the public consultation. The following questions are about the independent Integrated Sustainability Appraisal. Please therefore read the Integrated Sustainability Appraisal document before answering the following questions.

24. To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy?

Please tick one box only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Do you have any additional comments regarding the Integrated Sustainability Appraisal?

Please describe these below.

Overall views

26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment.

Please tick one box only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East?

Please describe these below.

Thank you for taking the time to complete this questionnaire.

*Appendix B - Full frequency code
frame/ responses to issues*

B1. The following table shows the full number of coded comments from all free text responses coded as part of the consultation analysis, including all questionnaire responses and bespoke letters and emails, along with TfSE's response to each theme. The codes that were assigned to each theme during the analysis have been included for reference.

Code	Theme	No. of coded comments	TfSE response
PUBL-003	Support for mode shift to more sustainable transport options	529	The draft Strategy supports mode shift to sustainable transport and we welcome comments of this nature.
PUBL-002	Cycling/walking/active transport to be encouraged/prioritised	361	<p>The draft Strategy promotes a shift in the approach to transport planning, from one based on planning for vehicles to one based on planning for users and places. This puts modal shift at the heart of the transport planning process with increases in active travel being one of the social strategic priorities set out in Figure 3.1 of the Strategy.</p> <p>Figure 2.27 shows the walking and cycling network in the TfSE area and supporting text in sections 2.69-2.71 highlights the scope to further expand walking and cycling infrastructure. The importance of cycling and walking is recognised at a number of points in the strategy. 'Local journeys' have been included as one of the six journey types. The prime focus for delivering walking and cycling improvements will continue to be through the local transport authorities' Local Transport Plans (LTPs). To address this, the final Strategy will include references to the role of LTPs in delivering cycling and walking improvements in sections 2.71 and 4.21.</p>
ENVI-002	The environment and tackling climate change should be the priority	318	TfSE supports the delivery of sustainable economic growth which seeks to balance economic, social and environmental outcomes. Figure 3.2 in the draft Strategy, which shows the three interlocking circles, encapsulates this concept. We will look for other opportunities in the final Transport Strategy to emphasise the need to achieve balance between the three priorities.
SPEC-001	Road improvement suggestions (specific schemes)	297	Specific schemes will be considered in the five area studies.

STRAT-007	2050 timeline is too late for net zero carbon	251	The UK Government has committed to achieve net zero carbon emissions by 2050. In March 2020, the Government published 'Decarbonising Transport: setting the challenge' and its Transport Decarbonisation Plan is due later this year. A strategic priority set out in the draft Strategy is to achieve 'a reduction in net zero carbon emissions by 2050'. It is proposed that this should be amended to include the words 'at the latest' to reflect the fact that different constituent authorities have set different dates, some of which are earlier than 2050. It is proposed that the vision statement remains unchanged.
RAIL-007	Need to improve rail connectivity	247	Frequent references to the need for improved rail connectivity are made in Chapter 4. Specific schemes will be considered in the area studies.
STRAT-002	More integration needed between local land use and transport planning	246	The draft Strategy supports the need for integrated land use and transport planning but the current arrangements are complex and fragmented with responsibility split between different tiers of local government.
ENVI-001	Congestion/traffic emissions and pollution concerns	216	Drafting changes are proposed to the draft Strategy in response to concerns about the timeline for achieving net zero emissions. Specific schemes and issues will be considered during the five area studies.
STRAT-017	General support for the Strategy	208	We welcome these specific comments in support of the draft Transport Strategy. These individual comments were also reinforced by the other results from the public consultation, which showed strong overall support for the Strategy and its aims.
SPEC-002	Rail improvement suggestions (specific schemes)	207	Specific schemes will be considered in the five area studies.
PUBL-005	Need to reduce public transport fares/costs	176	The Sustainable Route to Growth scenario, which forms the basis of the 2050 Vision, would see a reduction in the cost of public transport fares to achieve the levels of modal shift needed. The draft Strategy makes references to the need for public transport fares to be frozen in para 4.22. It is proposed that this will be amended to seek a reduction in real terms.
BEHA-003	Support the need for travel behaviour changes	162	We welcome these specific comments in support of the draft Transport Strategy for the South East. These individual comments were also reinforced by the other results from the public consultation, which showed strong overall support for the Strategy and its aims. Further work on the propensity of people to use different forms of transport will be undertaken as part of the forthcoming Future Mobility Strategy.
STRAT-016	Comments on funding options	159	It is proposed to include an additional reference to the importance of identifying funding and financing options at the beginning of Chapter 4, where the types of schemes and initiatives that will be identified in forthcoming area studies are outlined.

STRAT-014	Strategy is not ambitious enough	148	The results of the public consultation demonstrate a good level of support for key aspects of the draft Strategy including the Vision, the plan and provide approach that was used to develop it and the overall direction of the Strategy. We will look for other opportunities to emphasise the need to move towards planning for people and places in the Strategy.
INTE-002	Need for improved access to/from/between ports and airports	142	These comments will be considered further as part of the forthcoming area studies and Fright and Gateways Strategy. These will focus on improved connectivity to port and airports including greater opportunities for multimodal access.
HIGH-008	Oppose new investment in road capacity	141	Specific schemes and issues will be considered in the area studies.
STRAT-011	Need more structure/milestones/targets	140	Table 5.1 contains a set of performance indicators, rather than targets. The Strategic Investment Plan, which will follow the area studies, will include a programme of schemes and initiatives that will provide a basis for updating the performance indicators to ensure they are specific and measurable.
CONS-005	Comments about consultation material/level of detail within the material	135	<p>Some respondents felt there was too much detail provided in the materials published as part of the consultation, while others felt too little information had been presented. Overall, we believe the extent of overall participation shows that our intention to engage widely has been achieved.</p> <p>In response to some specific comments that were received:</p> <ul style="list-style-type: none"> - We do not see a case for including Manston at this time as the outcome of the Development Consent Order process is awaited. It will be given further consideration in the area studies, as appropriate. - Regarding the Integrated Sustainability Appraisal (ISA), the assessment includes statutory processes which need to be undertaken and reported on. This results in a detailed report, although a non-technical summary is available. <p>On the issue of economic measures within the ISA: with the three pillars of sustainability being social, environmental and economic factors, it is right that the latter are considered appropriately.</p>
STRAT-015	General concern with strategy/vision	134	The results of the public consultation demonstrate a good level of support for key aspects of the draft Strategy including the Vision, the plan and provide approach that was used to

			develop it and the overall direction of the Strategy. Drafting changes are proposed in response to comments received to emphasise the need to achieve a balance between the three pillars of sustainable development.
STRAT-008	Lack of specific options/delivery approach	134	Specific schemes and issues will be considered during the five area studies and the Strategic Investment Plan will set out a programme of schemes and initiatives for development and delivery over the ensuing years. Arrangements are in place for liaison with neighbouring STBs.
GENE-001	No comment	127	N/A
EXIS-004	Concern over level of development/growth	115	The preferred Sustainable Route to Growth Scenario developed in the Strategy enables economic growth to occur in a sustainable manner. The implications of specific large-scale development proposals will be considered as part of the area studies.
STRAT-012	Transport needs to be accessible to all	108	The need for the transport network to accessible to all is referenced in the Vision and is one of the strategic priorities set out in the Strategy (see 3.4ff and 3.9ff). Specific schemes and issues will be considered as part of the area studies.
TECH-001	Potential for technology to enable and improve mobility and accessibility	106	These comments will be considered further as part of the Future Mobility study.
STRAT-001	Inconsistencies in the language or approach set out in the Strategy	105	The Strategy includes an initial indication of the types of schemes and initiatives that will be needed to deliver it. Specific scheme and initiatives will be identified as part of the area studies, including the application of the movement and place framework set out in the Strategy.
INTE-004	Approach to freight management across the region/infrastructure required	104	These comments will be considered further as part of the Freight and Gateways Strategy.
PUBL-011	More investment needed in bus services	93	It is proposed to add an additional section on buses to Chapter 2 and highlight the need for investment in bus services.

STRAT-013	Greater consideration of rural transport/places needed	91	<p>It is proposed to include:</p> <ul style="list-style-type: none"> - An additional challenge related to rural transport as part of the 'Local Journeys' journey type. - An additional initiative related to future transport technology - A reference to rural transport challenge in the Future Journeys section
HIGH-002	Provision for electric vehicles, including associated infrastructure	88	These comments will be considered further as part of the Future Mobility Strategy.
STRAT-010	Need to be clearer/more specific on priorities	78	Specific schemes and initiatives will be identified and prioritised as part of the five area studies. This work will include an assessment of the carbon reduction impact of these schemes. A multi criteria assessment framework will be used during the area studies to enable potential scheme proposals to be assessed against the strategic priorities.
RAIL-003	Need to enable rail freight	77	The need to implement rail freight schemes to increase capacity on strategic routes is identified as an initiative that needs to be pursued as part of the examination of the International Gateways and Freight Journeys in the strategy. This issue will be pursued further as part of the forthcoming Freight and Gateways Strategy.
RESP-004	All tiers of local government need to be engaged	71	There was extensive stakeholder engagement in the development of the draft Strategy and this will be a key component of the forthcoming area studies to ensure effective input into the scheme identification and prioritisation process.
BEHA-002	Reduce the need to travel	71	Reducing the need to travel is a key component and references to this are made throughout the draft Strategy.
HIGH-003	Different provision needed for different types of journey	65	The area studies will provide the mechanism for determining how the challenges identified with each of the different journey types will be addressed in the different parts of the TfSE geography.
INTE-001	Air travel should be reduced	65	The draft Strategy considers surface access to ports and airports but does not encompass air travel or shipping as these forms of transport are outside of the remit of this Strategy.

HIGH-004	Comments around increased demand for road capacity, including support for additional capacity	62	Although there will always be a need for highway improvements schemes to deal with congestion bottlenecks or to facilitate new development, the Strategy advocates a shift away from an approach based on planning for vehicles towards one based on planning for users and planning for places. The approach seeks to achieve modal shift to ensure that forecast future demand can be met while minimising any adverse impacts on society and the environment by encouraging greater use of more efficient and more sustainable transport modes.
RAIL-004	Comments around increased demand for rail capacity, including support for additional capacity	60	The need for significant increases in rail capacity to support the modal shift required to deliver the 2050 Vision for the Strategy is emphasised throughout.
HIGH-007	Oppose continued provision for future private car use	60	Although the strategy seeks the delivery of significant modal shift to sustainable forms of transport, the extent to which this will be possible will vary across the TfSE area. As a consequence, provision will still need to be made for future private car use with a focus on efforts to ensure that the environmental impacts of this are fully mitigated.
BEHA-001	Encourage use of public transport for local journeys	59	The need for significant modal shift to more sustainable forms of transport to deliver the 2050 Vision for the Strategy is emphasised throughout.
RAIL-006	Reopening old railway lines to be considered	53	Consideration of the potential role of old railways lines will be considered as part of the forthcoming area studies, as appropriate.
SPEC-004	Solent Crossings (specific schemes)	51	The need for additional crossing will be considered as part of the forthcoming area studies.
RESP-002	Support for TfSE role/Sub-national transport body is needed	50	We welcome this support, which recognises the need for a single body to plan strategic transport across the region.
STRAT-003	The relationship between the South East and London needs to be strengthened/more information needed in the strategy about the South East's relationship with London	49	This relationship is explored in Chapter 2 and the analysis presented is supported by a more detailed background report. It is proposed to include additional text into paragraph 2.28 about the need for an effective working relationship between TfSE and the GLA/TfL.
STRAT-020	Support the principle of a preferred future	43	We welcome this support for the draft Strategy.
STRAT-009	Not possible to do everything that is set out in strategy	42	The draft Transport Strategy is ambitious and will be challenging to implement but, in setting out a Vision for 2050, it provides framework for the tough decisions that will need to be made about future investment priorities.
DEMA-004	Support for targeted demand management	41	The draft Transport Strategy sets out how holistic demand management policies, which would involve users paying for more of the mobility they consume on a 'Pay as you Go' basis,

			could help tackle some of the challenges that the transport system faces over coming years. Any such initiatives aimed at addressing road congestion would need to avoid displacement effects from one part of the road network to another and ensure that particular groups of transport users were not unfairly disadvantaged.
RESP-001	Local authorities should have more control over spending and projects	41	As set out in Chapter 1, Transport for the South East provides the mechanism for its constituent authorities to come together to speak with one voice and seek to influence the work of national bodies, such as Network Rail and Highways England.
RAIL-002	Need for hybrid/electric trains	40	The need for bi-mode trains to enable more direct, longer distance services on key corridors is raised in the draft Strategy.
EXIS-001	Coastal areas/deprived communities need investment	38	This is fully recognised in Section 2.17, Figure 2.6, Section 2.57, Section 3.6. An initiative to improve radial connectivity to deprived coastal communities is identified in Section 4.9.
RESP-003	Concern with TfSE role and its relationship with other transport and planning bodies and transport operators, in particular local transport authorities	36	The role of Transport for the South East is set out in Chapter 1. The Shadow Partnership Board that is the decision making body is made up of elected representatives from the constituent local transport authorities. Their work is supported by a Transport Forum that consists of a wider group of stakeholders, including representatives from transport operators. Section 1.9 emphasises the complementarity between the Transport Strategy and other local policies and strategies, while it is proposed to add further text to clarify this interrelationship.
CONS-003	Need to consider how to engage with all sectors of community	36	This report sets out the considerable effort that was made to ensure a good level of response to the consultation on the draft Strategy. As a result, responses were received from a range of different types of respondents, including members of the public. Moving forward, TfSE will continue to ensure good engagement with as broad a range of people as possible, including targeted engagement with particular groups where appropriate.
STRAT-006	Does not consider problems of the current transport network	35	Chapter 2 of the Transport Strategy sets out the key characteristics of the South East including the current challenges on the transport network. This analysis is supported by further background reports and data sets.
STRAT-005	Strategy needs to be flexible to respond to external influences	32	As set out in Section 5.20, as a minimum the Transport Strategy will be reviewed and updated every five years. In the intervening period, a mechanism exists to vary key aspects of the Transport Strategy through the Shadow Partnership Board, should this prove necessary.

SPEC-003	River crossings (specific schemes)	31	Transport for the South East has given its support for the proposed new Lower Thames Crossing. One of the Large Local Major Schemes which has been identified by Transport for the South East as a priority for further development is an additional crossing across the Thames east of Reading. The need for further river crossing schemes will be considered as part of the area studies.
CONS-006	Comments around further engagement/consultation, including expressions of interest in ongoing involvement	30	The consultation questionnaire sought respondents' consent to enable ongoing engagement. Moving forward, TfSE will continue to ensure good engagement with as broad a range of people as possible, including targeted engagement with particular groups where appropriate.
PUBL-004	Support the need for transport solutions in urban areas	29	These comments have been noted.
DEMA-002	Will only work on a national scale (demand management)	27	The precise form of the package of demand management measures that would be needed requires further detailed consideration. The level of investment required to introduce a scheme with the level of sophistication necessary to be able charge different types of road users different tariffs for travelling on different parts of the network at different times of the day, in different types of vehicles, would require a significant level of investment and would potentially need to be rolled out nationally. A national scheme applying to the whole network would also avoid the displacement effects that would otherwise result from a more localised area-based scheme, or one that only applied to certain types of roads.
EXIS-003	Suggested locations for potential growth/development	25	Particular development sites will be considered as part of the forthcoming area studies.
CONS-001	Concern with questionnaire	24	The questionnaire was designed to obtain views about key aspects of the draft Strategy, with response scales enabling both positive and negative responses. There were a number of open response questions, enabling respondents to expand their answers to closed (tick box) questions. All responses to the open questions, along with other written responses received, have been reviewed and coded, and a number of drafting amendments have been identified in response to the comments received.

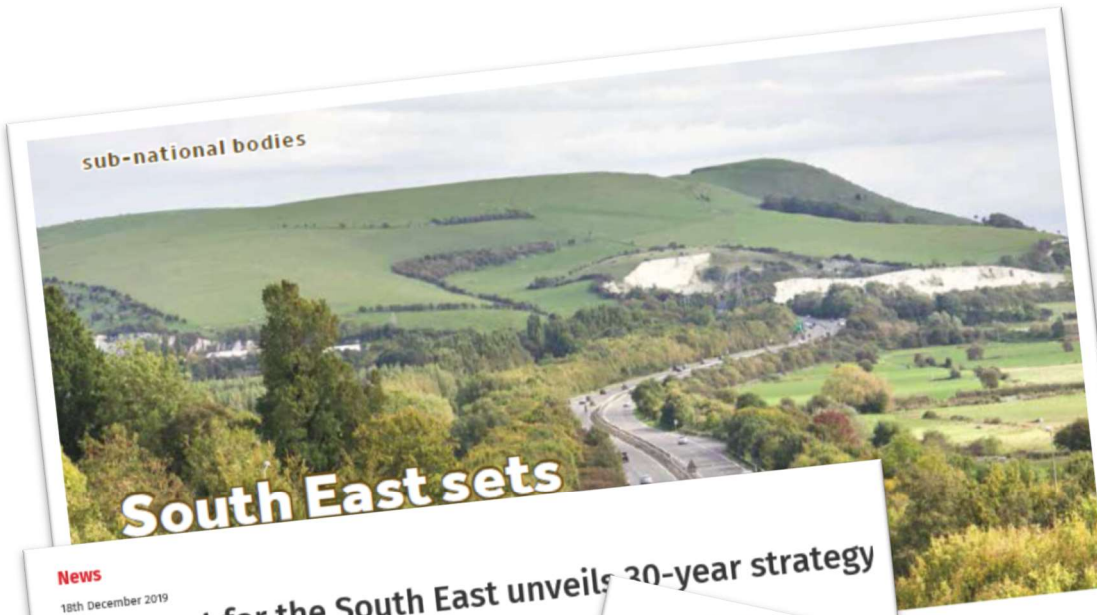
ENVI-003	Need cleaner energy sources	24	The 2050 Vision for the draft Transport Strategy makes reference to the need for integrated transport, digital and energy networks in order to deliver the net zero carbon future. Section 4.43 makes reference to the role of alternative fuels in decarbonising energy production and a specific initiative identified in section 4.48 is the need to future proof the digital and energy infrastructure. A reduction in non-renewal energy consumed by transport is included as a performance indicator in Table 5.1. It is proposed to include an additional reference to the recent Tri-LEP South East Energy Strategy, which aims to achieve clean growth in the energy sector between now and 2050.
STRAT-021	Prioritise safety	22	Safety is identified as one of the strategic priorities identified in the draft Strategy with a specific performance indicator on casualty reduction.
HIGH-005	Improve road network for freight	21	One of the six journey types that forms a key part of the Strategy, set out in Chapter 4, specifically relates to Freight. A freight and international gateways study has already been completed and this will be developed further through the development of a forthcoming Freight and Gateways Strategy.
PUBL-006	Comments related to transport services on Isle of Wight	18	The need for specific measures on the Isle of Wight will be considered as part of the forthcoming area studies.
HIGH-006	Support continued provision for future private car use	18	Whilst recognising that private car use will continue into the future, the draft Strategy advocates the need for significant modal shift to more sustainable forms of transport in order to achieve the 2050 Vision.
INTE-003	Make more use of coastal/river routes for freight	18	The potential to make greater use of waterborne freight will be investigated as part of the forthcoming Freight and Gateways Strategy.
PUBL-007	Need to improve frequency and reliability of ferry crossings to Isle of Wight	14	The need for improved ferry crossings to the Isle of Wight and the potential for improvements to water based transport in the Solent area more generally will be investigated as part of the forthcoming area studies.
PUBL-009	Better provision needed for first/last mile journeys	14	The section of Chapter 4 on Local Journeys makes reference to the importance of first mile/last mile journeys. Further consideration of the role of first mile/last mile elements of the journeys people make will be included in the forthcoming area studies.

DEMA-001	Concern with demand management	13	Demand management measures will be required to ensure the modal shift needed to deliver the 2050 vision. As set out in the strategy this will need to include people paying for more of their mobility on a 'pay as you go' basis. The sustainable route to growth scenario, on which the 2050 Vision is based, also envisages an increased level of public transport provision and real terms reduction in the cost of using it. The precise form of the package of demand management measures will need to be considered further to ensure that equity issues are addressed.
STRAT-019	Political will needed to deliver the strategy	13	The Chair's Foreword is demonstrable evidence of the political will of the Shadow Partnership Board to deliver the Strategy.
RAIL-001	Need to reduce diesel trains	13	The need for bi-mode trains to enable more direct, longer distance services on key corridors is raised in the draft Strategy.
GENE-002	Comments unrelated to the consultation/draft Transport Strategy	13	These comments have been noted.
CONS-004	Query/concern that consultation feedback will be considered	13	The questionnaire was designed to obtain views about key aspects of the draft Strategy, with response scales enabling both positive and negative responses. There were a number of open response questions, enabling respondents to expand their answers to closed (tick box) questions. All responses to the open questions, along with other written responses received, have been reviewed and coded, and a number of drafting amendments have been identified in response to the comments received.
PUBL-008	Need to reduce cost of ferry crossings from mainland to Isle of Wight	12	The need for specific interventions will be considered further as part of the area studies.
RAIL-005	Need for digital signalling	11	The need for improved signalling to help deliver improved capacity on the rail network is identified in section 2.62.
STRAT-018	Strategy does not anticipate challenges/opportunities from a new relationship with Europe post-Brexit	11	A specific piece of work was undertaken alongside the development of the draft Transport Strategy, looking at the possible impact of Brexit, including possible outcomes such as the introduction of free ports. This work is available as a separate technical report.
PUBL-010	More orbital connectivity needed	10	Orbital Journeys are one of the six key journey types identified in the strategy and Chapter 4 contains a specific section looking at the challenges and initiatives required to improve orbital journeys.

TECH-002	Cannot rely on digital technology	8	Digital technology will have a key role to play in helping to achieve more efficient use of existing transport infrastructure and enabling new types of transport services, such as mobility as a service, to be rolled out. Key to this will be continued investment in broadband and 4G and 5G to improve the coverage reliability of these networks and the transport services that will depend on them.
RESP-005	Integration needed across regions	6	Liaison has taken place with the neighbouring Sub-national Transport Bodies as part of the development of Transport Strategies and there are arrangements in place for ongoing liaison between all seven STBs in England.
HIGH-009	Support mode shift to powered two-wheelers	5	It is proposed to include a specific reference to powered two-wheelers in the Strategy.
DEMA-003	Must be implemented from the bottom-up	5	Section 1.9 makes it clear that the Transport Strategy is designed to complement and build on local policies and strategies.
EXIS-002	South East is vulnerable to climate change	5	One of the strategic priorities set out in the Strategy is to reduce carbon emissions to net zero by 2050, at the latest.
CONS-002	Strategy should be subject to peer review	5	Transport strategy officers from the constituent authorities have been closely involved in the development of the draft Transport Strategy through ongoing working group arrangements. The public consultation exercise has proved a useful mechanism for gathering stakeholder views on the content of the draft Strategy.
TECH-003	Consideration of grid supply (EV infrastructure)	5	The 2050 Vision for the Transport Strategy makes reference to the need for integrated transport, digital and energy networks in order to deliver the net zero carbon future.
BEHA-004	Support planning for people principle	3	We welcome this support.
STRAT-022	Prioritise health and well being	3	TfSE supports the delivery of sustainable economic growth which seeks to balance economic, social and environmental outcomes. Figure 3.2 in the draft Strategy, which shows the three interlocking circles, encapsulates this concept.
BEHA-005	Concern about principle of planning for places	1	This comment has been noted.
ENVI-004	Private cars need to be more environmentally friendly	1	This comment has been noted.
GENE-003	Improve capacity	0	N/A

Appendix C - Media and online coverage

Media and online coverage examples



South East sets

News

18th December 2019

Transport for the South East unveils 20-year strategy



By Maria Zaccaro | @MariaDailyEcho
Local Democracy Reporter



119 comments

PLANS to transform transport across Hampshire move that would create more than 20,000 jobs

Faster trains between Southampton and London, lower rail fares, cheaper off-peak fares, better walking and lower speed limits are among the measures for the next 30 years as part of a scheme that will improve travel across Hampshire.

Civic chiefs claim the strategy would increase productivity from £183bn to between £450bn and £500bn, creating 500,000 jobs, with 25,000 new jobs being created in Southampton.



TRANSPORT FOR THE South East

A sustainable route to growth for the South East

Author: Rupert Clubb, Lead Officer, Transport for the South East

17 OCT 2019

Transport for the South East's thirty-year transport strategy sets out a bold and compelling vision for our region's future – and a framework to get us there.

We have much to feel good about here in the South East. Our economy is the UK's second biggest behind London. Our three million workers are among the most productive in the country. Our ports, airports and high-speed railway provide fast and efficient links with mainland Europe and the rest of the world. Our thriving research institutions include national and world-leading universities. Our beautiful countryside, coastline, historic towns and dynamic cities attract millions of visitors a year.

But we face a real challenge. Despite these enviable foundations – and in some cases because of them – our transport infrastructure is operating beyond capacity and can't sustain ongoing growth. In many areas investment in our roads and railways hasn't kept pace and new housing provision is being hampered by the lack of adequate transport infrastructure.

Our transport strategy, now published in draft for consultation, sets out to tackle this challenge and to ensure that our region's success story continues.

Residents and businesses urged to comment on transport strategy

Comments on plan for the south east being taken



Charlie Masters
charlie.masters@newburynews.co.uk
07964 444701



Thurrock residents urged to have their say on 'transformational' 30-year transport strategy with sustainability at its heart

By Staff Reporter on December 26, 2019 · No Comment



A sustainable route to growth for the South East



16th November 2019

We have much to feel good about here in the South East.

Our economy is the UK's second biggest behind London. Our three million workers are among the most productive in the country. Our ports, airports and high-speed railway provide fast and efficient links with mainland Europe and the rest of the world. Our thriving research institutions include national and world-leading universities. Our beautiful countryside, coastline, historic towns and dynamic cities attract millions of visitors a year.

But we face a real challenge. Despite these enviable foundations – and in some cases because of them – our transport infrastructure is operating beyond capacity and can't sustain ongoing growth. In many areas investment in our roads and railways hasn't kept pace and new housing provision is being hampered by the lack of adequate transport infrastructure.

Our transport strategy, now published in draft for consultation, sets out to tackle this challenge and to ensure that our region's success story continues.

ave their say on 'transformational' 30-year transport s heart

e growth, more than doubling the South East's illion new jobs by 2050
ling future that is better for people, better for

public transport is the only feasible way to reduce t air quality in the long term

South East Local Enterprise Partnership (SELEP) area – are being urged to have their say on a proposed 30- which aims to improve journeys, boost the economy and

vestment in our region's transport network, the South o to between £450bn and £500bn per year – creating of life and access to opportunities for all and helping ero.



WEST Berkshire for South East
The strategy of productivity.
It has been by transport orga
Publication is at <https://tra>

Social media examples

 **TfSE** @TransportfSE · Nov 7

"A third of UK greenhouse emissions come from the transport sector. It's up to us to do something about that, now."

Our technical lead Mark Valleley talking about our draft transport strategy's focus on sustainability and reducing emissions 🚗 🚚 🚝 🚆 🚇 🚊 🚲

#hwysuk



 **Brighton & Hove City Council** ✓
@BrightonHoveCC

Residents in Brighton & Hove are being urged by [@TransportfSE](#) to have their say on a 30 year transport strategy for the south east. Deadline is 10th January. ow.ly/tGgi50xKBHN





Solent Local Enterprise Partnership @solentlep · Oct 18
 .@TransportfSE's mission is to provide a clean, safe, seamless transport system to better connect our lives and our businesses while protecting the environment. Have your say on its transport strategy here: smartsurvey.co.uk/s/tfsestrategy



Enterprise M3 @enterprisem3
 .@TransportfSE draft transport strategy sets out plan to transform the economy, boost jobs and hit net-zero carbon emissions by 2050.

People across the South East can now have their say on the proposals.

Read more here: ow.ly/MDvG50wPL8d #transport #infrastructure



TVBLEP @TVBLEP
 .@TransportfSE published its draft transport strategy for the South East for consultation lnkd.in/esDFivE We want you to have your say because transport is about more than getting from A to B. Drop-in session is taking place in #rdguk



TFSE Transport Strategy Regional Drop-in Event - Reading
 As we launch our draft transport strategy for public consultation, this is your opportunity to come along and learn more about TFSE, the strategy contents and...
eventbrite.co.uk



Coast to Capital @coast2capital · Oct 17
 Don't forget to join the @TransportfSE regional roadshow event in #Brighton next Wednesday 23 October, where you can find out more about the public consultation on their #transport strategy transportforthesoutheast.org.uk/transport-stra...

Wednesday, 23 October

Brighton

Jury's Inn

Stroudley Road, BN1 4DJ 

4.30-6pm

🗨️ 3 ❤️ 4 📤



Nusrat Ghani
@Nus_Ghani

Delighted to join Cllr Keith Glazier & @HuwMerriman for launch of Transport for the South East & campaign for greater infrastructure funding, esp Wealden! Thank U @GeorgeFreemanMP for your vision of future transport. @EastSussexCC @wealdendistrict



George Freeman @GeorgeFreemanMP · Oct 16

Well done @TransportfSE on producing a bold Transport Strategy for the South East - grt to come & join @Nus_Ghani @HuwMerriman @TomTugendhat JeremyQuinn & other MPs to support your thinking on embracing #FutureOfTransport🌱:

transportforthesoutheast.org.uk/transport-stra...



6

6

13



Anne Milton for Guildford @AnneMilton · Oct 17
Interesting to meet organisers from @TransportfSE to discuss many important issues including the future of rail franchises, the A3 and the terrible WiFi service on @SW_Help



Appendix D - Stakeholder email



Monday, 7 October 2019

Today, we're publishing our draft transport strategy for the South East for consultation.

We want you to have your say.

Because transport is about so much more than getting from A to B.

[Find out more](#)



**We're on
our way...**

The journey to a more prosperous
and sustainable South East

At the heart of our transport strategy is a simple question:

"What kind of place do we want the South East to be thirty years from now?"

The answer to that question will guide the decisions we make about investment in our region's transport network between now and 2050.

The prize, if we get this right, is huge. Our strategy sets out a bold and compelling vision of a South East that is better for people, better for business and better for the planet.

With the right investment, we will:

- **More than double the South East's economy** from £183bn to between £450bn and £500bn
- Create an additional **500,000 jobs**
- **Boost quality of life** and access to opportunities for everyone; and
- Cut the region's **carbon emissions to net-zero**.

Because our strategy is clear that balancing economic, social and environmental priorities is the only way to achieve truly sustainable growth.

Have your say

Help shape the future of transport in the South East by visiting our online consultation hub. There you can find our draft transport strategy and complete the consultation questionnaire.

The deadline for consultation responses is Friday, 10 January 2020.

[Visit our consultation hub](#)

Sign up for our regional roadshow

In partnership with our member authorities and LEAs, we're hosting a series of regional events to give you the opportunity to find out more about our draft transport strategy and what it could mean for you or your organisation.

Wednesday, 16 October
Reading, Town Hall

Thursday, 17 October
Woking, WWF Living Planet Centre

Tuesday, 22 October
Canterbury, Christ Church University

Wednesday, 23 October
Brighton, Jury's Inn

Thursday, 24 October
Southampton, Central Hall

You can register your attendance by clicking the links below. Registration isn't compulsory but would be appreciated to help us manage numbers.

- [Reading](#)
- [Woking](#)
- [Canterbury](#)
- [Brighton](#)
- [Southampton](#)

All events run from 1.30-4pm.

Questions?

We're happy to answer any questions you might have.
To send us a message, click the link below.

[Contact the TfSE team](#)



Transport for the South East
County Hall, St Anne's Crescent
Lewes BN7 1UE

You have received this email as you have given consent to be contacted by Transport for the South East with news and updates



