

SIP FAQs and key messages

Messages for use throughout the SIP development and consultation process

FAQs

What is the strategic investment plan?

Our strategic investment plan (SIP) is the blueprint for future investment in strategic transport infrastructure in the south east over the next thirty years.

It is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East. This summer we'll be giving people across the region the opportunity to have their say on the plan.

It will set out, for the first time, a comprehensive picture of the investment needed in our region to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The plan won't just set out what needs to happen and why – but also where, when and how the investment will be delivered, and the funding levels needed to make it happen.

It will be built around a series of investment packages focusing on distinct parts of our region. These investment packages will comprise a variety of complementary interventions which, when delivered as a whole, deliver benefits that are more than the sum of their parts.

We'll also set out the role TfSE and our partners will play in delivering this investment and the powers and responsibilities we will need to make it happen.

And we won't be relying solely on the taxpayer to deliver our plan. We will set out a range of funding and financing options, including new and innovative ways to harness third party investment

Why is it important?

Investment in transport infrastructure across the South East region is needed to unlock sustainable economic growth, improve quality of life and deliver our net zero carbon commitment.

The South East contributes more to the national economy than any region outside London and is our country's main international gateway for people and goods. Investment in our region will not only support the growth of the economy and the jobs market in the South East, but the rest of the UK too.

Alongside growing the economy, we have an objective to decarbonise the transport sector in the region by 2050. New infrastructure is required to support transition to lower carbon modes of travel. By working with partners, we can identify the infrastructure required and look at the most efficient and cost effective ways of delivering what is needed.

How was the SIP developed?

The strategic investment plan is the culmination of five years of technical work, stakeholder engagement and institutional development. It is underpinned by a credible, evidence based technical programme.

Through our future mobility strategy we have explored the impact of new and emerging transport technologies and how they could transform how we live, work and travel. Our Freight, Logistics and Gateways Strategy investigates what investment is needed to better connect our region's ports, airports and international rail links to support sustainable economic growth in the south east and across the UK. Through a series of geographic studies based around the most important economic corridors in our region we have looked at the issues, challenges and opportunities identified in our transport strategy in more detail to determine what our priority transport schemes, initiatives and policies should be.

All this work has been carried out in partnership, seeking insights of our partners from across the region and comes together to inform our strategic investment plan.

Find out more about this work and more:
<https://transportforthesoutheast.org.uk/our-work/>

Who have you engaged with?

Throughout our programme of technical work and whilst developing our strategic investment plan we have worked as a partnership. Seeking the expertise and insight from our constituent authorities, five local enterprise partnerships (LEPs), district and borough authorities, national parks and other protected landscapes and representatives from National Highways, Network Rail and Transport for London. We have also worked closely with central government.

Through this consultation we want to hear the views of anyone who lives, works or visits the south east region.

Why TfSE?

We aren't working alone. Working across the South East region, TfSE brings together 16 local authorities, five local enterprise partnerships and representatives of district & borough authorities, protected landscapes and national delivery agencies.

By speaking with one voice on the South East's strategic transport needs, our partnership can directly influence how, where and when investment takes place in our roads, railways and other transport infrastructure.

The SIP is being developed in partnership with stakeholders from across the region so it will truly be an investment plan developed for the South East, by the South East.

Who will carry out the actions in the plan?

No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour. There are some key agencies we would expect to be involved including; Central Government, Local Transport Authorities, Great British Railways, Network Rail, Sustrans, National Highways and local planning authorities.

The SIP will set out the roles TfSE and our partners will play in delivering the investment it sets out as well as the powers and responsibilities we will need to make it happen.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

What is the role of TfSE in delivering the plan?

Assuming no change to TfSE's current and likely future status as an established Sub-National Transport Body for South East England, TfSE's role will focus on further strategy and investment plan development, programme management, joint scheme promotion, pre-feasibility work, business case and scheme development, securing funding and procurement of supply chains for development.

You can read more about roles and responsibilities in the delivery chapter of the draft strategic investment plan: [Developing our Strategic Investment Plan - Transport for the South East](#)

Who will pay for it? Is this going to cost the tax payer more money? Will road pricing fund some of this?

The SIP is made up of a number of diverse interventions and there is not going to be a 'one size fits all' funding and financing solution that applies across the programme.

The SIP recognises the financial challenges faced by government, Local Transport Authorities and local planning authorities. It also recognises the changed world in which we live and work with the electrification of vehicles and the implications for road taxation and the way users pay to access the network.

The SIP will set out a range of funding and financing options, including new and innovative ways to harness third party investment to support the delivery of interventions within the plan. We won't be relying solely on central Government grants. However, it will look to funding allocations provided to delivery authorities such as Network Railways and National Highways to support strategic connectivity interventions and to local authorities who may be eligible for grant funding to support mass transit, cycling and active travel interventions.

We will work with partners to identify funding streams for the interventions outlined in the plan.

You can read more about the way these interventions will be funded in the funding and finance chapter of the draft strategic investment plan: <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

In addition to this there may be new national policies that will support the delivery and maintenance of highways, for instance, the Transport Committee published a 'road pricing' report in February 2022 which is currently being considered by Government.

You can read about it here: <https://ukparliament.shorthandstories.com/road-pricing-transport-report/index.html#>

What happens after you have submitted the plan to Government?

Following a 12-week public consultation on our draft SIP, and approval by our partnership board, the SIP will be submitted to Government on behalf of our partners and our communities across the region, in support of our shared ambitions and as advice to the secretary of state. In doing so we ask the secretary of state to have regard to this plan as priorities are set, policies are developed, and investment decisions are made.

We aim to submit this plan to Government in spring 2023.

If approved or adopted by Government, TfSE will continue to work with partners to accelerate the development of the interventions within the plan as well as continuing with the already established programme of work. You can read more about this in our business plan for 2022-23.

What is innovative about the strategic investment plan?

This draft strategic investment plan about making better use of existing infrastructure and putting communities at the centre, connecting people and business, improving access to education, healthcare, jobs and our green spaces. It calls for more integrated planning between transport and land use. Embracing digital technology and new mobility.

This is the first-time multi-modal connectivity has been considered across the region as a whole and not just within county boundaries or by a single mode.

The SIP presents highways schemes that lead to a higher rate of carbon emissions, isn't this counterintuitive to the overall aims of the SIP?

All of the packages within the SIP are multi-modal – presenting a transformational opportunity to enhance travel. Whilst most interventions focus on sustainable modes, targeted highways interventions have been identified. Where identified they remain multi-modal and support; safer highways, improved access to international gateways, public transport and active travel improvements and more.

These packages are a step-change away from traditional “predict and provide” capacity enhancements of previous decades. They support our vision and support not only strategic movement of vehicles but our places and communities. They have been refined to minimise increases in carbon emissions and the impact of these interventions on the wider environment, but all highway packages do result in small increases.

We accept that further mitigation will be needed as these packages and interventions are developed. They will also be complimented by a number of Global Policy Interventions, which will, promote demand management and digital technology to reduce the number of trips, accelerate the decarbonisation of road vehicles, and promote sustainable travel.

The SIP isn't and was never a net zero plan but the interventions within it do consider the best route to net zero and work to provide the infrastructure and interventions to accommodate the mode shift that is required.

Shouldn't you be doing more to promote active travel?

The SIP looks at making better use of all modes of transport and improving active travel across the region is a key objective it looks to promote.

The SIP recognises that active modes have immediate benefits for supporting our pathway to net zero carbon as active modes are zero or “ultra low” emission will help ensure the recovery from the COVID pandemic, or future shocks, need not be car based. It also recognises that well-designed, high-quality infrastructure supports access to key services – with neighbourhoods where all key services can be access on foot or by wheeling within 15-20 minutes.

In particular the SIP looks at modal shift from private car to public transport and active travel and how to make this more convenient and sustainable for a greater number of users.

Active travel incorporates multiple modes – not only walking and cycling – wheeling, micro-transit (e.g. e-bikes, e-scooters), as well as horse riding and carriage-driving. However long a journey, all journeys start and finish on foot or by wheeling. We know that investment in the right local, first-mile / last-mile connectivity is critical for allowing journeys to be integrated and seamless.

As a result of the SIP, TfSE wishes to see world class, mass transit systems in the regions largest urban areas which will encompass all modes of urban transport (bus, tram, waterborne transport, rail) and active travel.

In addition, TfSE will continue to work closely with local transport authorities, who will also be taking this forward through Local Cycling and Walking Infrastructure Plans (LCWIPs), Active Travel England and Sustrans who are also integral to ensuring this plan is multi-modal.

The South East region is home to a number of sea and air ports and Heathrow is just outside of the region. How have you factored this in when it comes to increased travel in the surrounding areas by passengers, staff and freight? And how will you mitigate the carbon impact of air travel?

TfSE has no remit or influence over air travel / aviation / passenger aircraft or air freight. This remains the responsibility of central government. Our responsibility lies in securing resilient, effective connections to all of our international gateways, including ports and airports, by surface access methods (rail, mass transit, road etc.) Accordingly, the Strategic Investment Plan does not make any suggestions

for expansion(s) to any airports in the South East. Our focus is on providing access to these international gateways for both passengers and freight.

Large areas of the South East are Areas of Outstanding Natural Beauty (AONB). How will you make sure the transport interventions within the SIP continue to protect and enhance these areas?

An Integrated Sustainability Assessment has been carried out alongside the development of the strategic investment plan. It has been updated to reflect [Section 62 of the Environment Act \(1995\)](#) which makes it a duty for all relevant authorities (including Government departments and agencies, utility companies and parish councils) to have regard to National Park purposes when coming to decisions or carrying out their activities. The ISA carried out for the SIP recognises the potential for positive significant impact through construction, delivery and planning. It is clear that the interventions within the plan are conceptual at this stage and so further work would be carried out prior to implementation.

Why will this take 30 years, can't it happen sooner?

The delivery plan that accompanies the strategic investment plan (SIP) contains a balanced programme of activity. Implementation of the schemes within the plan are at different stages of development - some are already within delivery plans and others require further development before they can be taken forward.

With each of the interventions there are many interdependences that need to be considered and carefully planned to ensure the greatest benefit and avoid unintended negative consequences and ensure the greatest value for the tax payer and private investment.

You can read more about this in the 'timing and phasing' section within the Delivery chapter of the strategic investment plan:
<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

Won't new transport technology alone help us get to net zero?

New and emerging transport technologies will support the journey to net zero and our future mobility strategy discusses in great detail the opportunities that new and emerging transport technology might bring. That's everything from e-scooters, bike hire, shared-ownership car clubs and smart ticketing to 'mobility as a service' solutions offering fully integrated, door-to-door journeys, paid and planned for in one go.

It looks at where, when and how to invest in new transport technology, systems and services. Future mobility is a fast moving area and these technologies are crucial to achieving the vision in our transport strategy but they must be adopted or implemented in tandem with other interventions to ensure the greatest outcomes – it is essential that we get more efficient use out of the assets we already have while harnessing new technology.

Our future mobility strategy and action plan are supporting documents to our strategic investment plan and set out the steps to delivering journeys that are faster, safer, greener, easier, more comfortable and affordable. That leave our towns and cities quieter and less polluted.

Transport for the South East can't control all the levers driving the development of transport technology, but we can and must help steer the direction and uptake of these innovations in our region and the regulatory frameworks that govern them.

You can read more about this in our Future Mobility Strategy:
<https://transportforthesoutheast.org.uk/our-work/future-mobility/>

What will you do to ensure carbon emission reduction in rural areas where there is a increasing reliance on private car use?

There are a number of things that can support the reduction in car use within rural areas. Digital connectivity, accessing things virtually rather than physically can reduce the need for travel. We fully support the Bus Service Improvement Plans developed by our Local Transport Authorities which will, amongst other things, consider the demand for public transport and appropriate mobility hubs for those rural areas, and deliver interventions that support mode shift away from private car use.

What do you want from me?

The strategic investment plan has been developed by a range of stakeholders from across the South East, it is a plan developed by the south east, for the south east. The next phase of this is public engagement. We want to hear your thoughts and opinions on the draft plan. Please engage in the consultation and encourage others to do so too.

Find out more at <https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

How have you taken account of the impact of covid on travel behaviour?

The strategic investment plan is long term, presenting a 30-year plan to get us to our vision for 2050 and the future we want for our region. While it is important that we understand the impact of Covid-19 on our economy and our day-to-day lives, it doesn't change the long term ambitions of the plan.

In 2021 we published our Covid-19 recovery scenarios report which modelled potential future scenarios so that we could test that the schemes and initiatives put forward in our area studies deliver the best outcomes for our region. You can read more about our Covid-19 recover work here:
<https://transportforthesoutheast.org.uk/our-work/covid-19/>