



# Draft Strategic Investment Plan: Consultation Report

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Prepared for Transport for the South East  
October 2022

engage.  
communicate.  
facilitate.

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## 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.

TfSE's draft Strategic Investment Plan (SIP) was developed in partnership with its 16 Local Transport Authority Partners and a wide range of other stakeholders. The draft SIP builds on TfSE's Transport Strategy, which was consulted on in 2019/20, and brings together previously published work including area and thematic studies.

The plan describes the framework required for delivering TfSE's vision and objectives. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050.

The public consultation on the draft SIP took place between 20 June 2022 and 12 September 2022. The consultation also sought views on the Integrated Sustainability Appraisal produced in support of the draft plan.

Engage Communicate Facilitate (ECF), an independent specialist community engagement consultancy, was instructed by TfSE to manage the digital engagement and consultation process. The engagement process was designed to ensure the widest range of people in the south east, including residents, businesses and organisations, were able to provide their ideas and views on the draft SIP.

### Purpose of this report

This report focuses on the outcomes of the public consultation, including the approach taken to engagement and subsequent findings. TfSE's response to the findings can be found in the accompanying Partnership Board report.

### Overview of Engagement

A variety of engagement tools and channels were utilised to raise awareness of the consultation and encourage responses from a wide range of audiences. Pre-engagement activity, to involve stakeholders in the development of the draft SIP, began in summer 2020. Methods of promoting the consultation included stakeholder email updates, regular social media activity, local and transport press coverage. Online and in-person engagement activities were held to deliver a blended approach that prevented digital exclusion. The digital engagement activities were hosted through a dedicated engagement platform, Engagement HQ, which provided updates, relevant information to enable participation, a consultation survey, and details of several events that were held during the consultation period. These included:

- Wednesday 22 June – MP Engagement Event at Portcullis House
- Tuesday 5 July – Public Consultation Event, Connecting the South East at G Live, Guildford
- Monday 11 July – Public Consultation Event, Online Public Webinar
- Tuesday 11 July – Public Consultation Event, Online Public Webinar.

The main mechanism for responding to the draft SIP consultation was through an online survey via Engagement HQ and 66% of responses were received in this way. Respondents also had the option of downloading a survey transcript to submit via email, while paper copies were accepted via a postal address. Consultees were also able to provide feedback via letter or email.

Given the multiple means through which feedback was collected and the blended use of physical and digital engagement tools throughout the process, this methodology is considered to constitute best practice. The process was conducive to receiving feedback from a wide and diverse range of residents and stakeholders.

## Consultation Summary

In total, 641 responses were received to the public consultation on the draft SIP, which was comprised

- 422 survey responses via the digital platform and paper submissions
- 88 other written responses received by letter or email
- 131 campaign responses

The draft SIP public consultation included various means in which respondents could provide their feedback. The consultation survey included a series of quantitative ('tick box') and qualitative (free text) questions, and respondents were further given the option to provide qualitative feedback via email and/or letter. Based on the feedback received, ECF has conducted a thematic analysis and identified the following key observations for consideration:

- Overall, the draft SIP public consultation received 641 responses and a total of approximately 1,374 qualitative comments.
- Analysis of the results showed support for key elements of the draft SIP, particularly from those groups or organisations that predominantly contributed to the process via email and/or letter. Elements of support included:
  - Support shown to investment proposals to improve public transport in the south east. For example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport.
  - Respondents welcomed the recognition of the importance of Active Travel schemes and the need to tackle climate change. Results of the consultation survey showed between 51% and 79% of respondents who participated supported the proposed Active Travel schemes across the four geographies. Similarly, the analysis showed 76% of respondents to the survey stated 'Decarbonisation & Environment' is the most important investment priority for the Strategic Investment Plan to deliver.
  - Of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes the best case possible for investing in transport infrastructure in the south east, with 'Somewhat agreed' at 31% and 'Definitely agreed' at 18%
- The analysis further identified some suggestions for where the draft SIP may improve:
  - Across all response types, respondents would like to see further support and investment into public transport, (mentioned 257 times) as well as to Active Travel schemes (mentioned 231 times) and tackling the climate emergency (mentioned 103 times).

- A reduction in the proposed number of highways schemes (mentioned 147 times).
- For any environmental impacts of the proposals within the draft SIP to be included within the overall analysis of the draft SIP (mentioned 98 times).
- 46% of respondents that participated in the survey stated they were 'not sure' the SIP captured the benefits and costs of the proposed packages of interventions adequately. An analysis of the qualitative question responses showed this was predominantly due to a perceived lack of information or a lack of respondent expertise on this topic.

All frequently recurring themes have been included and addressed by TfSE in the Full Frequency Code Frame/Responses to Issues in Appendices 9.3 of this report.

### Next Steps

All feedback received during the public consultation has been considered to help inform the development of the final Strategic Investment Plan (SIP) to support the Transport Strategy for the south east.

A report setting out the recommended changes to the draft SIP will be presented to the TfSE Partnership Board at their meeting on 14<sup>th</sup> November 2022.

## 1.0 Introduction

### 1.1 Context

1.1.1 Transport for the South East's (TfSE) role is to add strategic value to local and national decision making and project delivery, by making sure funding and strategy decisions about transport infrastructure in the south east are informed by local knowledge and priorities. To achieve this, TfSE is developing a Strategic Investment Plan (SIP) to provide a framework for delivering its Transport Strategy and act as a blueprint for future investment in strategic transport infrastructure in the south east for the next thirty years.

1.1.2 The SIP describes the framework required for delivering TfSE's vision and objectives. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050. All of the packages presented are ambitious, but achievable, multi-modal investment plans, aiming to boost the economy and make life better for people, for business and for the environment.

1.1.3 A public consultation was held on the draft SIP between 20 June 2022 and 12 September 2022. This consultation report documents the consultation process, provides an overview of the feedback received and sets out TfSE's responses to the key themes that have emerged.

### 1.2 Transport for the South East's Role

1.2.1 TfSE is a 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.

1.2.2 Seeking to amplify and enhance the excellent work of the constituent authorities, LEPs' transport operators and stakeholders in its geography, TfSE embraces new ways of working 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.

### 1.3 Purpose of the Consultation

1.3.1 TfSE worked closely with stakeholders in the development of the draft SIP to ensure the plan was developed and delivered to reflect different perspectives across the region. The purpose of the consultation was to provide an opportunity for all those with an interest in the south east's transport system, including residents, businesses and strategic partners, to view the plan and provide their comments, so that these could be taken into consideration before the SIP is finalised.

1.3.2 The draft SIP, as published for public consultation, lays out the blueprint for future investment in strategic transport infrastructure in the south east for the next 30 years. The consultation ran for a 12-week period and utilised digital and physical engagement tools that aimed to reach a broad range of audiences. The consultation approach is outlined in more detail in Section 2 of this report.

1.3.3 Sections 4 – 6 of this report provide a summary of the feedback received during the consultation, and how TfSE will take this feedback into consideration as the plan develops.

## 2.0 Approach to Consultation

### 2.1 Early engagement to help shape the draft Strategic Investment Plan

2.1.1 The draft SIP and TfSE's Technical Programme have been supported by an extensive programme of stakeholder engagement. TfSE developed a tailored stakeholder engagement programme to support the evolution of the draft SIP and its delivery. Engagement with stakeholders included:

- The establishment of 14 task and finish stakeholder groups, targeting engagement activity at sub-regional level, enabling interested parties to form and influence the development of the SIP. These groups encompassed 225 individuals representing 209 organisations, from town and parish councils and transport user groups to government officials.
- Regular updates to the Transport Forum, which consists of local authorities, transport operators, the wider business community, environmental bodies and transport user groups.
- Frequent meetings and feedback opportunities with senior stakeholders via TfSE's Transport Strategy Working Group and Senior Officer Group representatives.
- Numerous tailored engagement events, both virtual and face to face, for interested parties including local authorities, MPs, environmental groups and transport user groups.
- Frequent communication to entire stakeholder database via 'Connections' newsletter, providing progress and activity updates.

### 2.2 Approach to Consultation

2.2.1 TfSE produced a Communications and Engagement Plan to outline the approach to engagement and consultation to support the consultation on the draft SIP.

2.2.2 The approach to engagement was designed by ECF and TfSE in partnership to reach a wide range of public and key TfSE stakeholders and to encourage them to participate in the consultation process. The engagement process was digitally led, however, included options to participate in-person or via phone, email and/or postal address, to support an inclusive and fair engagement process in which people could choose their preferred means to participate.

2.2.3 Given the multiple means through which feedback was collected and the blended use of physical and digital engagement tools throughout the process, this methodology is considered to constitute best practice. The process was conducive to receiving feedback from a wide and diverse range of residents and stakeholders.

### 2.3 Digitally-led Engagement

2.3.1 At the heart of the approach to engagement was the establishment of an accessible engagement hub, through which people could access information and provide their views. As such, the draft SIP and supporting documents were published on Engagement HQ (<https://tinyurl.com/4e3hftxr><sup>1</sup>), alongside key information and dates relating to the public

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<sup>1</sup> <https://transportforsoutheast.uk/engagementhq.com/transport-for-the-south-east-strategic-investment-plan-consultation>



consultation process. The Engagement HQ platform was also supported by a dedicated page on the TfSE website. This included links to supporting materials, including the Area Studies, previous reports and Technical Studies, undertaken by TfSE (<https://tinyurl.com/5n95ecs6><sup>2</sup>).

2.3.2 In addition to the information published, a digital consultation survey on the draft SIP was hosted on Engagement HQ. This survey asked a total of 23 questions, which were a mix of qualitative and quantitative questions, designed to assess support for the draft SIP and associated Integrated Sustainability Appraisal. A plain text transcript of the survey was also made available on the Engagement HQ site, for those that wished to contribute via other methods.

2.3.3 The full version of the draft SIP, as well as a summary version of the document were available to download from the Engagement HQ site. The summary version was intended to provide a non-technical overview of the full draft SIP document, highlighting the key elements of the plan, the background and wider context, the proposed packages of interventions and delivery mechanisms. The summary document also signposted the next steps and where further information on the project could be found. Engagement with these documents via the platform was extremely successful, with over 1,000 copies of the full SIP downloaded and 800 downloads of the summary document.

2.3.4 A non-statutory Integrated Sustainability Appraisal (ISA) was undertaken and published alongside the draft SIP. The ISA acted as a composite report, bringing together the cumulative assessment from the ISAs on the transport strategy and area studies. The ISA is intended to consider the high-level impact of the SIP, but is clear that individual schemes and interventions will require a more detailed ISA as they progress into development and delivery. Participants were invited to comment on the draft SIP ISA as part of the survey.

2.3.5 Other technical papers and reports that underpinned and informed the draft SIP were published as part of the consultation, including:

- Strategic Narrative
- Delivery Plan
- Thematic plans
- Appraisal Specification Report
- Strategic programme outline cases
- Options assessment reports
- Evidence base reports
- Supporting technical studies, including the SIP Evidence Base, SIP Funding and Financing Technical Annex and the COVID-19 Response.

2.3.6 A range of channels were utilised to share information about the draft SIP consultation and help to 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.

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<sup>2</sup> <https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/>

## 2.4 Public Meetings and Webinars

2.4.1 In addition to the publication of the engagement hub, a series of activities, online and in-person, were held to garner feedback from residents and stakeholder groups.

2.4.2 The following consultation events were held:

- Tuesday 5 July – Public Consultation Event, Connecting the South East at G Live, Guildford
- Monday 11 July – Public Consultation Event, Online Public Webinar
- Tuesday 11 July – Public Consultation Event, Online Public Webinar.

2.4.3 The in-person Public Consultation Event 'Connecting the South East' invited stakeholders from across the region to hear first-hand from the people behind the SIP. Presentations were given on the interventions within the plan and the potential financing option. This was followed by discussions on how transport can enable businesses and communities to thrive and on transport's role in making the south east a leading global region for net-zero carbon and sustainable economic growth. We benefited from a fantastic range of speakers and panellists including industry experts, Government officials (including Baroness Vere), academics with backgrounds in transport or the environment and professionals working within the transport industry. The event was designed to provide opportunity for stakeholder to ask questions and encourage participation in the consultation. 166 people attended this event.

2.4.4 The online webinar sessions took place at different times of the day offering flexibility for anyone unable to attend during business hours and vice versa. By hosting webinars, we were able to make them accessible to anyone regardless of their geographical location and their ability to travel to a physical event. During the session they received an introductory presentation from the Chair of TfSE and a pre-recorded video from Baroness Vere. This was followed by presentations on the draft SIP as given at the physical engagement event. 125 people attended these sessions.

2.4.5 After the engagement events, recordings of the message from Baroness Vere (Transport Minister with responsibility for STB's) and the SIP presentations given at 'Connecting the South East' were published on the Engagement HQ platform and on TfSE's YouTube channel and shared across social media and within the TfSE newsletter.

## 2.5 Other Feedback Channels

2.5.1 Individuals were also able to contact and/or submit feedback to the draft SIP consultation via email ([tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)), telephone (0300 3309474) or postal address (Transport for the South East, County Hall, St. Anne's Crescent, Lewes, BN7 1UE).

2.5.2 Key stakeholder groups were also individually contacted and encouraged to provide their views on the draft SIP (a full list is with the appendices).

## 2.6 Promotion and Advertising

2.6.1 Media coverage of the consultation was wide reaching and included both print and broadcast media. Coverage in local and trade press was largely positive with more than 30 articles directing people to the consultation.

2.6.2 TfSE regularly promoted and invited comments on the draft SIP during the consultation period via its social media channels and newsletter. Partners and other key stakeholders also

shared information on the draft SIP on their own channels and by issuing localised press releases to help disseminate the information to wider networks.

## 2.7 Obtaining Feedback

2.7.1 The principal mechanism for obtaining feedback on the draft SIP and accompanying ISA was via a survey hosted on the dedicated Engagement HQ site.

2.7.2 The survey was divided into six sections, aligned with the chapters of the draft SIP and ISA:

1. Background Information
2. Investment Priorities
3. Packages of Interventions
4. Benefits and Costs & Funding and Financing
5. Delivery of the SIP
6. Integrated Sustainability Appraisal and Conclusion.

2.7.3 A copy of the consultation survey can be found at Appendix 9.2.

2.7.4 A survey transcript was provided for those participants that wished to submit their response by email, telephone or post.

## 2.8 Feedback Analysis Methodology

2.8.1 The 12-week consultation generated a significant amount of data, through survey responses, emails, campaign responses and letters. A process of thematic analysis was undertaken to ensure each individual feedback response was analysed and considered.

### *Quantitative Feedback*

2.8.2 The digital consultation survey hosted a number of quantitative questions that tested levels of support for different elements of the draft SIP and ISA. Feedback received on quantitative questions has been analysed and used to generate graphs in Section 4 of the report.

### *Qualitative Feedback*

2.8.3 Qualitative feedback was received via the digital consultation survey, emails, campaign responses, post. The same methodology was applied to all sources of qualitative feedback.

2.8.4 A process of thematic coding was undertaken to identify common themes and enable categorisation of the received feedback. The results of the thematic coding have been analysed in Section 4 - 6 of the report, to identify the most frequently referenced feedback (those with a minimum of five coded comments) received in relation to the draft SIP.

## 2.9 Summary

2.9.1 Residents and stakeholder groups were offered multiple routes through which to find out about the draft SIP consultation and participate in the consultation process. The summary that follows covers each of the channels outlined above.

## 3.0 Participants

3.0.1 This section of the report covers participation rates throughout the consultation process.

3.0.2 Demographic data was collected through the Engagement HQ platform. This data is summarised in this section of the report.

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

### 3.1 Overall participation

3.1.1 Across each of the engagement channels, there were the following levels of participation:

Figure 1: Total respondents

Response Type	Number of Responses
Survey (via Engagement HQ)	406
Survey (via post or email)	16
Other written responses received via letter or email	88
Email based on Transport Action Network template	131
<b>Total</b>	<b>641</b>

### 3.2 Overall Engagement

3.2.1 The Engagement HQ project website was visited by over 8,000 individuals and 597 individuals registered for project updates.

3.2.2 TfSE issued a newsletter to 2,254 contacts to launch the consultation. The open rate, click through and click to open rate all surpassed [industry standards for email marketing benchmarks](#), the industry standards are shown in brackets. The launch newsletter had an open rate of 36.6% (19.4%), click through of 13.4% (2.8%) and click to open rate of 38.6% (14.3%). The consultation was then continually promoted via their monthly newsletter. The open rate of all newsletters surpasses industry standards (figures in brackets).

3.2.3 For the duration of the consultation TfSE were promoting engagement via their own social media platforms (Twitter, Facebook and LinkedIn). Engagement has been strong with over 40k impressions and an engagement rate of 3.8% on Twitter, 10k impressions and an engagement rate of 2.3% on Facebook and 6,867 impressions and an engagement rate of 2.9% on LinkedIn. According to industry standards an engagement rate of 0.5% is considered good and anything over 1% is extremely good.

3.2.4 Comments received on social media were broadly supportive but there were some challenges from campaign groups around investment in roads - TfSE responded to these where appropriate to encourage consultation responses and draw attention to it being a multi-modal plan. TfSE also published an article that attempted to address some of these concerns in greater detail and directed readers to the consultation.

[Changing the mindset on investing in roads - Transport for the South East](#)

3.2.5 To boost engagement from underrepresented groups and ensure a wide-reaching consultation, TfSE also ran some paid advertising to encourage participation. The target groups were identified by continually monitoring responses throughout the consultation.

Midway through the consultation, TfSE recognised a lower response rate from women and those aged 16 - 34. To address this and to boost general engagement, for weeks 8 - 12 of the consultation period, TfSE used paid social media advertising to increase reach.

3.2.6 TfSE ran four adverts on Facebook, Messenger and Instagram all targeting the South East region. One was a generic advert targeting people aged 16 - 65, one specifically targeting women aged 16 - 65 using an article about gender bias in transport planning as a hook and the final one focussing on the SIP as a long-term plan and targeting people aged 16 – 34.

3.2.7 In addition, approximately 125 individuals participated across the two webinar sessions, and it is estimated the team spoke to approximately 160 individuals at the Connecting the South East at G Live event. At all events presentations were well received and generated a lot of discussion.

Figure 2: map showing the postcodes of respondents who provided this information (N=c.450)



3.2.8 Figure 2 demonstrates an overall geographic spread of those respondents that took part in the public consultation. A cluster of those respondents originated from the London and outer London areas, this was primarily due to the head office location of a number of business and organisational responses.

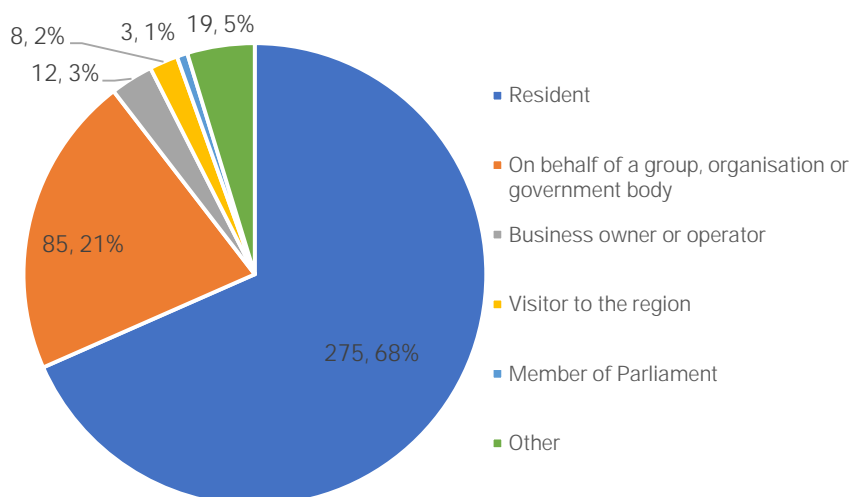
### 3.3 Survey Respondents

3.3.1 As part of the draft SIP survey, respondents, whether they participated via the Engagement HQ site or via email/letter, were asked '*In what capacity are you completing this survey*', to indicate whether they were providing their own response or that of an organisation or representative body.

3.3.2 As Figure 2 shows, the majority of those that participated in the survey were residents (68%) and completed the survey as an individual. 21% of respondents said they were

completing the survey on behalf of a group, organisation or government body and a further 3% stated they were a business owner or operator.

Figure 2: In what capacity are you completing this survey?



3.3.3 Any of those respondents who answered that they were responding on behalf of a group, organisation or government body or as a business owner or operator were subsequently asked which category of organisation they were representing. The findings are demonstrated in the table below. Please note that respondents were able to select all those categorisations that applied to their organisation or group.

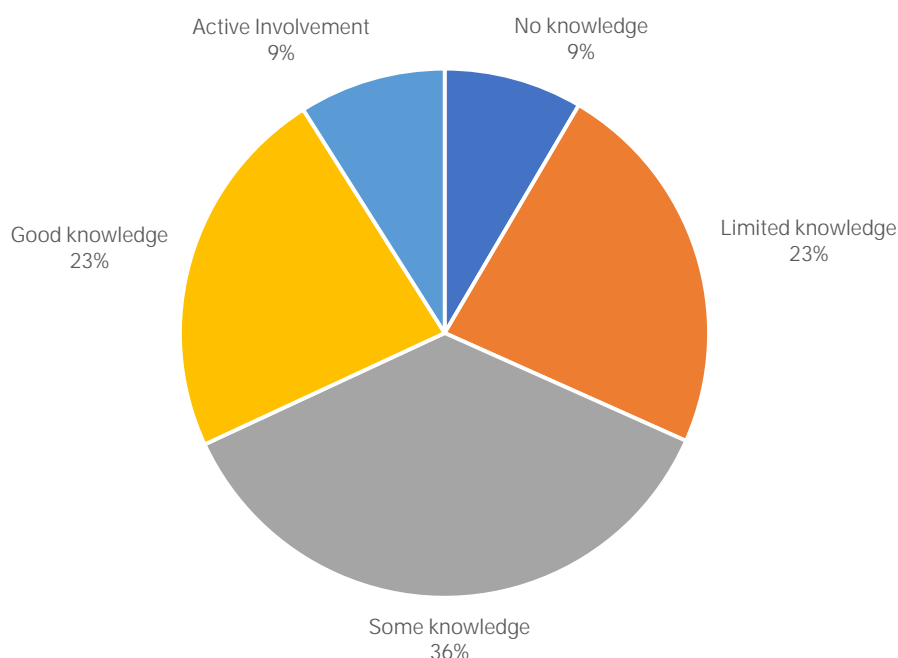
Figure 3: Please specify which organisation you represent.:

Category of organisation or group of respondent representing	Number of respondents	Percentage (%)
Academic	2	2%
Business	14	11%
Business representative group	3	2%
Campaign group	11	9%
Charity/voluntary sector group	9	7%
Elected representative – town or parish council	6	5%
Elected representative – district or borough council	7	6%
Elected representative – county or unitary authority	2	2%
Environment, heritage amenity or community group	6	5%
Local Government officer	27	21%
Professional body/representative group	5	4%
Statutory body	2	2%
Transport infrastructure or utility organisation	5	4%
Think Tank	1	1%
Transport Operator	3	2%

Member of a TfSE stakeholder group	4	3%
Transport user group	14	11%
Central Government	0	0%
Other (please specify)	4	3%
I prefer not to say/not listed	1	1%
<b>Total</b>	<b>126</b>	<b>100%</b>

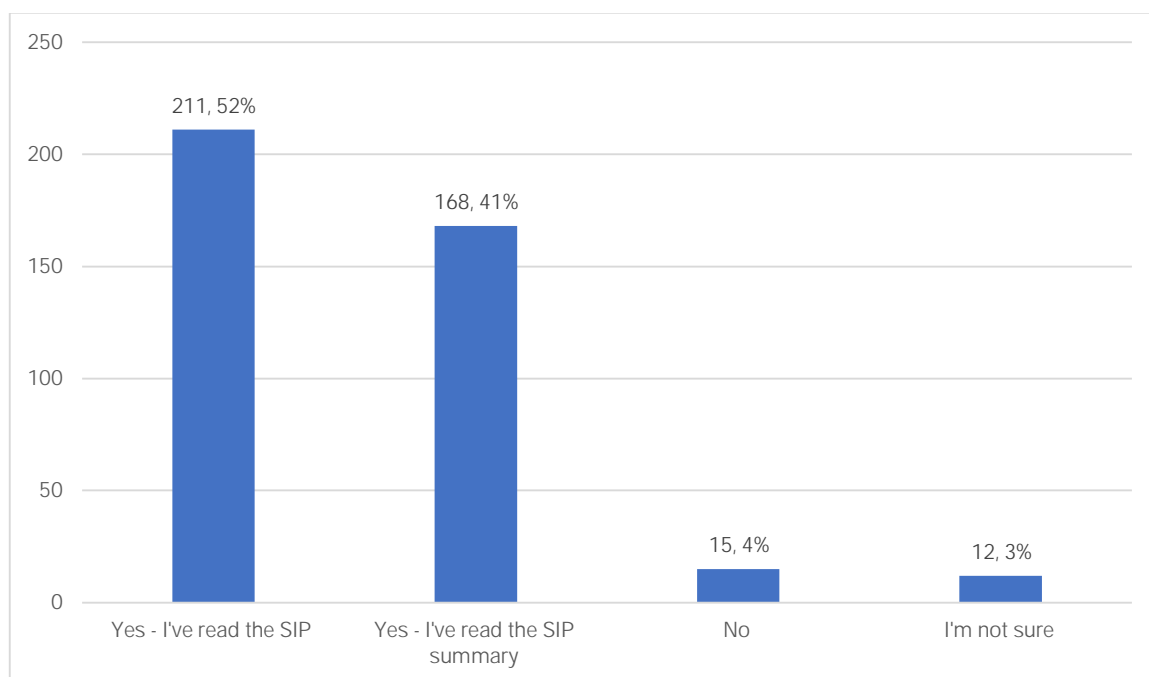
3.3.4 To determine participants prior knowledge of TfSE, respondents were asked 'How much do you know about TfSE' from 'Active Involvement' to 'No knowledge'. Most participants said they had 'Some knowledge' (146, 36%), followed by 93 participants (23%) who said they had 'Limited Knowledge' and 92 participants (23%) who said they had 'Good Knowledge'.

Figure 4: How much do you know about TfSE: (N=401)



3.3.5 Respondents were subsequently asked to confirm whether they had read the full draft SIP document, the executive summary or neither before proceeding with the survey. Any respondents that selected that they had not read the relevant SIP documentation or were 'not sure' were prompted to do so before proceeding. As demonstrated in Figure 3 below, 211 respondents (52%) selected that they had read the full draft SIP, whilst 168 (41%) said they had read the draft SIP summary, 15 (4%) said they had not read any documentation and 12 (3%) said they were unsure.

Figure 5: Have you reviewed the relevant SIP documentation? (N=406)



### 3.4 Participant Demographics

3.4.1 This section breaks down the demographic data that was collected as part of the draft SIP survey hosted on Engagement HQ.

3.4.2 Participants were asked to provide their gender, age, ethnicity, as well as whether they identified as having any long-term physical or mental health conditions or illnesses. Demographic questions were not compulsory, and all provided an 'I prefer not to say' option, for any participants that would prefer not to give their personal data. This means that varying numbers of participants participated in each demographic question provided.

3.4.3 As demonstrated in Figure 4, most individuals who participated in the survey, and chose to answer the demographic questions, identified as "Male" (66%), 25% identified as "Female", 9% answered "I prefer not to say" and <1% answered "Non-binary".

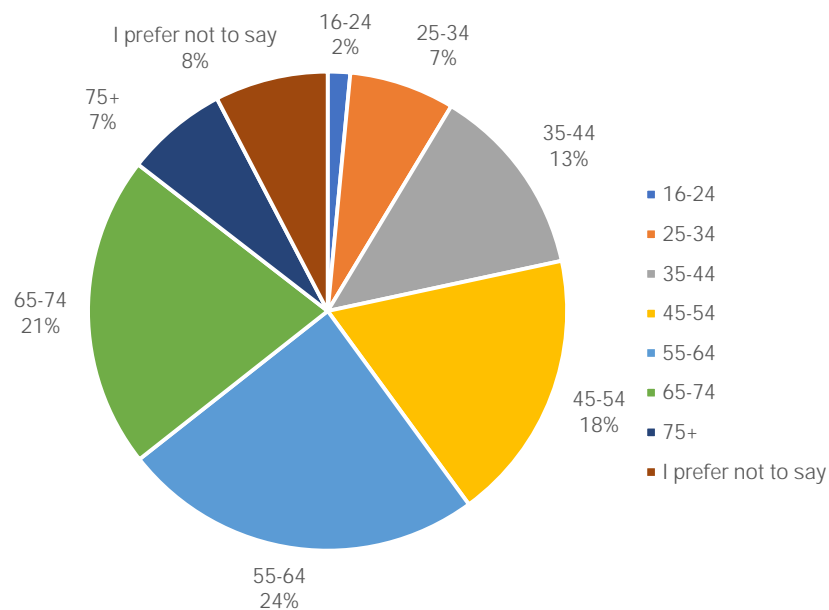
Figure 6: Please select the option that best describes your gender

Gender	Count	Percentage (%)
Male	262	66%
Female	98	25%
Non-binary	37	9%
I prefer not to say	1	<1%
<b>Total</b>	<b>398</b>	<b>100%</b>

3.4.4 A wide range of age groups participated in the draft SIP survey. 52% were aged 55 or above and 40% were aged between 16-54.

Figure 7: What age group are you? (N=393)





3.4.5 Most individuals who participated in the survey identified as “White” (87%), with <1% identifying in a non-white ethnic group.

Figure 8: Please select the option which best describes your ethnicity

Ethnicity	Count	Percentage (%)
White	332	87%
Mixed/Multiple ethnic groups	2	<1%
Other	4	1%
I prefer not to say	44	12%
<b>Total</b>	<b>382</b>	<b>100%</b>

3.4.6 13% of individuals who participated identified as having a long-term physical or mental condition or illnesses lasting 12 months or more.

Figure 9: Do you have any long-term physical or mental conditions or illnesses lasting 12 months or more?

Long-term conditions or illnesses	Count	Percentage (%)
No	291	75%
Yes	51	13%
I prefer not to say	12	12%
<b>Total</b>	<b>354</b>	<b>100%</b>

## 4.0 Survey Feedback and Analysis

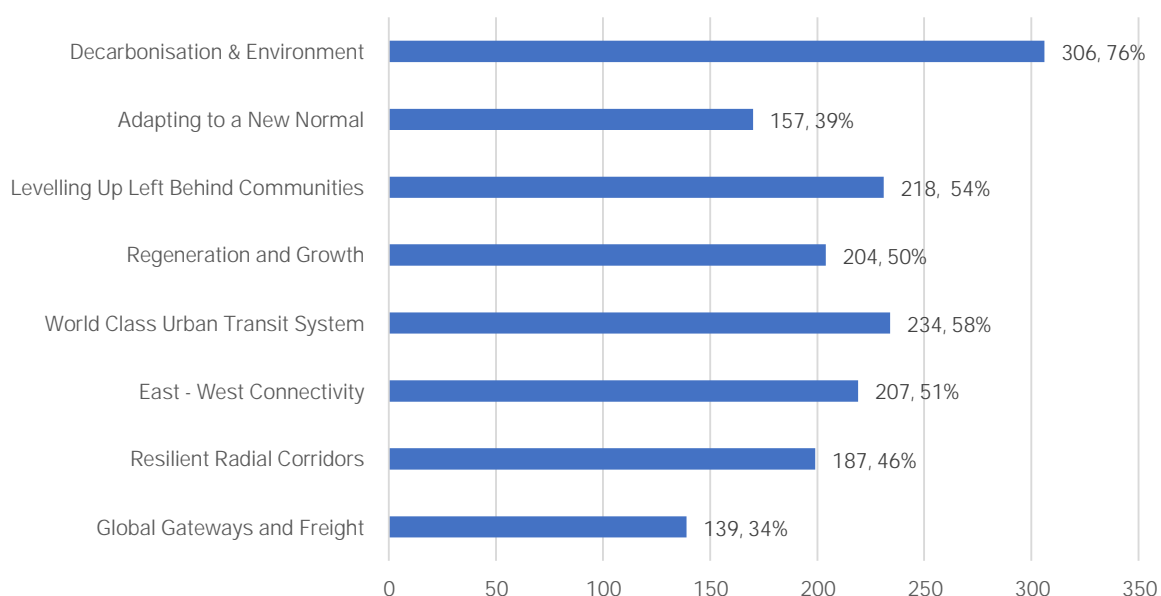
4.0.1 This section analyses the feedback received to the draft SIP consultation via the dedicated survey. This includes those respondents that submitted their survey via the Engagement HQ (406 responses) site or via email/letter (16 responses). In the draft SIP consultation survey, 14 quantitative and eight qualitative (excluding one ISA qualitative question), were asked to test the sentiment towards TfSE's draft Strategic Investment Plan (SIP). The quantitative questions were asked through a range of means, including a five-point Likert scale, in which the participants could choose from "Definitely agree" to "Definitely Disagree" to express views towards a proposal, as well as options for the participants to choose which proposals they agreed with. The qualitative questions included a free text box (up to 250 words per question) and provided participants with the opportunity to provide their feedback. Participants did not have to submit an answer to each individual question and could submit their survey without answering all questions. This section reports on the responses received in the survey in the order of the sections that were presented.

4.0.2 TfSE's response to this feedback can be found in the accompanying Partnership Board report.

### 4.1 Investment Priorities

4.1.1 The first question asked participants which of the investment priorities they felt were most important for the SIP to deliver and respondents could select more than one response. Data showed that 76% of responders to this question thought Decarbonisation & Environment was the most important investment priority for the SIP to deliver, followed by World Class Urban Transit Systems (58%), Levelling Up Left Behind Communities (54%) and East – West Connectivity (51%).

Figure 10: Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply) (N =405)



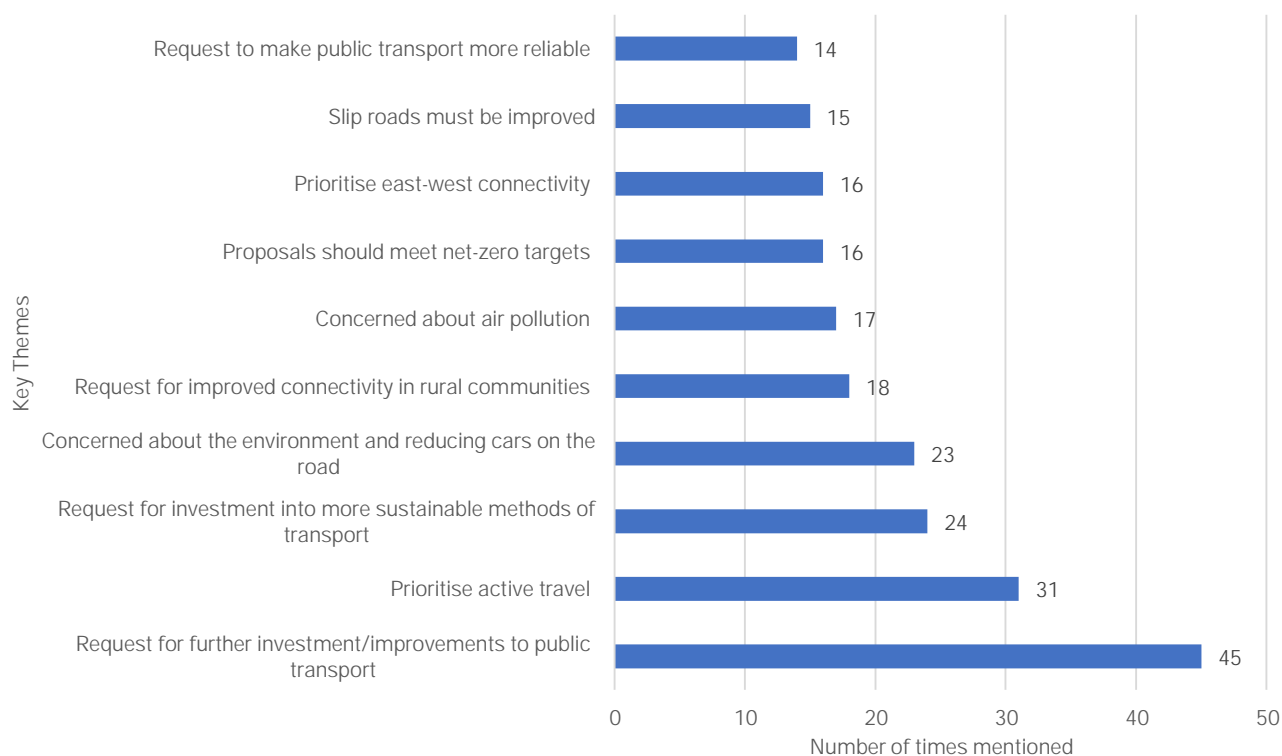
4.1.2 The following question was qualitative and gave respondents an opportunity to share any further comments they had on the SIP’s investment priorities. A total of 224 responses were received to this feedback with a range of themes.

4.1.3 The most common theme in the feedback to this question was that respondents would like to see further investment/improvements made to public transport within the region (mentioned 45 times), with the aim to reduce private car use and tackle climate change. Some examples of respondent feedback are below:

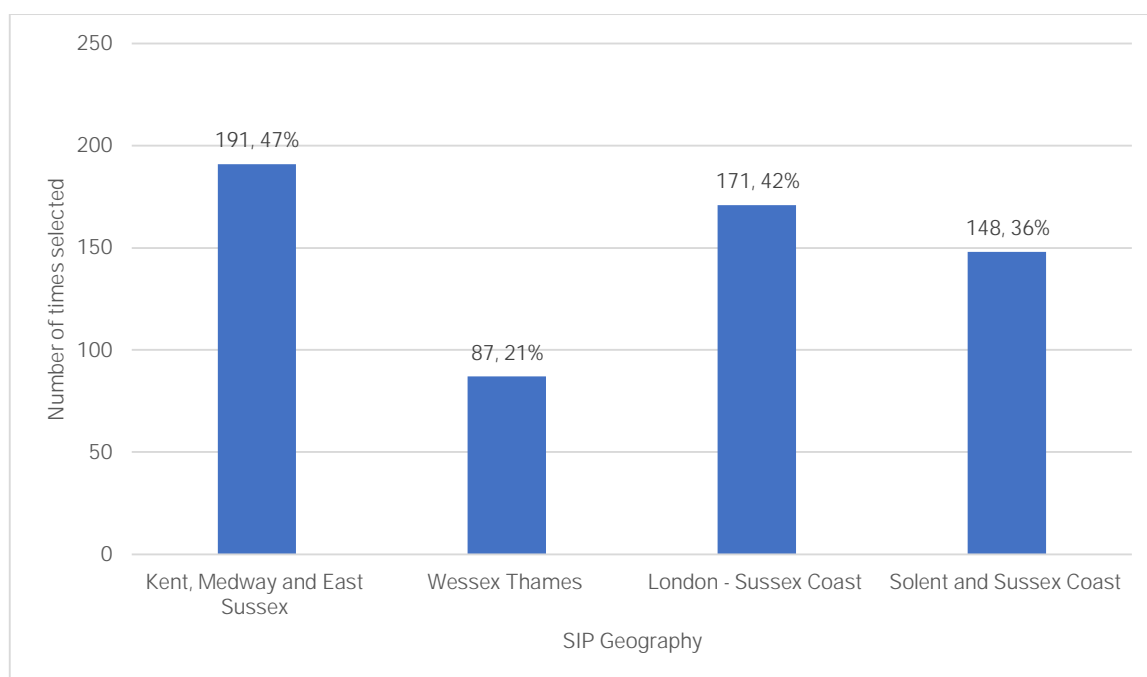
- “We need investment in public transport in the south east not new roads. If we are to have a chance of halting climate change we need to move away from a car based transport system.”
- “Investment in better public transport and for active travel should be the top priority.”
- “The Council would encourage investment in transport systems in the borough to create an integrated transport system which is appealing to users.”
- “Focus must be on integration of the wider Southeast transport system to ensure ease of transport between major population areas (North-South as well as East-West on the coast). The easier the connections, the more switching will occur from cars to public transport.”

4.1.4 After this, the most frequently referenced theme from respondents was to prioritise active travel within the SIP (mentioned 31 times) and requests for investment into more sustainable modes of transport (mentioned 24 times). Figure 9 shows the top 10 frequently mentioned themes regarding the investment priorities.

Figure 11: Do you have any further comments on the SIP’s investment priorities? Top 10 frequently mentioned (N=223)



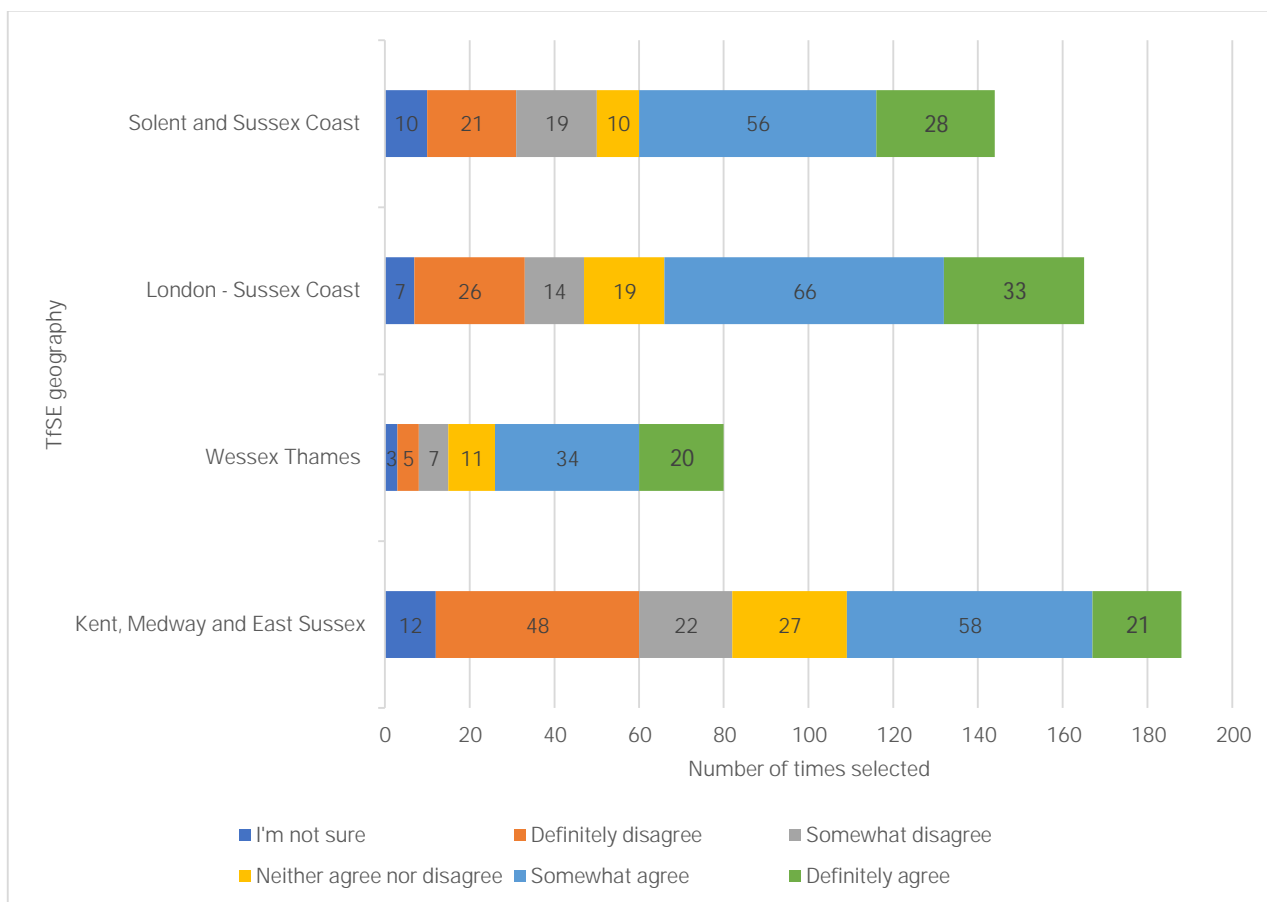
may need to select more than one of the geographies if this is the case for your specific area of interest (N=410)



4.2.5 For each geographic area, two quantitative and one qualitative question was asked to assess opinions on the packages of interventions proposed for that geography within the SIP document. The questions were as follows:

1. To what extent do you agree that the packages of intervention for the [TfSE geography] area will deliver on the priorities of the SIP? Answer upon a Likert scale from 'Definitely Agree' to 'Definitely Disagree', including an 'I'm not sure' option.
2. Please select all of the packages for the [TfSE geography] area that you feel are important in achieving the priorities of the SIP. Tick all that apply.
3. Do you have any further comments on the Packages of Interventions for the [TfSE geography] area?

Figure 13: To what extent do you agree that the packages of interventions for the [TfSE geography] will deliver on the priorities of the SIP? (Kent, Medway and East Sussex N=188, Wessex Thames N=80, London – Sussex Coast N=165, Solent and Sussex Coast N= 144)

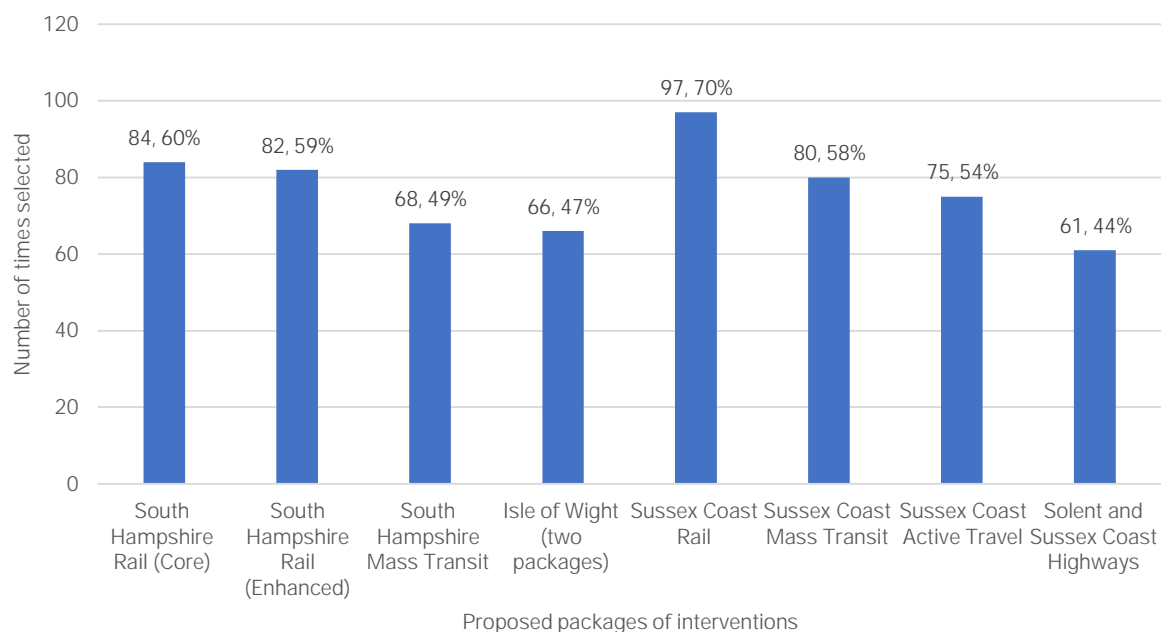


4.2.6 Figure 13 demonstrates the sentiment expressed by participants for the packages of interventions across the four TfSE geographies. The most common response across all four geographies was that participants ‘Somewhat agree’ (Kent, Medway and East Sussex 31%, Wessex Thames 43%, London – Sussex Coast 40%, Solent and Sussex Coast 39%) with the proposed interventions for the geographies. After this, for Wessex Thames, London – Sussex Coast and Solent and Sussex Coast, the second most frequent response was that participants ‘Definitely agree’ (Wessex Thames 25%, London – Sussex Coast 20%, Solent and Sussex Coast 19%) with the proposed interventions. Responses for the Kent, Medway and East Sussex geography differed somewhat from the other geographies, with the second most common response as ‘Definitely disagree’ (26%). Our view is that this was influenced by the campaign responses received about the M25/M26/A21 junction, that were addressed early in the consultation process by TfSE, who confirmed provision for this was in the package.

*Solent and Sussex Coast*

4.2.7 Of those 133 participants that answered the question ‘Please select all of the packages for the Solent and Sussex Coast area that you feel are important in achieving the priorities of the SIP’, the majority selected Sussex Coast Rail (70%), South Hampshire Rail Core (60%), South Hampshire Rail Enhanced (59%), Sussex Coast Mass Transit (58%) and/or Sussex Coast Active Travel (54%). The option that participants chose the least was Solent and Sussex Coast Highways, although this still received a vote from 41% of participants.

Figure 14: Please select all of the packages for the Solent and Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=139)



4.2.8 The final question on the Solent and Sussex Coast area, asked participants if they had any further comments on the Packages of Interventions for this geography. Of those 73 participants that participated in this question, several key themes emerged. The most frequently referenced feedback was that participants had environmental concerns regarding transport in the south east of England (mentioned 14 times), and would like to see more sustainable methods of transport prioritised more within the SIP document. This clearly reflected similar findings from the quantitative question on the packages of interventions for this geography. One participant offered the following comment:

"This package does not consider the magnitude of the climate emergency and the need for rapid transition to active and public transport systems throughout the region. The attention to detail on active travel measures is less developed than on highway interventions."

4.2.9 The second most frequent theme in feedback from participants was a request for greater focus on Active Travel modes (mentioned 11 times), such as walking and cycling. Some participants stated that they welcomed the inclusion of Active Travel measures within the SIP but felt these did not go far enough. A number of participants suggested the reallocation of road space to an integrated cycleway that connects towns and cities in the south east.

4.2.10 After this, other frequently referenced key themes were the following:

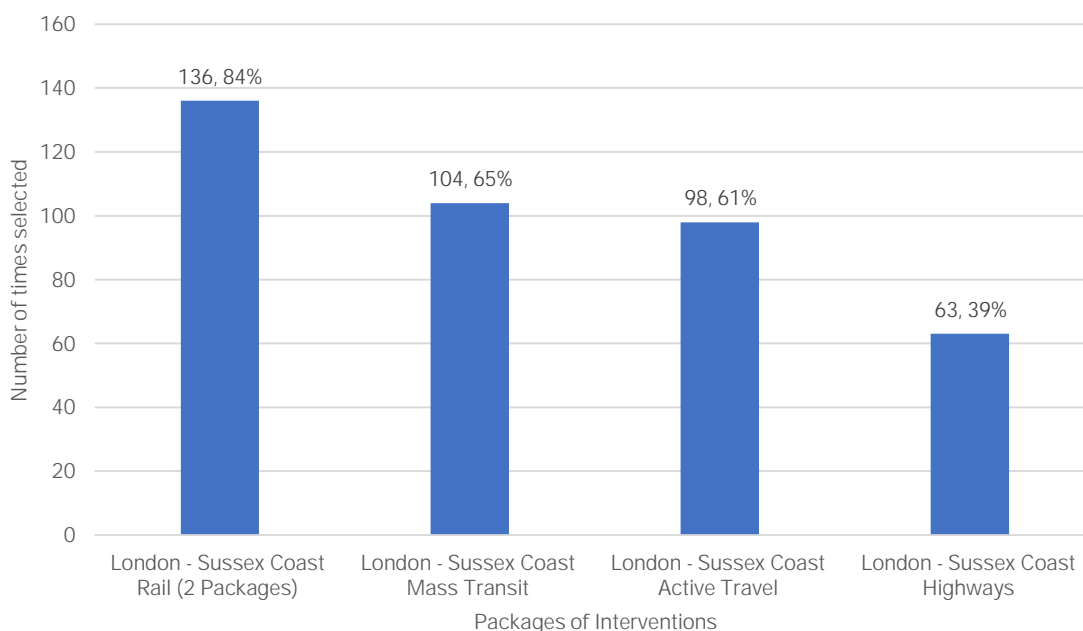
- Participants opposed the suggested highways schemes for the Solent and Sussex Coast area (mentioned 10 times)
- Some stated they would like to see improvements to local public transport, particularly the rail network (mentioned 8 times)
- 8 respondents explicitly stated that they supported the proposed interventions for the Solent and Sussex Coast area
- Some showed support for interventions that improved east-west connectivity in the region (mentioned 6 times)

- A small number of participants (mentioned 5 times) stated that they supported the proposed highways interventions.

*London – Sussex Coast area*

4.2.11 161 participants responded to the question that asked which packages for the London – Sussex Coast area they felt were important in achieving the priorities of the SIP. The results showed the majority of participants supported the packages for London – Sussex Coast Rail (84%), London – Sussex Coast Mass Transit (64%) and London – Sussex Coast Active Travel (61%). Whilst 39% of participants showed support for the London – Sussex Coast Highways package of intervention (see Figure 13).

Figure 15: Please select all the packages for the London – Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=161)



4.2.12 Respondents were subsequently asked if they had any further comments on the Packages of Interventions for the London – Sussex Coast area, of which 96 comments were received. The most frequently recurring theme to arise from respondent comments was that respondents felt the packages of interventions should have had a greater focus on Active Travel modes (mentioned 13 times, 14%). This was closely followed by 12 respondents (13%) who said they felt there was not enough detail on the proposed interventions to comment properly and 11 respondents (11%) who stated that public transport should be prioritised. A selection of examples from these recurring key themes have been included below:

- “The Active Travel package should be stronger; improving and enabling active travel in all urban areas (including links to public transport options) will reduce the demand for private vehicle trips on the strategic highway network, and therefore will remove the need for some highway capacity improvements.”



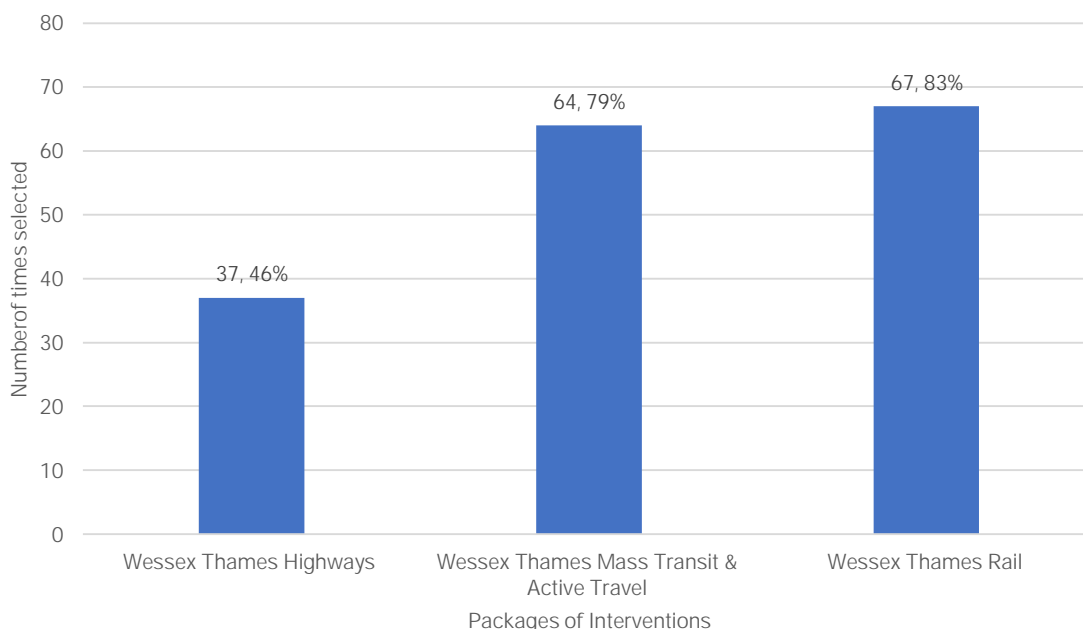
- “The Active Travel packages are far too timid and the patchwork of little bits of cycle lanes is not acceptable. We need full London - South Coast corridors, with interconnectors - hub = London. Spokes = Portsmouth, Chichester, Littlehampton, Worthing, Brighton.”
- “The strategy is at a high level with limited detail on the delivery of these aspirations.”
- “The SIP gives no detail on scheme-level justifications.”

4.2.13 Other frequently recurring themes included requests for improvements and building resilience to the rail network (10%), desire to see greener/more sustainable modes of transport prioritised in the draft SIP (10%) and respondents who felt the proposed highways schemes are contradictory to the sustainable aims of the SIP.

*Wessex Thames*

4.2.14 87 respondents (21%) selected the Wessex Thames geography area as the area they were most interested in, and 81 of those (93%) participated in the question to select which packages for the Wessex Thames area they felt were important in achieving the priorities of the SIP. Figure 14 shows highest level of support for the Wessex Thames Rail packages (83%), closely followed by the Wessex Thames Mass Transit & Active Travel packages (79%). As found similarly in other questions related to the Packages of Interventions, the Wessex Thames Highways Package of Intervention received the least support whilst selected by 46% of respondents.

Figure 16: Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=81)



4.2.15 Frequently recurring themes in the question regarding any further comments on the Packages of Interventions for the Wessex Thames area mimicked those found in other areas of the survey. The most frequently referenced theme was that respondents would like to see improvements and further investment to local public transport (mentioned 16 times, 29%). One respondent offered the following comment:

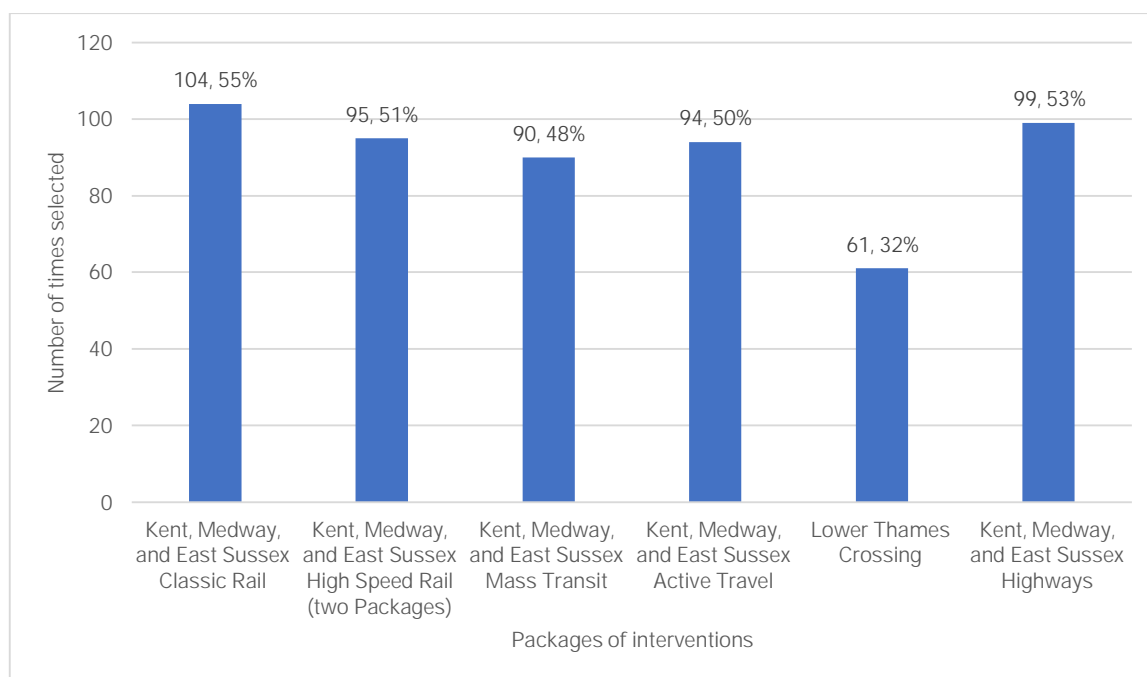
“In these more rural parts of the borough public transport infrastructure is either lacking completely or stretched in terms of capacity, necessitating further and deeper investigations into what a rural bus service should look like, together with defined investment.”

4.2.16 Other recurring themes included requests for greater focus on active travel (mentioned 8 times, 14%) and requests for east-west access to Heathrow (mentioned 5 times, 9%).

*Kent, Medway and East Sussex*

4.2.17 176 respondents participated in the question that asked participants ‘which Packages of Interventions for the Kent, Medway and East Sussex area they felt were important in achieving the priorities of the SIP’. Broad support was shown for Kent, Medway and East Sussex Rail (55%), Kent, Medway and East Sussex Highways (53%), Kent, Medway and East Sussex High Speed Rail (two Packages, 51%), Kent, Medway and East Sussex Active Travel (50%) and Kent, Medway and East Sussex Mass Transit (48%). 32% of participants selected the Lower Thames Crossing as important to delivering the aims of the SIP.

Figure 17: Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply. (N=188)



4.2.18 117 further comments were received to the Kent, Medway and East Sussex Packages of Interventions with a range of comments. Of those comments received, the most frequently referenced was a request for a slip road at J5 on the M25/M26/A21 route to Sevenoaks (mentioned 26 times, 22%). These comments related directly to a campaign raised by a local MP and TfSE has been able to clarify that the scheme was already included in the draft SIP.

4.2.19 Other frequent comments reflected those found elsewhere in the survey, including those respondents that commented that they would like to see greater focus on Active Travel (mentioned 20 times, 17%), improvements to public transport (mentioned 9 times, 8%) and some participants who felt they would have liked to see more focus on tackling climate change

and environmental issues in the Packages of Interventions (mentioned 8 times, 7%). A selection of responses on the above themes has been included below:

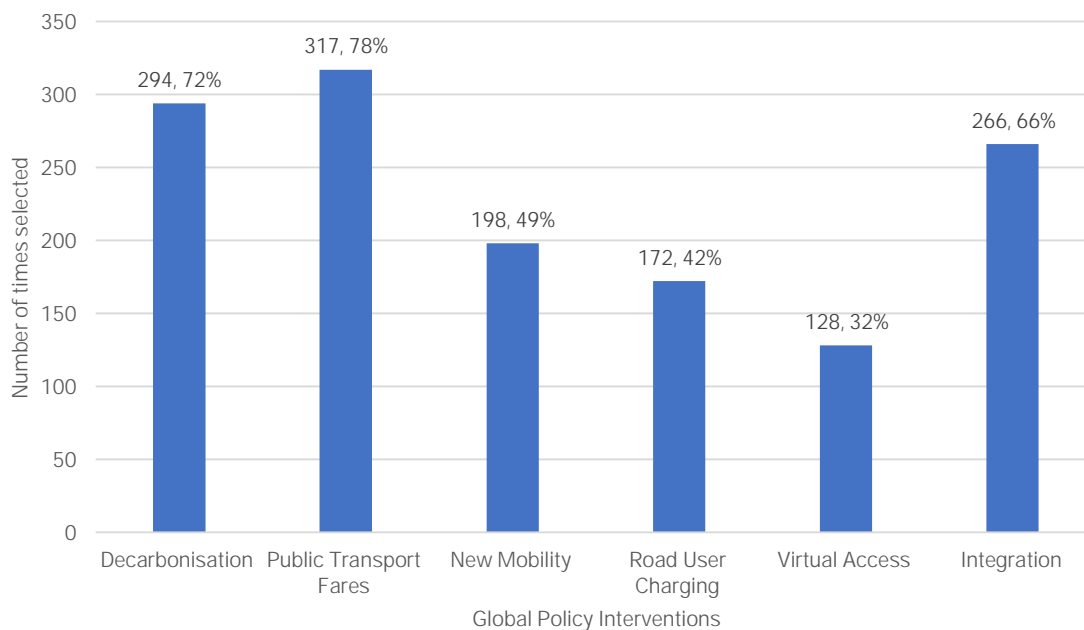
- “65% of journeys in the area are 5 miles or less - easily made on foot or by bike or by e-bike. These journeys should be the focus of the SIP.”
- “By prioritising and planning Road building first, Active travel alternatives are unlikely to be convenient and attractive for users. We would suggest integrated planning, prioritising Active travel before road building.”
- “Private vehicle projects are unsustainable white elephants. Resources should be targeted at public transport links and active travel.”

4.2.20 Overall, the rail packages of intervention received the most consistent support across all geographies, followed by mass transit and Active Travel. The highways schemes received the least support of those interventions presented, receiving between 39% (London – Sussex Coast) and 54% (Kent, Medway and East Sussex) across the geographies.

*Global Policy Package of Interventions*

4.2.21 Respondents were subsequently asked one quantitative and one qualitative question on the Global Policy Interventions, as proposed in the draft SIP. As demonstrated in Figure 16 below, the quantitative question asked respondents to select which of the Global Policy Interventions they felt were important for the SIP to support. Out of 402 respondents that took part in this question, the most frequently selected option was Public Transport Fares (selected by 317 respondents, 78%), followed by Decarbonisation (selected by 294 respondents, 72%) and Integration (selected by 266 respondents, 66%). After this, New Mobility (selected by 198 respondents, 49%), Road User Charging (selected by 172 respondents, 42%) and Virtual Access (selected by 128 respondents, 32%) received fewer votes than the previous options.

Figure 17: Which of the above Global Policy Interventions do you feel are important for the SIP to support (Tick all that apply) (N=402)



4.2.22 The qualitative question on the SIP’s Global Policy Interventions invited respondents to give any further comments. Analysis of those 163 responses received showed that similar themes emerged to those identified in responses to prior questions. Environmental concerns and requests to see more sustainable methods of travel prioritised within the SIP was similarly the most frequently recurring theme, mentioned in 30% of comments. This was followed by a unique key theme for improvements to public transport fares, particularly rail, which was mentioned in 19% of comments.

4.2.23 Other frequently recurring themes included requests for improved local public transport (15%), requests for improved integration between transport modes (11%) and stated support for road user charging (9%).

Figure 18: Additional coded comments on further comments on the SIP’s Global Policy Interventions.

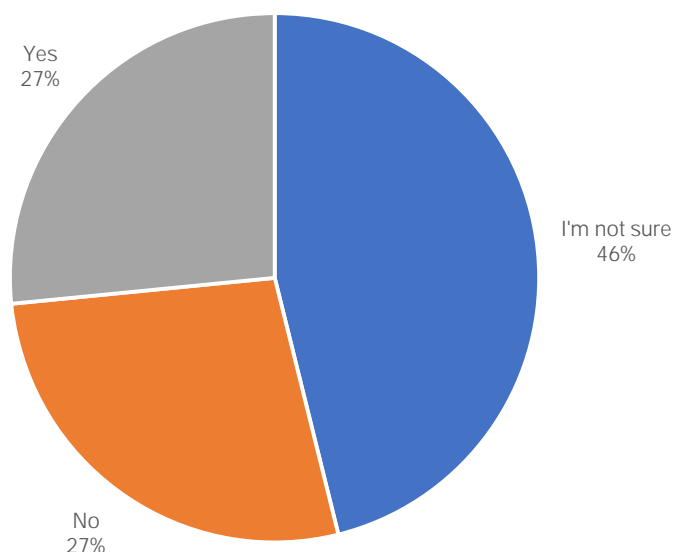
Theme	No. of responses	% of responses
Reduce number of private vehicle journeys	13	8%
Requests for greater emphasis on Active Travel	12	7%
Participants requests for less road building and highways schemes	11	7%
Participants supported the interventions	10	6%
Expressed concerns about whether the SIP is deliverable	9	6%
Need greater infrastructure for e-bikes and e-scooters	8	5%
Requests to improve Active Travel infrastructure	7	4%
Participant stated that they could not see how the Global Policy Interventions links with the overall SIP document	6	4%
Requests for improved rail use	6	4%
Participant stated that accessibility should be considered more within the draft SIP document	6	4%

### 4.3 Benefits and Costs & Funding and Financing

4.3.1 Section 4 of the draft SIP survey tested respondent views towards the Benefits and Costs and the Funding and Financing sections of the draft SIP document. This section included one quantitative and two qualitative questions.

4.3.2 399 responses were received to the quantitative question that asked participants if they thought the SIP captured the benefits and costs of the proposed packages of interventions adequately. The most popular response to this question was ‘I’m not sure’ (selected 184 times, 46%), followed closely together by ‘No’ (selected 109 times, 27%) and ‘Yes’ (selected 106 times, 27%). Figure 18 demonstrates these results. However, further analysis of the feedback showed 42% of those respondents that answered ‘I’m not sure’ to this question, previously stated they had ‘Limited’ or ‘No knowledge’ of TfSE.

Figure 19: Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? (N=399)



4.3.3 The survey subsequently asked respondents to explain their above answer qualitatively. 234 responses were received to this question and a range of key themes were identified. The most frequently recurring feedback was that participants stated they would need more information to answer this question (mentioned 38 times, 16%). Example comments from respondent feedback are below:

- “It is hard to assess this without knowledge of the algorithms and values ascribed to costs and particularly benefits.”
- “We think that the costs outlined in the SIP lack any detail about how the figures have been calculated and so it is very difficult to comment on whether this has been captured adequately. Equally, it would be interesting to know how some of the benefits forecasted for each package were calculated. Without this background, they lack any meaning. As some of the enhancements and packages have yet to be scoped out, costs and benefits for many are just broad approximations.”

4.3.4 Other frequently recurring feedback included statements that the respondent was not knowledgeable enough to sufficiently participate (mentioned 30 times, 13%), belief that the SIP makes a clear case for the long- and short-term economic benefits of the draft SIP (mentioned 19 times, 8%) and statements that the plans are unrealistic and unsustainable (mentioned 19 times, 8%).

Figure 20: Additional coded comments on whether the SIP captures the benefits and costs of the proposed packages of interventions adequately (N=234)

Theme	No. of responses	% of responses
Request for more emphasis on environmental issues	17	7%
The SIP should prioritise public transport more	16	7%

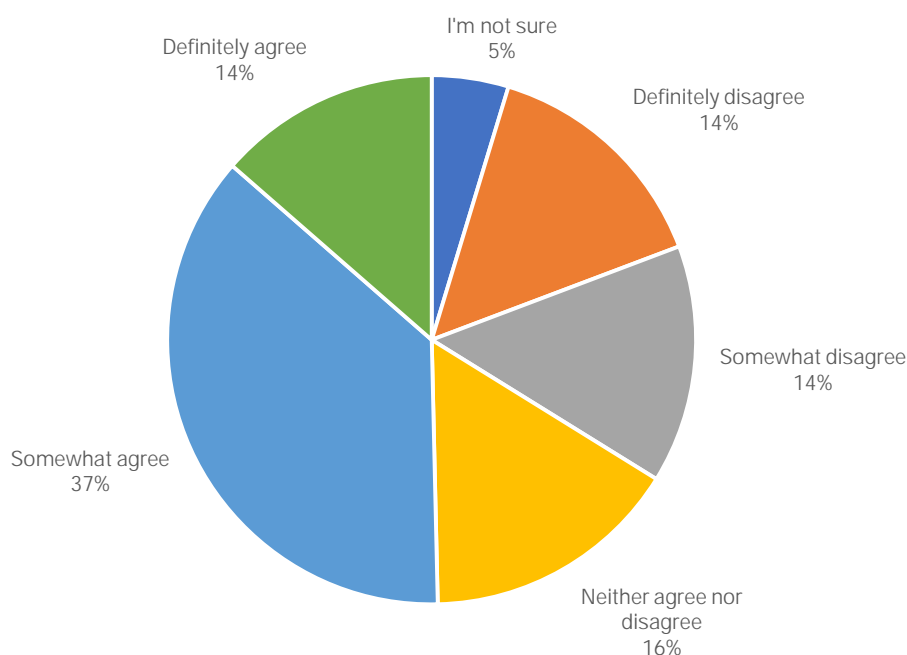
Participants found it difficult to quantify/estimate the benefits/costs involved	12	5%
Participant would like to see more emphasis on Active Travel	10	4%
The proposed benefits and costs do not consider the environmental impact of the plan's proposals	9	4%
Requests for a slip road on J5 on the M26/A21 route to Sevenoaks	8	3%
Participants opposes the proposed level of road building	8	3%
Participant felt the benefits and costs for the proposed packages are well thought through and thorough	7	3%
Document too dense to understand	7	3%
The costs and benefits need to consider the current economic context	6	3%
Other factors should be considered to calculate the costs and benefits	5	2%
The calculation of the costs and benefits is inaccurate	5	2%

#### 4.4 Delivery of the SIP

4.4.1 Section 5 sought views on the delivery chapter of the draft SIP document, that will be used to guide implementation of the plan. Respondents were asked through a five-point Likert scale to what extent they agreed that, as a whole, the package of interventions will deliver on the priorities of the SIP. An 'I'm not sure' option was also provided.

4.4.2 Figure 21 shows of those 393 responses received, with 51% of respondents agreeing (either somewhat or definitely). The most frequent response to this question by some margin was 'Somewhat agree' (37%). This was subsequently followed by 'Neither agree nor disagree' (16%), 'Definitely disagree' (14%), and 'Somewhat disagree' (14%).

Figure 21: To what extent do you agree that, as a whole the packages of interventions will deliver on the priorities of the SIP? (N=405)



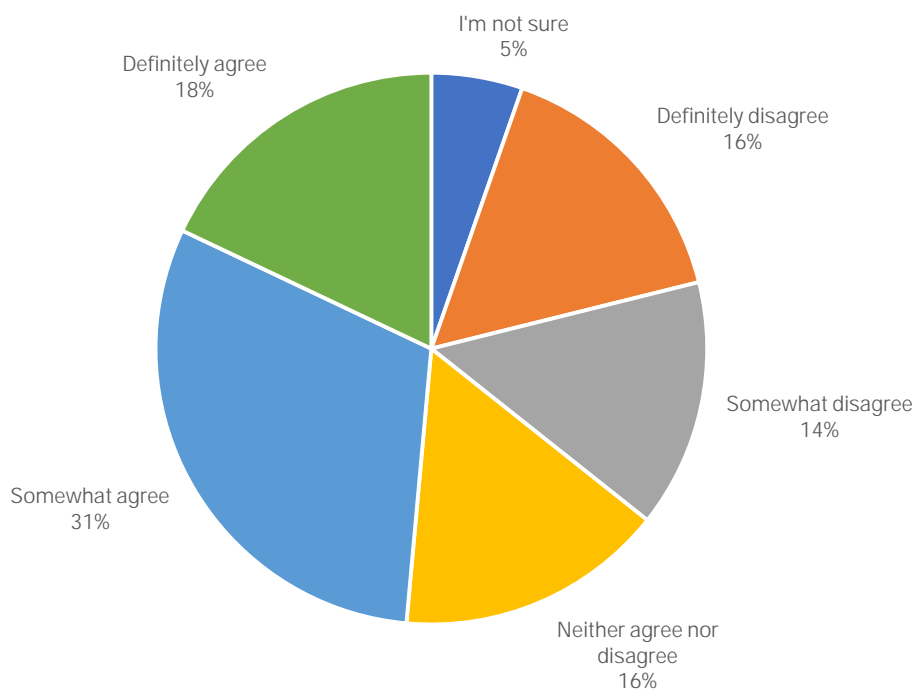
## 4.5 Conclusion

4.5.1 The sixth and final section of the report included one qualitative question on the separate Integrated Sustainability Appraisal and one overall quantitative question on the draft SIP as a whole document. An analysis of responses received to questions about the Integrated Sustainability Appraisal, across the digital consultation and other avenues, have been included in a separate report available.

4.5.2 The final question on the digital survey invited respondents to state to what extent they agreed that the SIP made the best case possible for investing in infrastructure in the south east, similarly using the five-point Likert scale.

4.5.3 As similarly found in the analysis of responses across the digital survey, the most common response to this question was 'Somewhat agree' (31%), followed by 'Definitely agree' (18%). Both 'Neither agree nor disagree' and 'Definitely disagree' received 16% of votes from respondents.

Figure 22: Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East? (N=412)





## 5.0 Other Written Responses

5.0.1 As part of the engagement process, an email address and postal address was shared and distributed, and emails were subsequently collated for analysis. This was intended to provide respondents an opportunity to share their feedback throughout the engagement process externally to the digital survey. In total 86 emails and two letters were received, outside the parameters of the formal survey.

### 5.1 Demographics

5.1.1 Compared to those respondents that participated through the Engagement HQ site, the majority of respondents that participated with the engagement process through email were those representing a group, organisation or government body. This has been reported on as part of Figure 23 below. Individual demographic data was not collected on the individuals participating in the process through this means.

### 5.2 Other Written Responses Summary

5.2.1 The emails and letters received included a range of feedback from respondents, including overall feedback and specific recommendations for the draft SIP document.

5.2.2 Figure 23 demonstrates the themes that emerged from the other written responses received. As the figure shows, the feedback received via email and letters replicated the feedback that was found through the digital survey, including support for investment into public transport, Active Travel and supporting the need to tackle climate change.

5.2.3 Overall, the feedback received via other communication channels showed consistent support for the draft SIP's proposed to invest in public transport, as well as the recognition of the importance of Active Travel and tackling climate change. The feedback makes some suggestions on how the draft SIP could be improved, including ensuring equal consideration is given to all areas of the south east, providing greater detail, especially in regards to the funding and financing chapter, and welcoming further focus on tackling climate change.

5.2.4 Further information on the responses from key stakeholders, received through emails, letters and the survey, is included as part of the TfSE Partnership Board report.

Figure 23: Most frequently recurring coded comments from letters and emails (N=88)

Theme	No. of Coded Comments	% of Comments	No. of Comments by Stakeholder Groups
Investment in public transport is supported	31	35%	<ul style="list-style-type: none"> <li>- Transport organisation (4)</li> <li>- Community organisation (4)</li> <li>- Resident (4)</li> <li>- District authority (4)</li> <li>- County council (3)</li> <li>- Local government organisation (2)</li> <li>- Parish council (2)</li> <li>- Member of Parliament (1)</li> <li>- Town council (1)</li> <li>- Unitary authority (1)</li> <li>- Environmental organisation (1)</li> </ul>

			<ul style="list-style-type: none"> <li>- Local political party (1)</li> <li>- Local facility (1)</li> <li>- Chamber of commerce (1)</li> <li>- Professional organisation (1)</li> </ul>
Supports the recognition of the importance of active travel	29	33%	<ul style="list-style-type: none"> <li>- District authority (5)</li> <li>- Community organisation (4)</li> <li>- Environmental organisation (3)</li> <li>- County council (3)</li> <li>- Transport organisation (3)</li> <li>- Local government organisation (2)</li> <li>- Resident (2)</li> <li>- Member of Parliament (1)</li> <li>- Local authority (1)</li> <li>- Town council (1)</li> <li>- National charity (1)</li> <li>- Local political party (1)</li> <li>- Professional organisation (1)</li> <li>- Local facility (1)</li> </ul>
Supports the recognition of the need to tackle climate change	17	19%	<ul style="list-style-type: none"> <li>- Environmental organisation (3)</li> <li>- Transport organisation (3)</li> <li>- Community organisation (3)</li> <li>- Resident (2)</li> <li>- District authority (2)</li> <li>- County council (1)</li> <li>- Professional organisation (1)</li> <li>- Local government organisation (1)</li> <li>- Chamber of commerce (1)</li> </ul>
Not all areas are included	14	16%	<ul style="list-style-type: none"> <li>- Community organisation (5)</li> <li>- Town council (3)</li> <li>- Parish council (2)</li> <li>- District authority (1)</li> <li>- Transport organisation (1)</li> <li>- Chamber of commerce (1)</li> <li>- Local facility (1)</li> </ul>
Would like more detail	14	16%	<ul style="list-style-type: none"> <li>- Community organisation (3)</li> <li>- Member of Parliament (1)</li> <li>- County council (1)</li> <li>- Transport organisation (1)</li> <li>- Local government organisation (1)</li> <li>- Chamber of commerce (1)</li> <li>- Parish council (1)</li> <li>- Town council (1)</li> <li>- Local authority (1)</li> <li>- Local facility (1)</li> <li>- Environmental organisation (1)</li> <li>- Resident (1)</li> </ul>
Greater focus is needed on	13	15%	<ul style="list-style-type: none"> <li>- Community organisation (5)</li> <li>- District authority (3)</li> </ul>

environmental issues			<ul style="list-style-type: none"> <li>- Transport organisation (2)</li> <li>- Local political party (2)</li> <li>- Resident (1)</li> </ul>
Would welcome further engagement from TfSE	13	15%	<ul style="list-style-type: none"> <li>- District authority (5)</li> <li>- Professional organisation (2)</li> <li>- Transport organisation (2)</li> <li>- Town council (1)</li> <li>- Chamber of Commerce (1)</li> <li>- Community organisation (1)</li> <li>- Local government organisation (1)</li> </ul>
Plans to increase road capacity are not supported	12	14%	<ul style="list-style-type: none"> <li>- Community organisation (3)</li> <li>- District authority (2)</li> <li>- Environmental organisation (2)</li> <li>- Transport organisation (1)</li> <li>- Parish Council (1)</li> <li>- Professional organisation (1)</li> <li>- Local political party (1)</li> <li>- Resident (1)</li> </ul>
Car use should be disincentivised	11	13%	<ul style="list-style-type: none"> <li>- Resident (4)</li> <li>- Environmental organisation (2)</li> <li>- District authority (1)</li> <li>- Transport organisation (1)</li> <li>- Professional organisation (1)</li> <li>- Community organisation (1)</li> <li>- Local political party (1)</li> </ul>
Supportive of decarbonisation measures	11	13%	<ul style="list-style-type: none"> <li>- Transport organisation (3)</li> <li>- District authority (1)</li> <li>- County council (1)</li> <li>- Local authority (1)</li> <li>- Environmental organisation (1)</li> <li>- Professional organisation (1)</li> <li>- Local political party (1)</li> <li>- Local facility (1)</li> <li>- Resident (1)</li> </ul>
The SIP lacks sufficient evidence	10	11%	<ul style="list-style-type: none"> <li>- District authority (2)</li> <li>- Town council (2)</li> <li>- Transport organisation (1)</li> <li>- Environmental organisation (1)</li> <li>- Community organisation (1)</li> <li>- Resident (1)</li> <li>- Professional organisation (1)</li> </ul>
Funding proposals are not clear enough	9	10%	<ul style="list-style-type: none"> <li>- District authority (3)</li> <li>- Community organisation (2)</li> <li>- Chamber of commerce (1)</li> <li>- Environmental organisation (1)</li> <li>- Professional organisation (1)</li> <li>- Resident (1)</li> </ul>
Old railway lines should be reopened	8	9%	<ul style="list-style-type: none"> <li>- Resident (4)</li> <li>- Parish council (1)</li> </ul>

			<ul style="list-style-type: none"> <li>- Community organisation (1)</li> <li>- Professional organisation (1)</li> <li>- Local government organisation (1)</li> </ul>
Supports road building measures	8	9%	<ul style="list-style-type: none"> <li>- District authority (4)</li> <li>- Community organisation (2)</li> <li>- Unitary authority (1)</li> <li>- Local government organisation (1)</li> </ul>
Proposed highway schemes are not supported	7	8%	<ul style="list-style-type: none"> <li>- District authority (3)</li> <li>- Environmental organisation (2)</li> <li>- County council (1)</li> <li>- Resident (1)</li> </ul>
Railways should be electrified	6	7%	<ul style="list-style-type: none"> <li>- Community organisation (2)</li> <li>- Transport organisation (1)</li> <li>- District authority (1)</li> <li>- Parish council (1)</li> <li>- Professional organisation (1)</li> </ul>
Concerns that rural areas won't be prioritised	5	6%	<ul style="list-style-type: none"> <li>- Resident (2)</li> <li>- Member of Parliament (1)</li> <li>- District authority (1)</li> <li>- Town council (1)</li> <li>- Environmental organisation (1)</li> <li>- Professional organisation (1)</li> <li>- Local government organisation (1)</li> <li>- Parish council (1)</li> </ul>
Supports the use of e-vehicles	5	6%	<ul style="list-style-type: none"> <li>- Environmental organisation (1)</li> </ul>
Road building must align with active travel plans	5	6%	<ul style="list-style-type: none"> <li>- Community organisation (2)</li> <li>- County council (1)</li> <li>- Environmental organisation (1)</li> <li>- Local political party (1)</li> </ul>

## 6.0 Campaign Response

6.1 An email campaign, led by Transport Action Network (TAN), prompted 131 emails in response to the consultation.

6.2 The campaign platform provided respondents with a template text that could be edited prior to submission. Respondents were also encouraged to add their views, which provided some individual themes in the coding.

6.3 Figure 24 and the list below shows the themes that emerged through the TAN campaign responses. The most common themes can be summarised as follows:

- Respondents believe the environmental impact of the SIP is not clear (mentioned 89 times, 68%)
- TAN supports the efforts highlighted in the proposals to tackle environmental issues (mentioned 88 times, 67%)
- Respondents feel SIP proposals should be compliant with net-zero targets (mentioned 86 times, 66%)
- Respondents welcome the SIP's support for Active Travel (mentioned 82 times, 63%)
- A belief that new roads should not be built (mentioned 81 times, 62%)
- Support for the SIP's call for greater investment in public transport (mentioned 79 times, 60%)

6.4 An example of the TAN template response has been included below.

"I would like to welcome Transport for the South East's (TfSE):

- 1) Recognition of the need to tackle climate change
  - 2) Recognition of the strategic importance of active travel
  - 3) Proposed high level of investment in public transport
- in its Strategic Investment Plan (SIP).

However, I strongly object to:

- 1) How the SIP's true impact on climate change is hidden
- 2) The failure to reduce the SIP's carbon impact to make it net-zero compliant
- 3) The large road building programme within the SIP."

Figure 24: Additional coded comments from the TAN campaign response (N=131).

Theme	No. of responses	% of responses
How the proposals shall be delivered is not clear	14	11%
TfSE should make greater efforts to discourage car usage	9	7%

Data used in the plan is outdated	9	7%
Active Travel schemes are pointless if new roads are built	8	6%
Greater investment is needed in public transport than the proposals are offering	5	4%
The proposals should included even greater emphasis on Active Travel than is currently included	5	4%

## 7.0 Summary and Next Steps

### 7.1 Summary

7.1.1 Based on all the feedback received, a feedback summary has been drawn:

- Overall, the application of best practice principles to engagement helped to ensure there was a high level of interest and participation from a variety of audiences in the public consultation on the draft SIP. Over 8,100 individuals visited the project website and a total 641 responses were received. This included 422 completed questions, 88 other written responses in the form of letters and emails and 131 responses initiated by a Transport Action Network campaign.
- Analysis of the results showed support for key elements of the draft SIP, including:
  - Investment proposals to improve public transport in the south east.
  - The recognition of the importance of Active Travel schemes and the need to tackle climate change. This was supported by findings of the quantitative survey questions. For example, between 51% and 79% of respondents who participated supported the proposed Active Travel schemes across the four geographies. Similarly, the survey showed 76% of respondents chose 'Decarbonisation and Environment' as the most important investment priority for the SIP to deliver.
  - The draft SIP, as making the best case possible for investing in transport infrastructure in the south east (49% of survey respondents said they either 'Somewhat agreed' or 'Definitely agreed').
- Respondents further provided suggestions for how the draft SIP may be improved. This included:
  - Further support and investment into public transport, Active Travel and subsequently to tackle the climate emergency.
  - A reduction in the number of highways schemes.
  - For any impact of those proposals included within the draft SIP to be included in the overall analysis.
  - Some respondents that participated via the survey felt the Funding and Financing section required further information in order to be understood fully. However, this was caveated that many (42%) of those that said this had 'Limited' to 'No knowledge' about Transport for the South East and qualitative comments from respondents who stated they were not knowledgeable enough to participate in this question.

### 7.2 Next Steps

7.2.1 TfSE has considered all feedback received during the consultation. A report setting out the recommended changes to the draft Strategic Investment Plan (SIP) will be presented to TfSE's Partnership Board on 14<sup>th</sup> November 2022.

## 8.0 Appendices

### 8.1 Engagement HQ Page

#### Transport for the South East - Strategic Investment Plan Consultation



##### Welcome to the Transport for the South East (TfSE) draft Strategic Investment Plan (SIP) digital consultation hub!

We have launched the public consultation on our draft SIP to gather feedback and ideas from the community and key stakeholders. The SIP is an ambitious but achievable multi-modal investment plan that aims to boost the economy and make life better for people, for business and for the environment. If approved, the SIP will be the blueprint for future investment in strategic transport infrastructure in the south east for the next thirty years.

Developed in partnership with our 16 Local Transport Authority partners, our draft SIP builds on our [transport strategy](#), which was consulted on in 2019/20, and brings together previously published work including area and thematic studies.

The plan describes the framework required for delivering TfSE's vision and objectives to achieve a modern, integrated and sustainable transport network for the South East. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050.

We are delighted to be sharing these plans with you at public consultation and there are a number of ways that you can get involved:

We are delighted to be sharing these plans with you at public consultation and there are a number of ways that you can get involved:

- Review the SIP documents and take part in our digital consultation questionnaire at the bottom of this page.
- Join us at our whole day in person 'Connecting the South East' event on Tuesday 5th July at G Live, Guildford. You can register your attendance online by visiting <https://www.connectingthesoutheast.com/>.
- Join us at one of our two online public webinars on [Monday 11th July \(10am - 11.30am\)](#) or [Tuesday 12th July \(6pm - 7.30pm\)](#).

Got a question? Please take a look at our FAQs document which may be able to help you. This can be found [here](#).

If you can't find what you are looking for, please let us know your question by using the 'Questions' tab below and we will get back to you as soon as possible.

If you would like any of the consultation materials in an alternative format, please contact our email address at [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk) or call 0300 3309474. You can also write to us at Transport for the South East, County Hall, St. Anne's Crescent, Lewes, BN7 1UE.


**SURVEY**    **QUESTIONS**    **NEWS FEED**

CLOSED: This survey has concluded.


**STAY INFORMED**    Subscribe for project updates

##### Who's Listening

**Lucy Dixon-Thompson**  
Stakeholder & Engagement Manager  
TfSE



**Judith Hewitt**  
Community Engagement Specialist  
ECF



##### Key Dates

Consultation Launch  
**20 June 2022**

Public Consultation Event: Connecting the

**20 June 2022**

Public Consultation Event: Connecting the South East at G Live, Guildford  
**05 July 2022**

Public Consultation Event: Online Public Webinar (10am - 11.30am)  
**11 July 2022**

Public Consultation Event: Online Public Webinar (6pm - 7.30pm)  
**12 July 2022**

Consultation Close  
**12 September 2022**

##### Documents

- Full version of the TfSE SIP (10.7 MB) (pdf)
- Summary version of the TfSE SIP (2.42 MB) (pdf)
- SIP Integrated Sustainability Appraisal (ISA) (2.45 MB) (pdf)



## 8.2 Copy of Survey Transcript

### Transport for the South East – Strategic Investment Plan Consultation

#### Survey Transcript

The purpose of this document is to aid participants in filling out the digital consultation survey and not intended to be used in replacement of the digital survey. For this reason, all background information and explanatory context from the digital survey has been removed from this document. As noted on the Engagement HQ project website, we additionally recommend whilst filling out the digital survey that you have the SIP document open on another browser window.

#### Section 2: Investment Priorities

Which of the above investment priorities do you feel are important for the SIP to deliver?  
(Tick all that apply)

- Decarbonisation & Environment
- Adapting to a New Normal
- Levelling Up Left Behind Communities
- Regeneration and Growth
- World Class Urban Transit System
- East – West Connectivity
- Resilient Radial Corridors
- Global Gateways and Freight

Do you have any further comments on the SIP's investment priorities? Please limit your response to 250 words.

#### Section 3: Packages of Interventions

For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Choose all that apply.

- Solent and Sussex Coast (Hampshire, Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London – Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex and East Sussex excluding the Hasting Area)
- Wessex Thames (Berkshire, Hampshire and Surrey)
- Kent, Medway and East Sussex (Kent, Medway, Hasting and Rother areas of East Sussex)

*Only if you answered Solent and Sussex Coast:*

To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Solent & Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- Isle of Wight (two Packages)
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Sussex Coast Active Travel
- Solent and Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the Solent and Sussex Coast area? Please limit your response to 250 words.

*Only if you answered London – Sussex Coast:*

To what extent do you agree that the packages of interventions for the London – Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all the packages for the London - Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply

- London - Sussex Coast Rail (2 Packages)
- London - Sussex Coast Mass Transit
- London - Sussex Coast Active Travel
- London - Sussex Coast Highways

Do you have any further comments on the Packages of Interventions for the London - Sussex Coast area? Please limit your response to 250 words.

*Only if you answered Wessex Thames:*

To what extent do you agree that the packages of interventions for the Wessex Thames area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Wessex Thames Rail
- Wessex Thames Mass Transit & Active Travel
- Wessex Thames Highways

Do you have any further comments on the Packages of Interventions for the Wessex Thames area? Please limit your response to 250 words.

Only if you answered Kent, Medway and East Sussex:

To what extent do you agree that the packages of interventions for the Kent, Medway and East Sussex area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- Kent, Medway, and East Sussex Classic Rail
- Kent, Medway, and East Sussex High Speed Rail (two Packages)
- Kent, Medway, and East Sussex Mass Transit
- Kent, Medway, and East Sussex Active Travel
- Lower Thames Crossing
- Kent, Medway, and East Sussex Highways

Do you have any further comments on the Packages of Interventions for the Kent, Medway and East Sussex area? Please limit your response to 250 words.

#### Global Policy Package of Interventions

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

- Decarbonisation
- Public Transport Fares
- New Mobility
- Road User Charging
- Virtual Access
- Integration

Do you have any further comments on the SIP's Global Policy Interventions? Please limit your response to 250 words.

#### **Section 4: Benefits and Costs**

Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option.

- Yes
- No
- I'm not sure

Please explain your answer to the above question here. Please limit your response to 250 words.

#### **Section 5: Delivery of the SIP**

To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

#### **Section 6: Integrated Sustainability Appraisal and Conclusion**

Do you have any comments on the Integrated Sustainability Appraisal?

Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

Conclusion

### 8.3 Full Frequency Code Frame

Theme	No. of unique comments
Requests for further investment/improvements to public transport	259
Prioritise active travel	233
Oppose road building schemes	147
Support recognition of the need to tackle climate change	105
The proposals should strive to meet Net Zero targets	102
Environmental impact of the SIP is unclear.	98
Requests for more sustainable modes of transport to be prioritised	91
Would like more focus on climate change and environmental issues	75
Requests for a slip road on J5 on the M26/A21 (route to Sevenoaks)	48
Not enough detail on the proposed interventions	47
Improve public transport fares, particularly rail	44
Concerned whether the plan is deliverable	42
Did not feel there was sufficient information to enable participant to engage with the question.	38
Too much focus on cars/reduce reliance on cars	34
Supportive of the proposals	33
Rural areas are not sufficiently addressed in the SIP.	30
Not enough prior knowledge to engage with some of the questions.	30
Support for alternative methods of public transport, other than car use	25
Invest in/support east-west connectivity	24
The SIP makes a clear case for the benefits and costs (support)	24
The plans are unrealistic/unsustainable	19
Requests to improve integration between transport modes (bus, rail)	18
Requests for improved connectivity in rural communities	18
Concerns regarding air pollution	17
Requests to improve the bus network	16
Slip roads must be improved	15
Support for road user charging	14
Requests to make public transport more reliable	14
Would welcome further engagement from TfSE	13
Improve road safety	13
Supports road building schemes	13
Not all information included is entirely relevant to the rest of the SIP.	12
It is difficult to quantify/estimate costs	12
Requests for improved active travel infrastructure	11
Supportive of decarbonisation measures specifically.	11
Levelling up has not been sufficiently addressed	11
SIP lacks sufficient evidence to back-up its proposals.	10
The proposed highways schemes are contradictory to the sustainable aims of the SIP	10
Improvements and building resilience to the rail network	10
Data used in the proposal is outdated	9

Funding and financing is not clear enough	9
Improve orbital (non-London-radial) journeys	9
Active travel schemes are pointless if new roads are being built	8
Reopen disused railway lines	8
Need greater infrastructure for e-bikes and e-scooters	8
The ISA is too wordy and scientific	8
Support the ISA	8
Active travel needs more funding	8
Improve the existing roads and networks	8
Participant has concerns about nature degradation	7
I think the benefits and costs for the proposed packages are well thought out and thorough	7
Document too dense to understand	7
Plans should be more ambitious	7
Need to have clearer targets	7
Requests to improve links for Sevenoaks	7
Requests for a Solent Tunnel	7
Improved connectivity between coastal communities	6
Need to consider current contexts (cost of living etc)	6
Need information on scheme by level, not by package	6
Improve rail patronage	6
Greater electrification of railways	6
If new roads are to be built, they must align with active travel plans	6
More focus on tackling congestion	6
Requests to consider accessibility more	6
The proposals will increase congestion	6
Active Travel is not defined	5
Supports improvements to the A27	5
Requests for improved urban connectivity	5
Plan has no benefit/too broad	5
Requests for east-west access to Heathrow	5
The calculation of the costs and benefits is inaccurate	5
Too much reliance on local transport authorities for active travel schemes	5
Supports use of e-vehicles	5
Greater investment is needed in public transport than the proposals are offering	5
The proposals should include even greater emphasis on active travel than is currently included	5