Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**21 July 2025**
By:	**Chief Officer, Transport for the South East**
Title of report:	**Transport Strategy Refresh**

Purpose of report: To provide feedback on the recent public consultation exercise and seek approval for proposed changes to the Draft Final Transport Strategy and its associated Integrated Sustainability Appraisal.

RECOMMENDATION:

The members of the Partnership Board are recommended to:

1) **Note the outcomes of the public consultation, as set out in the Consultation Report; and**
2) **Agree the proposed changes to the Transport Strategy and Integrated Sustainability Appraisal to reflect the feedback received in response to the public consultation.**

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1.   Introduction

1.1 At the Partnership Board on 9 December 2024, the Draft Transport Strategy and its associated Integrated Sustainability Appraisal was approved for public consultation. A public consultation exercise ran from 10 December 2024 to 7 March 2025. In all, over 800 responses were received from a wide range of stakeholders from across the region. This included local authorities, local business groups, national agencies, MPs, transport operators, user and campaign groups, and members of the public. This report summarises the results of the consultation and sets out a number of minor changes to the Strategy and its associated Integrated Sustainability Appraisal that are being proposed in response.

2.   Consultation on the Draft Transport Strategy and Integrated Sustainability Appraisal

2.1   During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events. Futher detail about these activities are set out in **Appendix 1.**

3.   Results of the consultation

3.1   In total, there were 811 responses to the consultation on the Draft Transport Strategy. The majority of these were individual responses – 742, with the remaining 69 coming from organisations. An overview of the results of the consultation are set out in **Appendix 1** and a copy of the consultation report containing a full analysis of the responses that were received is contained in **Appendix 2.**

3.2   On the Integrated Sustainability Appraisal, comments have been received from some statutory stakeholders requesting clarification on some of the content. The most notable comments being those relating to how roles around biodiversity and equalities may be uncertain in light of local government reorganisation. No comments were received that challenged the analysis undertaken.

4. Proposed changes to the transport strategy and Integrated Sustainability Appraisal

4.1 The result of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy, negating the need for any major amendments. Analysis of the comments received identified a number of common themes that were raised multiple times by different respondents. These are set out in **Appendix 3** alongside a summary of the proposed drafting changes that are being recommended. Changes are also being recommended to reflect external events including the emerging proposals for devolution, the development of the Government's Integrated National Transport Strategy and the granting of the Development Consent Order for the Lower Thames Crossing.

4.2 A number of specific drafting requests were also received seeking clarifications, additions or deletions to specific sections of the draft Transport Strategy. A number of minor amendments are also being recommended to two of the Maps. These drafting changes are shown as marked up changes in the revised copy of the Strategy contained in Appendix 4.

4.3 Members of the Partnership Board are recommended to agree the proposed drafting changes (shown as tracked changes) to the Transport Strategy text shown in **Appendix 4**. This document will then comprise the draft final version of the Transport Strategy.

4.4 With regards to the Integrated Sustainability Appraisal, minor technical changes for the purposes of clarity are being made to the document. Due to the relatively limited nature of these changes, the ISA does not require any further analysis to be undertaken. A copy of the revised version of the Integrated Sustainability Appraisal showing the changes to the text that have been made is contained in Appendix 5.

5. Next steps

5.1 Individual local authority protocols mean that some constituent authorities may wish to seek approval for the draft final version of the Transport Strategy via their formal council procedures. Others have delegated authority, enabling Board members to approve the final version at their discretion. Those authorities who need to follow formal council procedures will be able to use this report and its appendices as a basis for their own report to their council or committee. An editable version of this report is available from the TfSE secretariat on request.

6. Conclusions and recommendations

6.1 In conclusion, the consultation exercise on the Draft Transport Strategy and Integrated Sustainability Appraisal has demonstrated that there is a good level of support for the Draft Transport Strategy. Members of the Board are recommended to agree the proposed drafting changes identified in response to the key themes raised by multiple respondents as well as the specific drafting requests, all contained in the draft final versions of the Transport Strategy set out in in **Appendix 4** and the Integrated Sustainability Appraisal contained in **Appendix 5.**

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Appendix 1 – Results of the public consultation on the Draft Transport Strategy

1.   Introduction

1.1   The purpose of this appendix is to set out the engagement activity that took place during the public consultation exercise and present a summary of the results of the consultation. A copy of the full consultation report on the consultation is contained in Appendix 2.

1.2   A public consultation exercise on the Transport Strategy took place between 10 December 2024 and 12 March 2025.   During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events.

2.   Engagement during the public consultation exercise

2.1   During the consultation period, TfSE engaged with stakeholders and the public across the South East, with a supporting marketing and communications campaign and a series of in-person and online events.

2.2   Specific engagement activities that were undertaken included the following:
- An online launch event held on 10 December 2024, attended by 150 people;
- In-person Strategy Roadshows held across the South East to encourage local people to have their say on the strategy, held in the following locations:
    o Southsea Library, Portsmouth
    o Jubilee Library, Brighton
    o Southampton Central Library
    o Canterbury Library
    o Guildford Library
    o Wokingham Library
    o Ryde Town Hall, Isle of Wight
    o Hastings Library
- A dedicated session with the Transport Forum on 30 January 2025;
- Stands at the Future Transport Conference in Southampton, and the Interchange Conference in Manchester;
- Dedicated briefing sessions with significant stakeholders on request, including with Gatwick Airport, the Heathrow Surface Access Group, the Chartered Institution of Highways and Transportation, the Royal Town Planning Institute South East Branch, and the BVRLA.

**3.   Summary of the results of the consultation**

3.1   A copy of the Consultation Report is contained in Appendix 2. Some of the headline results from the consultation showing the overall levels of support for the Strategy and its Missions are summarised here.

3.2   In total, there were 811 responses to the consultation. The majority of these were individual responses – 742, with the remaining 69 coming from organisations.

All of these responses have been considered, and full details are given in the Consultation Report in Appendix 2. Some of the key results from this analysis are summarised here.
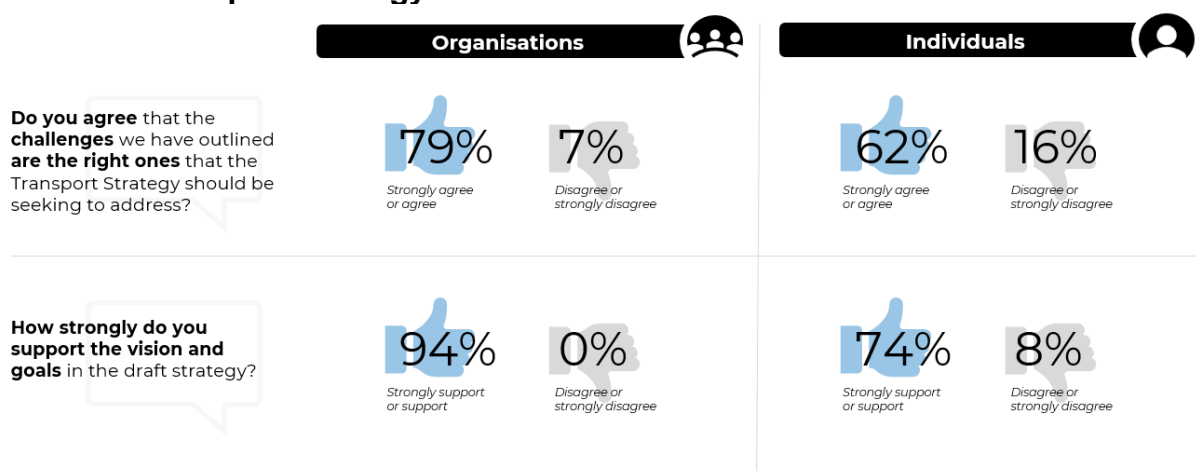
3.3   The last question on the consultation questionnaire asked respondents the extent to which they agreed that the Draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East. The results of the analysis of this question are presented in Figure 1 which shows that a majority of respondents either strongly agreed or agreed with this statement. that the strategy sets out an ambitious yet achievable strategy to improve transport across the South East.

Figure 1. Overall views on the Draft Transport Strategy

To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

60%
Strongly agree or agree

Disagree or strongly disagree
16%
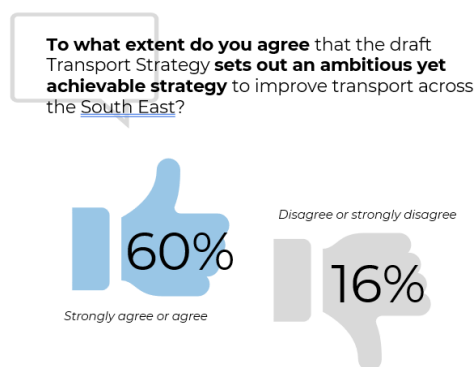
3.4   Respondents were asked the extent to which they agreed that the challenges outlined in the strategy were the right ones that it should be seeking to address. As shown in Figure 2, a majority of organisations and individuals agreed that they were. When asked whether they support the vision and goals of the strategy, 94% of organisations and 74% of individuals either strongly supported or supported these. The results of this analysis are shown in Figure 2.
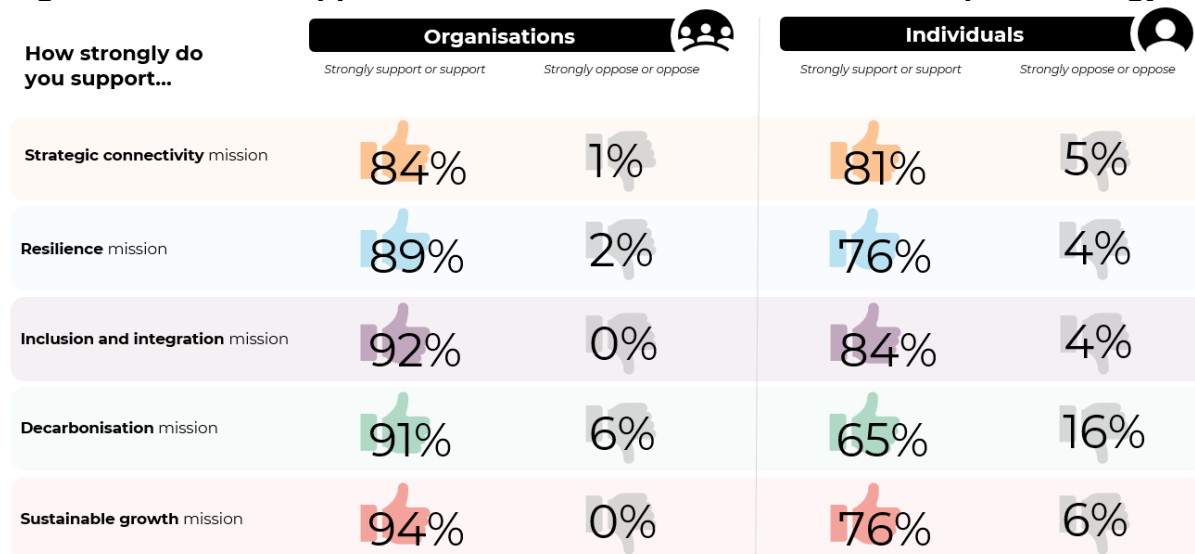
Figure 2. Respondents level of support for the challenges, vision and goals in the Draft Transport Strategy.

	Organisations		Individuals	
Do you agree that the challenges we have outlined are the right ones that the Transport Strategy should be seeking to address?	79% Strongly agree or agree	7% Disagree or strongly disagree	62% Strongly agree or agree	16% Disagree or strongly disagree
How strongly do you support the vision and goals in the draft strategy?	94% Strongly support or support	0% Disagree or strongly disagree	74% Strongly support or support	8% Disagree or strongly disagree

3.5   Those organisations and individuals completing the questionnaire survey were asked the extent to which they supported each of the Missions set out in the Draft Transport Strategy. The results of the analysis of the responses to these

questions are set out in Figure 4 which shows that a majority of organisations and individuals strongly supported or supported each of the Missions.

Figure 3. Level of support for each of the Missions in the Transport Strategy.

How strongly do you support...	**Organisations**		**Individuals**	
	Strongly support or support	*Strongly oppose or oppose*	*Strongly support or support*	*Strongly oppose or oppose*
Strategic connectivity mission	84%	1%	81%	5%
Resilience mission	89%	2%	76%	4%
Inclusion and integration mission	92%	0%	84%	4%
Decarbonisation mission	91%	6%	65%	16%
Sustainable growth mission	94%	0%	76%	6%

3.6   This overview of the results of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy. A copy of the consultation report containing a full analysis of the responses that were received is contained in **Appendix 2.**

Appendix 2

Draft Transport Strategy for the South East

Consultation Report

25 June 2025

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Executive Summary

Context

TfSE's first Transport Strategy was adopted in 2020. An evolving national and local policy context, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, illustrating a need for a Strategy with updated priorities. The Draft Strategy, as published for consultation, set out TfSE's challenges, vision, goals and missions, along with an overview of how the proposals would be implemented.

A public consultation was held on the Draft Strategy between 10 December 2024 and 7 March 2025. This report documents the consultation process, outlines the feedback received, and sets out TfSE's responses to the key themes that emerged.

Purpose of this report

This report focuses on the outcomes of the consultation, including the approach taken to undertaking the analysis, and subsequent findings.

Summary of Consultation Findings

The consultation generated a total of 866 responses – 755 of these from individuals, and 111 on behalf of an organisation. The table below shows that this was comprised of 818 questionnaires and 48 other written responses received by letter or email. The majority of responses were received from within the South East region, and there was wide representation from across the TfSE geography, although there was also some interest in the consultation from further afield, such as in London.

Key Findings

Broad Support for the Strategy

- 73% of individuals and 94% of organisations supported the Strategy's vision and goals.
- As shown in the table below strong support was recorded across all five missions.

Mission	Organisations		Individuals	
	Strongly support	**Strongly oppose**	**Strongly support**	**Strongly oppose**
Strategic connectivity	84%	1%	81%	5%
Resilience	89%	2%	76%	4%
Inclusion and integration	92%	0%	84%	4%
Decarbonisation	91%	6%	65%	16%
Sustainable growth	94%	0%	76%	6%

Cross-cutting feedback themes

The table below sets out the cross cutting feedback themes raised by respondents to the consultation.

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓	✓
Rural and coastal communities (and other underserved groups)	✓	✓
Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓	✓
Details on Strategic Rail Connectivity	✓	✓
Details on Resilience	✓	✓
Details on Mission Targets, Impacts	✓	✓
Changing Devolution Landscape	✓	✓
Reducing Car Use		✓
Isle of Wight Ferries		✓
Strategic Highway Connectivity		✓
Funding and Financing		✓

Next Steps

All feedback received during the public consultation has been considered to help inform the development of the updated Transport Strategy. As a result of this analysis, we propose changes to the draft strategy that support each of the cross-cutting themes. A summary of proposed changes is listed below:

- Strengthen active travel theme in the Inclusion and Integration and Sustainable Development Missions.
- Increase recognition of rural transport exclusion in the Inclusion and Integration Mission.
- Update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund.
- Reference more Strategic Rail schemes where these align with the Strategic Investment Plan and Missions.
- Reference more Resilience schemes where these align with the Strategic Investment Plan and Missions.
- Include further detail about trajectories and trends, with linkages to impacts.
- Update the Strategy to reflect downstream changes in local and regional government in the South East.
- Place greater emphasis on demand management interventions
- Further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.
- Reference more specific Strategic Highway schemes in the core text and on maps.
- Include further details on potential funding sources, and what dependencies there may be with each.
- Provide case studies of schemes that demonstrate some form of third party support and/or value capture.

Table of Contents

1. Introduction

Context

3. Established in 2017, TfSE's Mission is to grow the South East's economy through a safe, sustainable, and integrated transport system that enhances residents' quality of life and protects the environment. TfSE's governance and regional expertise allow it to advocate effectively for the South East, aligning transport initiatives with local and national priorities.

4. TfSE's first Transport Strategy was adopted in 2020. Sinc then the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, informing this Strategy's updated priorities.

5. This Strategy focuses on areas needing urgent action, where TfSE is uniquely positioned to drive change. Recognising financial constraints, TfSE's approach emphasises practical, achievable solutions, aiming to maximise the impact of available resources. Developed through rigorous evidence gathering and stakeholder engagement, this Strategy presents a framework for action to meet the region's most pressing transport challenges.

6. A public consultation was held on the Transport Strategy between 10 December 2024 and 7 March 2025. This report documents the consultation process, outlines the feedback received and sets out TfSE's responses to the key themes that emerged.

Transport for the South East's role

7. Transport for the South East is the sub-national transport body for the South East of England, and is supported by its 16 Constituent Local Transport Authorities, 46 district and borough authorities and wider key stakeholders.

8. Seeking to amplify and enhance the excellent work of its constituent authorities, transport operators and stakeholders in its geography, TfSE embraces new ways of doing things and seeks a more integrated approach to policy development. It aims to present a coherent, regional vision and set of priorities to central Government, investors, operators, businesses, residents and other key influencers.

Purpose of the consultation

9. TfSE has worked closely with stakeholders in the development of the Transport Strategy and will continue to do so to ensure that the Strategy is developed and delivered to reflect different perspectives across the region. This public consultation on the Transport Strategy was an opportunity for all with an interest in the South East's transport system to view the proposals and provide their comments, so that these can be taken into consideration before the Transport Strategy is finalised.

10. The Draft Strategy, as published for consultation, set out TfSE's challenges, vision, goals and missions, along with an overview of how the proposals would be implemented. The consultation approach is described in more detail within the next section of this report.

2. Approach to consultation

11. A public consultation on the refreshed Transport Strategy started on 10 December 2024 and closes on 7 March 2025. The consultation seeks the views of stakeholders on the draft refreshed Transport Strategy, alongside the supporting Integrated Sustainability Appraisal.

Consultation materials and communications channels

Transport Strategy document and summary

12. This Transport Strategy outlines a Vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life. It builds on the previous Strategy that was published in 2020 and is underpinned by over seven years' extensive technical work. Its missions-driven approach sets a Route Map for achieving this Vision through improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth.

13. The Transport Strategy and supporting technical documents were available to download from the website. Hard copies of the draft Transport Strategy were also available to view at the regional public consultation events (see below for more information about the events).

14. A summary of the Transport Strategy helped to provide a less-technical overview, highlighting the key elements of the vison, goals and priorities, and outlining the key challenges and proposed responses.

15. A plain text version of the draft Strategy document was also made available on request, for accessibility reasons.

Integrated Sustainability Appraisal

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

Transport Strategy webpage

17. A dedicated page was added to the TfSE website to:
- Explain the context for the Transport Strategy
- Make the Transport Strategy available for download, along with the ISA
- Direct potential respondents to the online survey to provide feedback

Launch of the consultation

18. The consultation for the draft Transport Strategy was officially launched on 10th December 2024 via an online webinar with over 100 attendees

19. As well as finding out more about the Draft Transport Strategy, attendees were able to discuss opportunities and potential challenges faced by a range of stakeholders,

including transport operators and delivery partners, environmental groups and business leaders.

20. A comprehensive communications plan was developed to support the consultation during the 12 weeks. This included a launch press release; media pack; communications to regional MPs, constituent transport authorities, district and borough councils; social media and marketing collateral including a display banner and QR code cards for the online survey.

21. The result of this engagement activity was significant interest in the Draft Transport Strategy and the consultation. Some of the highlights of which include:

- 17 posts on LinkedIn, with 117 reactions and 34 reposts;
- 16 posts on Facebook, with 78 shares;
- 13 posts on X, with 28 reposts and over 4000 views;
- Nearly 400 views of the launch video
- 23% of respondents to the online survey hearing of the consultation through their local council, with a further 27% hearing via email.

A sample of the media posted is shown below.

Engagement events

TfSE held a number of in-person and online events, with the purpose of seeking further feedback on the Draft Transport Strategy document. These events were attended by over 500 people in total. These events included the following:

- Attending the Future Transport Forum in Southampton on 22nd and 23rd January
- Running a special meeting of the Transport Forum on 30th January
- Running 8 'Strategy Roadshows' across the region throughout February, at Southsea Library in Portsmouth, Jubilee Library in Brighton, Southampton Central Library, Canterbury Library, Guildford Library, Wokingham Library, Hastings Library, and Ryde Town Hall on the Isle of Wight

- Attending the Royal Town Planning Institute's South East Conference on Infrastructure and Planning on 27th February
- Holding one-on-one briefings with key stakeholders on request. Briefings were held with the following organisations:
    - BVRLA
    - Chartered Institution of Highways and Transportation
    - Gatwick Airport
    - Heathrow Surface Access Group
    - National Highways
    - Network Rail

Obtaining feedback

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

23. The questionnaire was divided into nine sections for organisations and five for individuals and aligned with the sections of the Draft Transport Strategy. The sections posed a range of closed and open (free text) questions including:

24. A copy of the two consultation questionnaires can be found in Appendices A.and B

Response analysis methodology

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

Questionnaires

26. The online questionnaire was hosted on TfSE's Engage360 web platform.. Online responses were processed directly through this portal, while all data from paper copies, and email responses were shared for analysis alongside online survey responses.

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

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

29. The quantitative analysis only includes those who completed a survey either online, by email or post - as letters and emails submitted can not be analysed in the same way and therefore do not feature as part of response analysis to direct questions.

Coding of free-text responses

30. The questionnaire contained several open questions inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.

31. The free-text responses required further processing, or 'coding', whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.

32. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

Letters and emails

33. The same coding methodology as above was applied to enable analysis of detailed responses submitted via letter and email.

34. Responses were logged in a spreadsheet and assigned a unique reference number as they were submitted. The text was then coded, with the results analysed quantitatively to identify the most frequently recurring areas of comment.

3. Overview of respondents

35. This section of the report confirms the total number of responses received during the consultation and sets out more information about the respondents.

Number of respondents

36. The consultation generated a total of 866 responses – 755 of these from individuals, and 111 on behalf of an organisation. The table below shows that this was comprised of 818 questionnaires and 48 other written responses received by letter or email.

Table 3.1: Number of respondents

Response type	No. Responses
Questionnaire (via online survey)	811
Questionnaire (via post or email)	7
Other written response received via letter or email	48
Total	**866**

Questionnaire respondents

37. The first question of the questionnaire asked respondents to confirm if they were providing their own response or responding on behalf of an organisation or group. 91% of respondents were responding in an individual capacity (746 respondents), and 9% were responding on behalf of an organisation (72 respondents).

Figure 3.1: Questionnaire respondents

9%

■ On behalf of my organisation

■ As an individual

91%
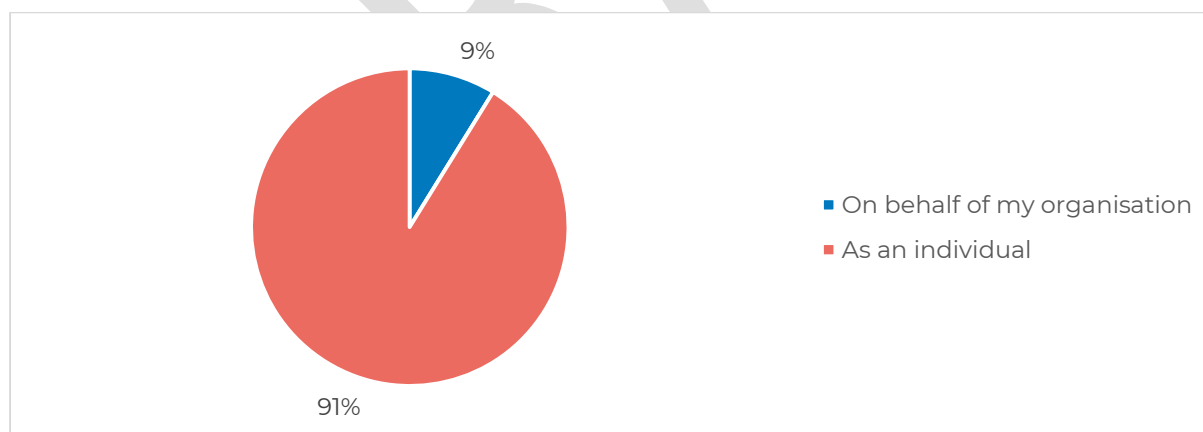
Total responses: 818

38. To enable geographic analysis of the responses, individual respondents were asked to provide their postcode. As the figure below shows, the majority of responses were received from within the South East region, and there was wide representation from across the TfSE geography, although there was also some interest in the consultation from further afield, such as in London.

Figure 3.2: Numbers of respondents by local transport authority area, as derived from postcode data[1]
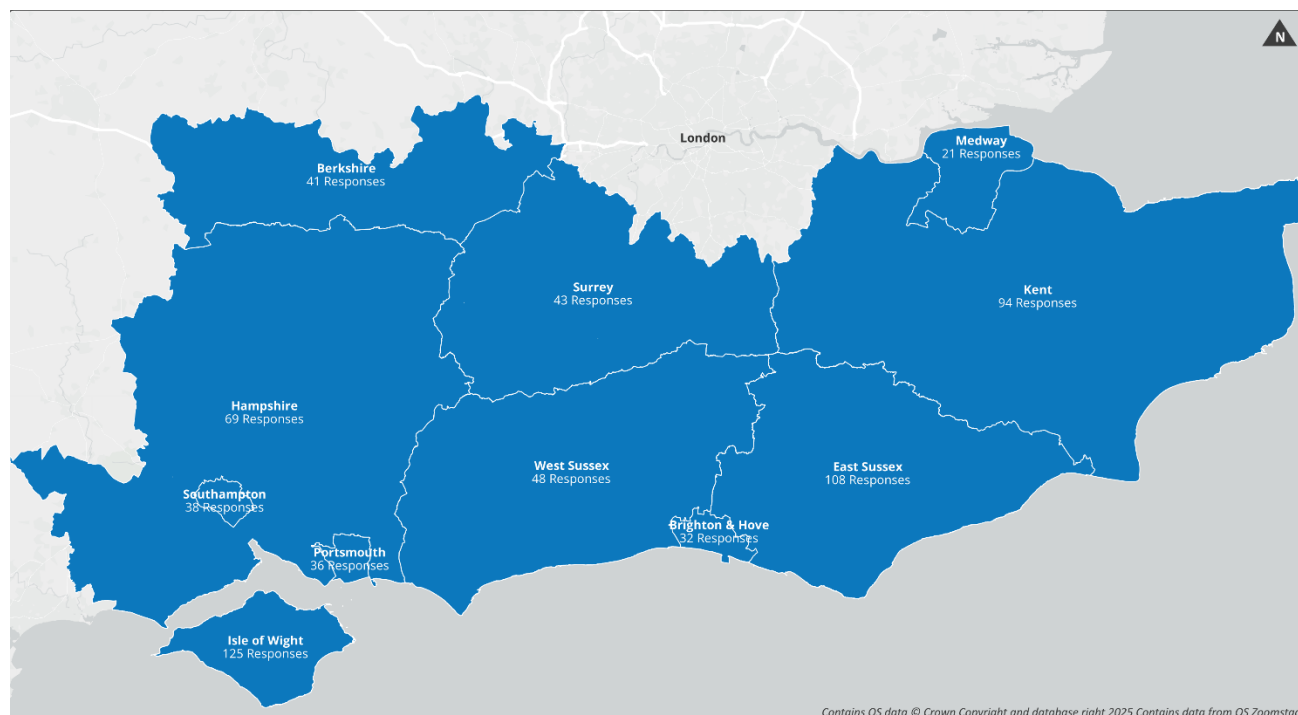
39. The table below shows the breakdown of responses to this question, which asked respondents to indicate the category of organisation or group that they were representing. One respondent who had identified as an organisation did not respond to this question.

Table 3.2: Category of organisation or group

Category of organisation or group	Responses	Percentage
Local authority	23	28%
MPs	4	5%
Business	9	11%
Charity or third sector	9	11%
Transport operator	2	2%
National partner	0	0%
Town or Parish Council	17	20%
Airport or Port	2	2%
Other	17	20%
Total	**83**	**100%**

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[1] Not all respondents provided their postcode

Participant Demographics

40. This section breaks down the demographic data that was collected as part of the draft Transport Strategy consultation.

41. 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.

42. 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.

43. As demonstrated in Table 3.3, most individuals who participated in the survey, and chose to answer the demographic questions, identified as "Female" (47%), 45% identified as "Male ", 7% answered "I prefer not to say" and 1% answered "Other".

Table 3.3: Please tell us your gender

Gender	Count	Percentage
Male	331	45%
Female	346	47%
Non-binary	0	0%
I prefer not to say	51	7%
Other	6	1%
Total	**734**	**100%**

44. A wide range of age groups participated in the draft Transport Strategy survey. 64% were aged 55 or above and 29% were aged between 16-54.

Table 4.4: Please tell us your age

Age band	Count	Percentage
Under 24	9	1%
25-34	28	4%
35-44	75	10%
45-54	104	14%
55-64	188	26%
65 or over	283	38%
Prefer not to say	49	7%
Total	**736**	**100%**

45. Most individuals who participated in the survey identified as "White" (87%), with 2% identifying in a non-white ethnic group.

Table 5.5: Which of the following best describes your ethnic group?

Ethnicity	Count	Percentage
White	633	87%
Mixed/Multiple ethnic groups	18	2%
I prefer not to say	80	11%
Total	**731**	**100%**

46. 17% of individuals who participated identified as having a long-term physical or mental condition or illnesses lasting 12 months or more which affects their day-to-day activities "a little" and a further 6% for whom their day-to-day activities are affected "a lot".

Table 6.6: Are your day-to-day activities limited because of a health issue or disability which has lasted, or is expected to last, at least 12 months?

Answer	Count	Percentage
Yes, a little	122	17%
Yes, a lot	43	6%
No	533	73%
Total	**735**	**100%**

47. 36% of individuals who answered 'Yes, a little' or 'Yes, a lot' identified their impairment as being a "physical impairment while 17% impairment as being a "long-standing illness.

Table 7.7: If you answered 'Yes, a little' or 'Yes, a lot' please tell us the type of your impairments

| Answer	Count	Percentage
Physical impairment	101	36%
Sensory impairment	25	9%
Learning disability or difficulty	8	3%
Long-standing illness	47	17%
Mental health condition	34	12%
Developmental condition	4	1%
Autistic spectrum	17	6%
Prefer not to say	34	12%
Total	**279**	**100%**

4. Questionnaire response analysis

48. This section of the report presents the results of both the closed and open response questions. As described above, open-ended verbatim data is complex to analyse, and the comments have been coded to aid analysis and interpretation. The most common themes of response to each question have been presented within this report.

49. Please note that percentages, where included, have been rounded to the nearest whole percentage point, and as such, totals may not always equal 100. Percentages are based on the total number of respondents who answered that particular question.

Overall Views

50. Organisations and individuals were asked to indicate their level of agreement with the draft Transport Strategy's ambition and achievability in improving transport across the South East. Most respondents expressed positive sentiment, with 43% agreeing and an additional 17% strongly agreeing. These results indicate strong initial buy-in to the strategy ambition and supporting goals.

51. However, the second most common response selected by respondents "Neither agree or disagree". This was the second most common response selected by respondents. The prevalence of this response suggests that the strategy could perhaps strengthen the clarity of ambition and achievability.

52. A smaller proportion of respondents disagreed, with 10% responding that they 'disagree', and 5% that they strongly disagreed. This may indicate a smaller proportion of respondents consider the strategy to be overly ambitious, or conversely, could set a higher level of ambition/achievability.

Figure 4.1: Organisation and Individual responses to "To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?"
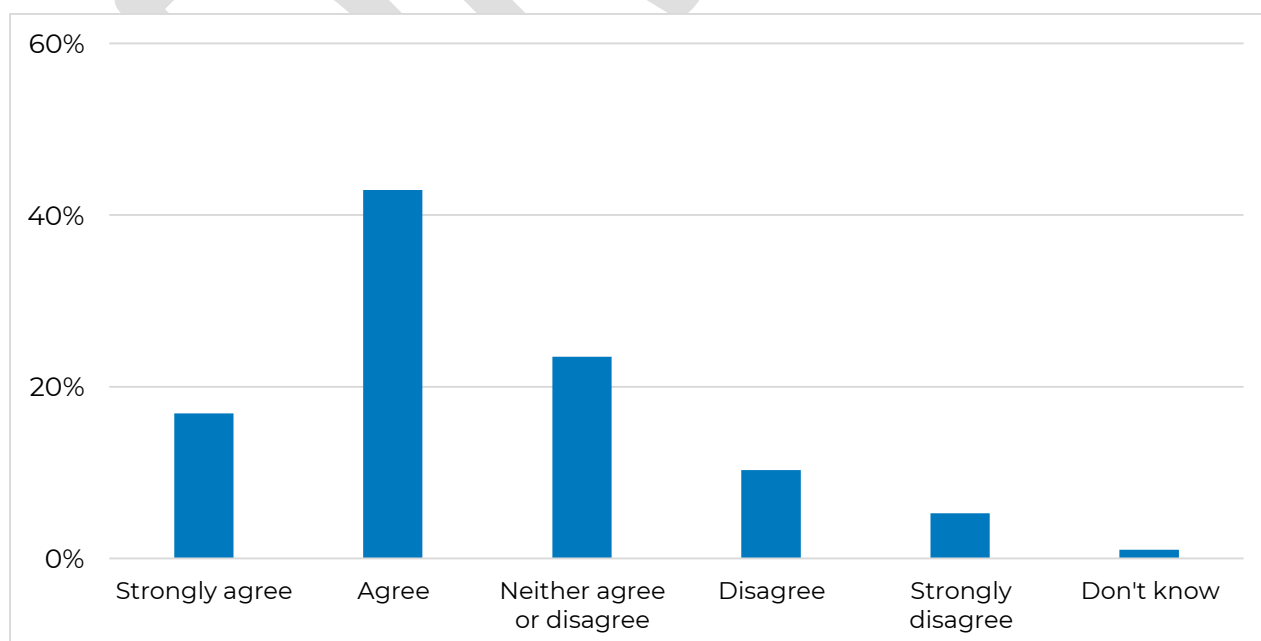
Challenges

53. The Strategy is based around the delivery of five Missions which will best address the key challenges the region faces and subsequently have the biggest impact. The resources and tools for delivering meaningful change are more constrained now than in 2020, resulting in cross-cutting delivery challenges, which will depend on active support and collaboration from regional and local authorities, as well as the private sector.

54. Individuals and organisations were asked about the challenges outlined in the draft transport strategy.

Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Table 4.1: Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

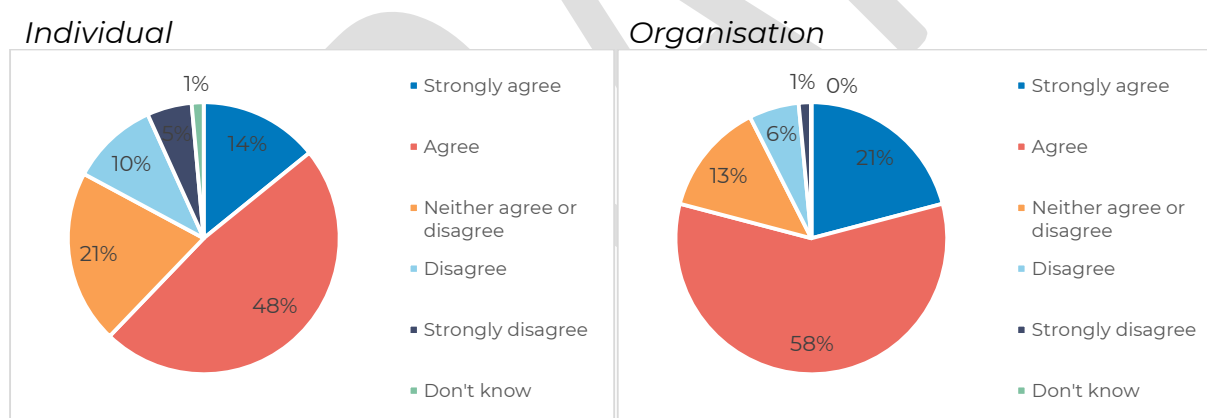| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly agree	101	14%	14	21%
Agree	341	48%	39	58%
Neither agree or disagree	147	21%	9	13%
Disagree	74	10%	4	6%
Strongly disagree	38	5%	1	1%
Don't know	10	1%	0	0%

Figure 4.2: Responses by individuals and organisations

- The majority of individuals (62%) and organisations (79%) either strongly agree or agree that the challenges outlined are the right ones for the Transport Strategy to address.
- A smaller portion of individuals (21%) and organisations (13%) neither agree nor disagree with the outlined challenges.
- Only a minimal number of individuals (15%) and organisations (7%) disagree or strongly disagree with the outlined challenges.

55. Organisations and individuals each had the opportunity to provide any additional comments about the challenges through free-text response boxes.

Are there any other comments you would like to make on the challenges?

Organisations

Table 4.2: Are there any other comments you would like to make on the challenges? - Organisations

Theme	Comments	Percentage
Need to include references to mode shift	6	14%
Financial/funding/fiscal challenges should be referenced	4	10%
Need to address East – West and North-South connectivity	4	10%
Need to acknowledge environment, biodiversity and preservation concerns	3	7%
Need to address better integration of public transport	3	7%
Suggestion to acknowledge accessibility/equality/inclusivity	2	5%
Suggestion for more information on decarbonisation	2	5%
Suggestion to acknowledge localised issues	2	5%
Suggestion to outline further understanding on how mayoral authorities will impact TfSE	2	5%
Address issues around land availability for future plans	2	5%

Responses: 42

Individuals

Table 4.3 Are there any other comments you would like to make on the challenges? - Individuals

Theme	Comments	Percentage
Current ferry experience is poor value	49	17%
Affordability of public transport is a challenge for users	34	12%
Concern about how challenges will link with planning and legislation	32	11%
Suggestion that environmental protection and decarbonisation are significant challenges	22	8%
Timetabling and interconnectivity between modes is an existing challenge	19	7%
Support for improving active travel	18	6%
Support for improving rail services	18	6%
Concern about poor maintenance & road works	16	6%
Concerns that there is too much emphasis on roads/cars	15	5%

Responses: 287

56. The three most common themes reported by organisations in response to this question were a need for the challenges to make reference to mode shift (14%) that fiscal/funding challenges should be referenced (10%), and a need to address east-west and north-south connectivity (10%). These three themes are connected in strategic planning; improving regional connectivity is the primary objective, but to achieve this effectively and sustainably would require significant mode shift. Both the pursuit of better connectivity and the implementation of mode shift initiatives are constrained or enabled by the ability to address fiscal/funding challenges.

"The Strategy needs to acknowledge the significant fiscal challenges for global and national economies, the policy emphasis then more focussed on improving network

efficiency and unlocking development and employment, rather than hoping for more Government funding or developer contributions" – Organisation Respondent

57. The other responses given by organisations collectively highlight support for holistic, integrated, and forward-looking approach to transport planning and delivery, with a particular emphasis on environmental sustainability, equalities and effective governance.

58. Amongst individuals, the most common responses referenced how the current ferry experience is poor value (17%), how the affordability of public transport is a challenge for users (12%) and comments that highlighted concerns about how challenges link with planning and legislation more widely (11%). The most common responses highlight current user dissatisfaction and barriers to access and mobility. User experience and accessibility issues necessitate well-conceived policy and legal frameworks to enable real, sustainable improvements.

"No late night sailings, ferries cancelled last minute. Issues getting to medical appointments on the mainland. Affect on {Isle of Wight} economy due to costs for tourism" – Individual Respondent

59. The other responses given by individual respondents highlight support for a more sustainable and efficient transport system that moves beyond a car-centric approach, recognising environmental protection and decarbonisation as urgent challenges, and support for improving active travel and public transport. Other responses however also noted concerns regarding poor maintenance and disruptive road works as barriers to mobility.

60. Both organisations and individuals were prompted to suggest any further challenges that should be considered within the Strategy through free-text response boxes.

Do you think there are any other challenges we should consider?

Organisations

Table 4.4: Do you think there are any other challenges we should consider? - Organisations

Theme	Comments	Percentage
Sustainability	12	22%
Rural/social exclusion	11	20%
Public transport affordability	6	11%
Housing/building	5	9%
Transport safety	4	7%
Transport as an asset	3	5%
Local government re-organisation	3	5%
Modal shift	2	4%
Ferry connectivity	2	4%
North-south connectivity	2	4%

Responses: 55

Individuals

Table 4.5: Do you think there are any other challenges we should consider? – Individuals

Theme	Comments	Percentage
Ferries (additional routes and improved levels of service)	103	22%
Public transport connectivity	89	19%
Affordability	68	14%
Road connectivity	50	11%
Active travel	32	7%
Health and safety	32	7%
Emissions	25	5%
Accessibility	22	5%
Congestion	22	5%

Responses: 473

61. The three most common themes reported by organisations in response to this question were that challenges should more explicitly consider sustainability (22%), rural/social exclusion (20%) public transport affordability (11%). These suggestions for additional challenges are connected, as public transport plays an essential role in combatting exclusion by supporting access to key services and opportunities. Reducing reliance on private vehicles for such journeys, which may often be less sustainable, will be critical in ensuring a more sustainable transport network.

"Specifically mention rural areas and the reliance of residents there on private cars. due to the lack of public transport. Yet the [Government] is encouraging the continued building of thousands of new houses in these unsustainable locations." – Organisation Respondent

62. The other responses given by organisations suggest that challenges should focus on transport network connectivity and safety more generally, and also consideration of addressing the impacts of housing/building developments on the transport network.

63. Amongst individuals, the most common responses referenced that additional challenges could include improved levels of service and routes for ferries (22%), public transport connectivity (19%) and affordability (14%). These responses highlight that public transport accessibility and usability is currently considered to be a critical challenge amongst individuals. Moreover, these responses further link to the previous question responses from individuals, wherein 17% of individual comments referenced that ferries were poor value.

"The ferry situation on the Isle of Wight, we are subject to huge prices and unreliable transport and we have no other way of reaching the mainland. My small business is folding this year because the costs of ferry travel are too high and Ferries are always being cancelled." – Individual Respondent

64. The other responses given by individual respondents highlight support for challenges to consider a safer, more active, and accessible network, while simultaneously requesting further considerations for solutions to reduce emissions and congestion effectively and sustainably.

Vision and Goals

65. The vision of the strategy is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

66. This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

67. Individuals and organisations were each asked to rate their support for the vision and goals through the following question:

How strongly do you support the vision and goals in the draft strategy?

Table 4.6: How strongly do you support the vision and goals in the draft strategy?

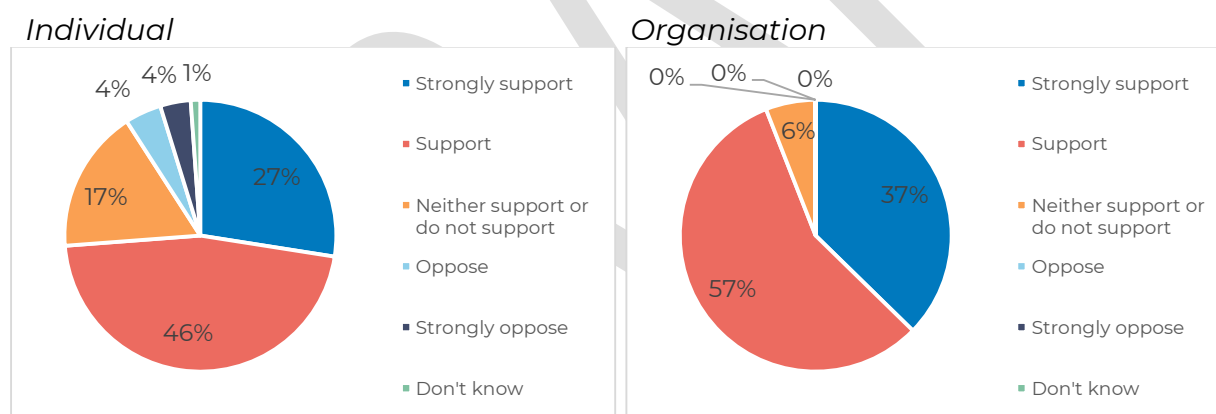| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	196	27%	25	37%
Support	331	46%	38	57%
Neither support or do not support	122	17%	4	6%
Oppose	31	4%	0	0%
Strongly oppose	26	4%	0	0%
Don't know	8	1%	0	0%

Figure 4.3: Responses by individuals and organisations

- The majority of individuals (73%) and organisations (94%) either strongly support or support the vision and goals in the draft strategy.
- A smaller portion of individuals (17%) and organisations (6%) neither support nor oppose the vision and goals.
- Only a minimal number of individuals (8%) none of the organisations (0%) oppose or strongly oppose the vision and goals.

68. Organisations were also prompted to comment further on the vision and/or goals through a free-text response box.

Do you have any further comments on the vision or the goals?

Note that only organisations were asked this question.

Organisations

Table 4.7: Do you have any further comments on the vision or the goals? - Organisations

Theme	Comments	Percentage
Expand on environmental aspects	10	22%
To ensure goals are balanced	6	13%
To add an inclusivity goal	6	13%
Need clear targets/goals/timeframes to measure visions by	5	11%
Concern that achieving goals may lead to more congestion	4	9%
Consider more locally specific issues	4	9%
Greater public transport use and multimodal connections	3	7%
Clarify the definition of sustainable transport	2	4%
Address rural connectivity issues	2	4%
Encourage shift away from private vehicles	2	4%

Responses: 45

69. The three most common themes reported by organisations in response to this question were that the visions and goals should expand on environmental aspects (22%), ensure balanced goals (13%) and should add a goal related to inclusivity (13%). These comments highlight that both environmental and social inclusivity are considered to be central to a sustainable vision and goals, whilst highlighting that goals should maintain a balanced outlook to ensure achievability.

70. Other responses also continue the theme goal achievability, with comments expressing that targets and timeframes should be clearer, but also expressing concern about goal feasibility. Further comments also emphasise a need to address locally specific issues and fostering greater public transport use with robust multimodal connections, particularly for rural connectivity. Overall, comments express that the vision for the transport network must be underpinned by feasible goals that address multiple dimensions of sustainability.

"There is little or no mention of the steps to 2050 Net Zero[2] especially not the 2030 target of reducing carbon emissions by 68%. This would surely oblige TFSE to invest heavily in things like integrated transport e.g. bikes and trains/buses. There is almost no mention of this in your slides" – Organisation Respondent

2

Missions

71. As outlined previously, the Strategy is underpinned by five core Missions that have been co-created with our partners. Our missions have been created to best address the key challenges the region faces and have the biggest impact.

72. The following analysis is related to organisation and individual response to the Missions of the Transport Strategy, covering:

- Strategic Connectivity
- Resilience
- Inclusion and Integration
- Decarbonisation
- Sustainable Growth

Strategic Connectivity

73. Connectivity refers to the speed, frequency, and ease by which people and goods move between places. This mission focuses on strategic and regional connectivity, as local connectivity is led by our local authority partners.

74. A series of questions were asked to individuals and organisations to explore the levels of support for the strategic connectivity mission and its outcomes.

75. Individuals and organisations were each asked the rate their overall support for the strategic connectivity mission through the following question:

How strongly do you support the strategic connectivity mission in the draft Transport strategy?

Table 4.8: How strongly do you support the strategic connectivity mission in the draft Transport strategy?

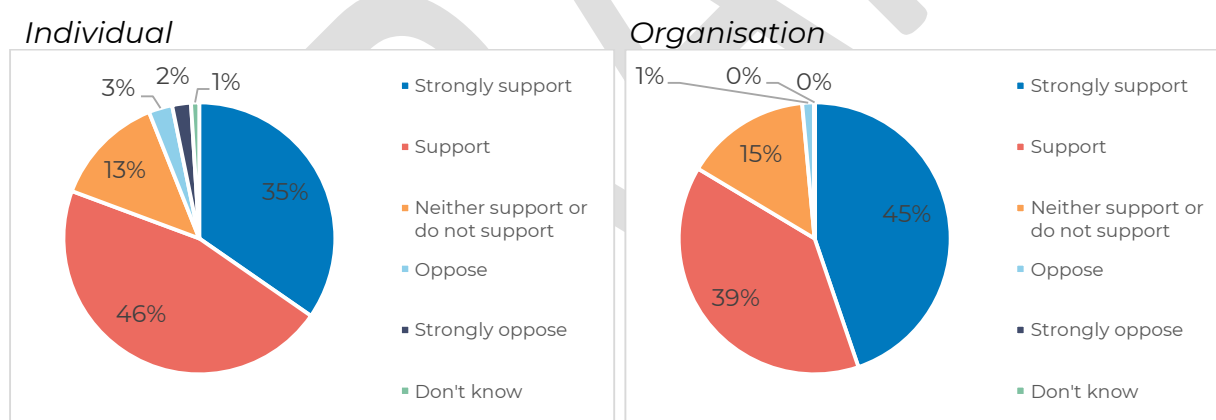| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	247	35%	30	45%
Support	328	46%	26	39%
Neither support or do not support	95	13%	10	15%
Oppose	20	3%	1	1%
Strongly oppose	16	2%	0	0%
Don't know	7	1%	0	0%

Figure 4.4: Responses by individuals and organisations

- The majority of individuals (81%) and organisations (84%) either strongly support or support the Strategic Connectivity mission in the draft strategy.
- A smaller portion of individuals (13%) and organisations (15%) neither support nor oppose the Strategic Connectivity mission.
- Only a minimal number of individuals (5%) and organisations (1%) oppose or strongly oppose the Strategic Connectivity mission.

Strategic Connectivity

76. Both individuals and organisations were asked to rate their support for the following three outcomes linked to the strategic connectivity mission.

Organisations were asked: How important are the key outcomes of the strategic connectivity mission to your organisation?

Individuals were asked: how important are the key outcomes of the strategic connectivity mission to you?

Key Outcome 1: Journey time and reliability on strategic corridors is comparable to those serving London

Table 4.9: How important are the key outcomes of the strategic connectivity mission to you? - Individuals

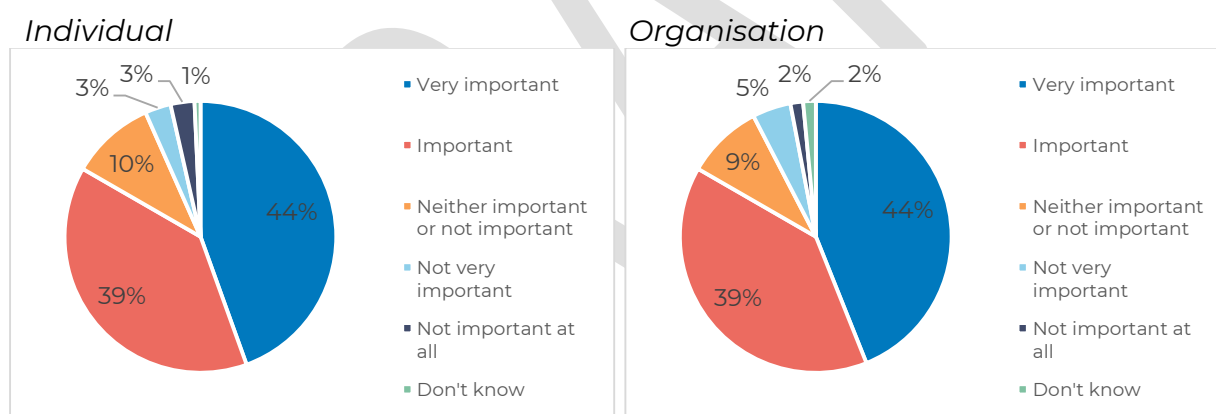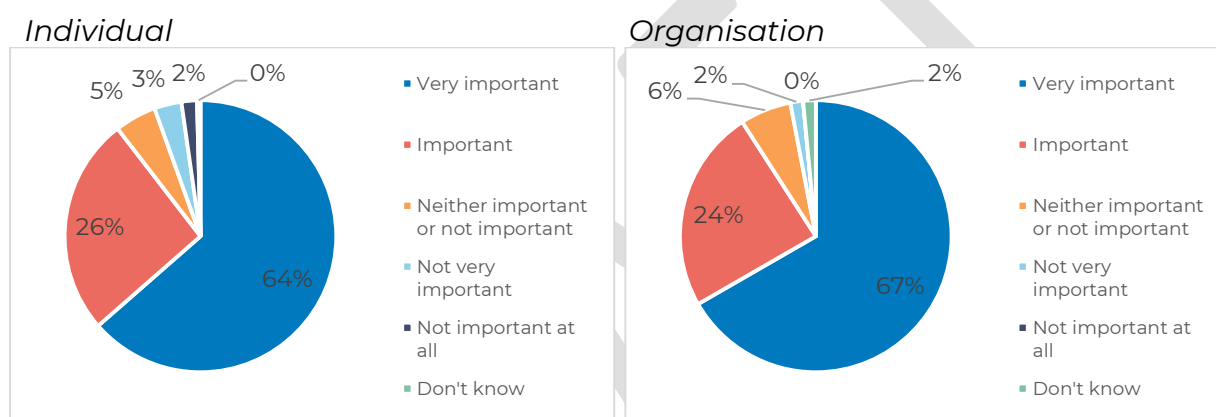| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	315	44%	29	44%
Important	275	39%	26	39%
Neither important or not important	71	10%	6	9%
Not very important	22	3%	3	5%
Not important at all	20	3%	1	2%
Don't know	5	1%	1	2%

Figure 4.5: Responses by individuals and organisations

- The majority of individuals (83%) and organisations (83%) consider journey time and reliability on strategic corridors to be important or very important.
- A smaller portion of individuals (10%) and organisations (9%) neither consider it important nor unimportant.
- Only a minimal number of individuals (6%) and organisations (7%) think it is not important at all.

Strategic Connectivity

Key Outcome 2: Key towns, cities and international gateways are as accessible by public transport as they are by car

Table 4.10: Key towns, cities and international gateways are as accessible by public transport as they are by car

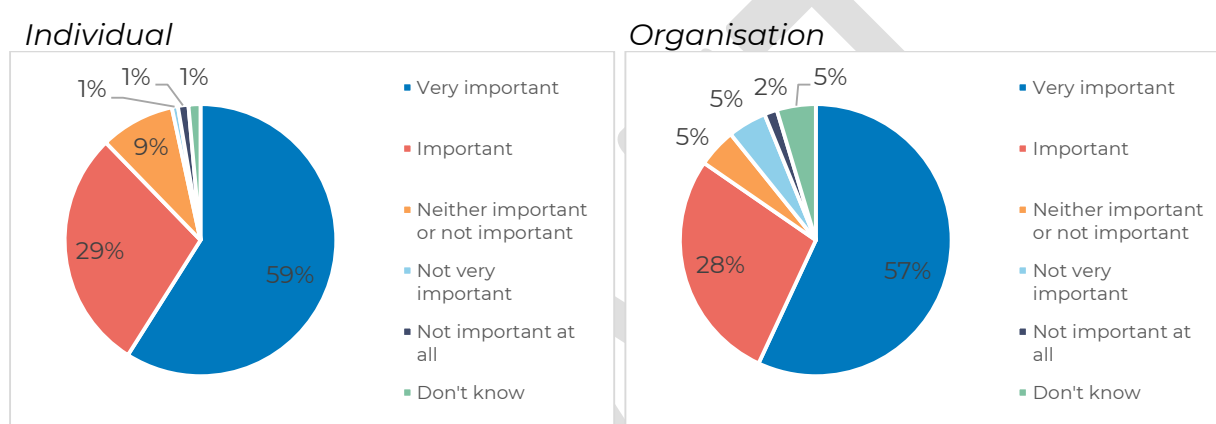| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	450	64%	44	67%
Important	184	26%	16	24%
Neither important or not important	35	5%	4	6%
Not very important	23	3%	1	2%
Not important at all	13	2%	0	0%
Don't know	3	0%	1	2%

Individual

Organisation

Figure 4.6: Responses by individuals and organisations

- The majority of individuals (90%) and organisations (91%) consider the accessibility of key towns, cities, and international gateways by public transport to be important or very important.
- A smaller portion of individuals (5%) and organisations (6%) neither consider it important nor unimportant.
- Only a minimal number of individuals (5%) and organisations (2%) think it is not important at all.

Strategic Connectivity

Key Outcome 3: Rail freight is as competitive as road freight

Table 4.11: Rail freight is as competitive as road freight

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	418	59%	37	57%
Important	204	29%	18	28%
Neither important or not important	63	9%	3	5%
Not very important	5	1%	3	5%
Not important at all	9	1%	1	2%
Don't know	10	1%	3	5%

Figure 4.7: Responses by individuals and organisations

- The majority of individuals (98%) and organisations (96%) consider rail freight to be as competitive as road freight to be important or very important.
- A smaller portion of individuals (1%) and organisations (2%) think it is not important at all.
- Only a minimal number of individuals (1%) and organisations (2%) think it is not important at all.

77. While all three key outcomes are generally considered to be 'important' or 'very important' by most individuals and organisations, the outcome that "key towns, cities and international gateways are as accessible by public transport as they are by car" is perceived to be most important amongst both individuals and organisations.

- Amongst individuals, 64% rate Outcome 2 as "Very important" compared to 44% for Outcome 1, and 59% for Outcome 3.
- For organisations, 67% rate Outcome 2 as "Very important" compared to 44% for Outcome 1, and 57% for Outcome 3.

Strategic Connectivity

78. To understand alignment with our strategic connectivity mission, we asked both individuals and organisations about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from improvements to the experience of the existing network in the short-term, and major upgrades and expansions to facilitate connectivity in the long-term. Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve strategic connectivity?

Table 4.12: How strongly do you support the priorities which will enable us to improve strategic connectivity?

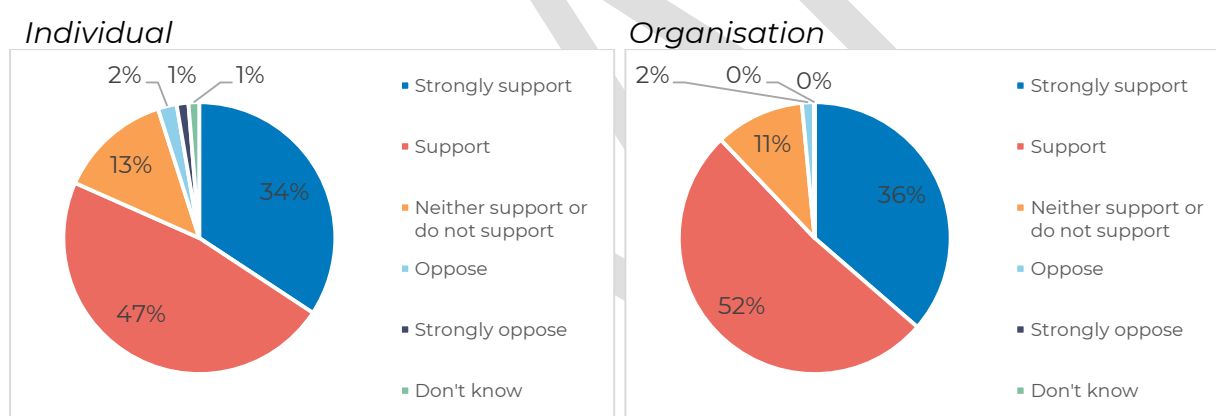| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	243	34%	24	36%
Support	336	47%	34	52%
Neither support or do not support	95	13%	7	11%
Oppose	16	2%	1	2%
Strongly oppose	10	1%	0	0%
Don't know	9	1%	0	0%

Figure 4.8: Responses by individuals and organisations

- The majority of individuals (81%) and organisations (88%) either strongly support or support the priorities which will enable us to improve strategic connectivity.
- A smaller portion of individuals (13%) and organisations (11%) neither support nor oppose the priorities.
- Only a minimal number of individuals (3%) and organisations (2%) oppose or strongly oppose the priorities.

Strategic Connectivity

79. Individuals were prompted to provide further information on the interventions they would prioritise as part of achieving improved strategic connectivity. The following question was provided in the individual questionnaire only and respondents answered in a free-text response box.

What improvements would you like to see in your area that would achieve this mission?

Individuals

Table 4.13: What improvements would you like to see in your area that would achieve this mission? – Individuals

Theme	Comments	Percentage
Concern that Ferries (Isle of Wight) currently have poor levels of service across a number of indicators and should be improved	135	24%
Rail/light rail improvement	116	21%
Bus transit improvements	97	17%
Better regional connectivity	72	13%
Better affordability of public transport	67	12%
Road improvements	54	10%
Active travel improvements	36	6%
Measurements to reduce car travel	31	6%
Better intermodal connectivity	30	5%

Responses: 558

80. The three most common themes reported by individuals in response to this question were a concern about existing poor levels of service for ferries across a number of indicators (24%), and suggestions for rail/light rail improvements (21%) and bus transit improvements (17%). These responses continue the theme of individuals highlighting concerns with current ferry service provision as highlighted in the theme responses to previous questions (e.g. see Table 4.5). Additional improvements suggested highlight that individuals consider that rail, light rail, and bus transit improvements are critical to achieve the strategic connectivity mission.

81. Other suggestions for improvements that would help to support the achievement of this mission include multi-modal and inter-modal suggestions across active travel and road improvements to reduce private vehicle travel. Public transport affordability is again highlighted as a consideration by individuals, that will help the connectivity mission to be achieved. Overall, these themes collectively highlight that indiviudals consider the achievement of the strategic mission to involve a multifaceted approach; not only through enhancing infrastructure, but addressing accessibility and affordability barriers for all users.

"Fair and consistent pricing on ferries to and from the Isle of Wight. A more reliable service that does not restrict employment opportunities for islanders" – Individual Respondent

82. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of strategic connectivity, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Organisations

Table 4.14: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Enhancing the attractiveness of public transport	13	21%
Affordability of public transport	11	18%
New railway routes	9	15%
Improving rail network capacity	6	10%
Equitable access to key areas for public transport vs cars	6	10%
Strengthening freight links	5	8%
Road upgrades	5	8%
Reliable journeys	4	7%
Improved ferry service	4	7%

83. Enhancing the attractiveness of public transport (21%), affordability of public transport (18%) and new railway routes (15%) are the priorities that organisations most frequently perceived as most important to achieving the strategic connectivity mission. This aligns with the suggestions from the individual respondents; that enhancing both the physical infrastructure alongside the supporting mechanisms that reduce barriers to mobility (such as affordability) are critical to facilitate the strategic connectivity mission.

"Enhancing incentives for long-distance public transport by optimising fares, ticketing, and on-board amenities." – Organisation Respondent

Resilience

84. This Mission focuses on safeguarding and enhancing the resilience of the South East's transport network to ensure reliable and smooth journeys for all users. Success will mean a transport system that offers dependable journeys between key locations, with the capacity to quickly manage, absorb, and recover from disruptions. The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

85. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Both individuals and organisations were asked the rate their overall support for the resilience mission through the following question:

How strongly do you support the resilience mission in the draft strategy?

Table 4.15: How strongly do you support the resilience mission in the draft strategy?

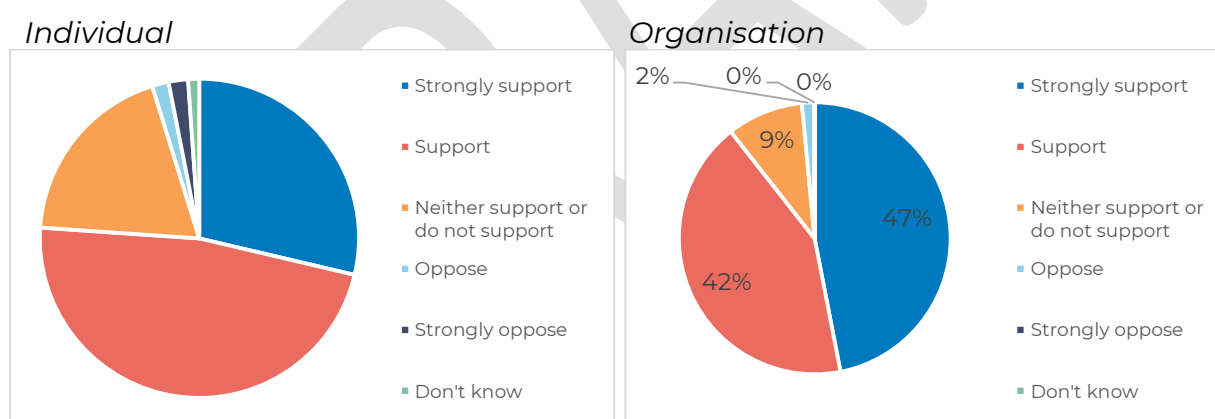| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	204	29%	31	47%
Support	337	47%	28	42%
Neither support or do not support	136	19%	6	9%
Oppose	12	2%	1	2%
Strongly oppose	14	2%	0	0%
Don't know	8	1%	0	0%

Figure 4.9: Responses by individuals and organisations

- The majority of individuals (76%) and organisations (89%) either strongly support or support the resilience mission in the draft strategy.
- A smaller portion of individuals (19%) and organisations (9%) neither support nor oppose the resilience mission.
- Only a minimal number of individuals (4%) and organisations (2%) oppose or strongly oppose the resilience mission.

Resilience

86. Two key outcomes are associated with the resilience mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the resilience mission, through the following questions:

Organisations were asked: How important are the key outcomes of the resilience mission to your organisation?

Individuals were asked: How important are the key outcomes of the resilience mission to you?

Key Outcome 1: The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways

Table 4.16: The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways

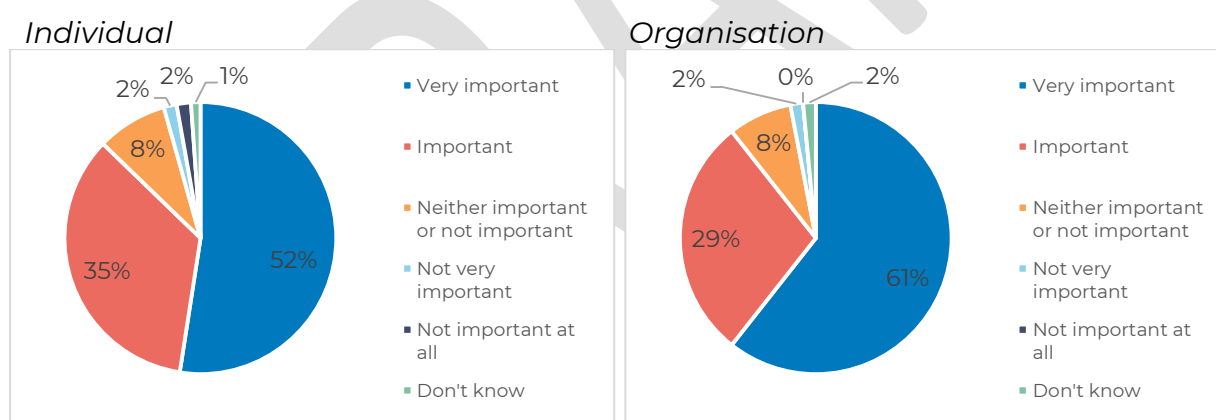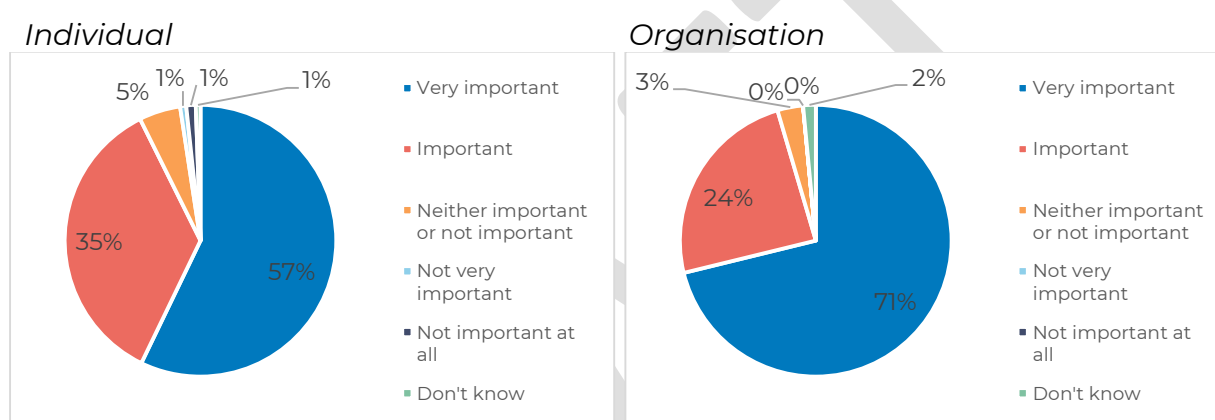| Opinion	Individual		Organisation	
	Total	**Percentage**	**Total**	**Percentage**
Very important	374	52%	40	61%
Important	248	35%	19	29%
Neither important or not important	60	8%	5	8%
Not very important	11	2%	1	2%
Not important at all	12	2%	0	0%
Don't know	8	1%	1	2%

Individual

Organisation

Figure 4.10: Responses by individuals and organisations

- The majority of individuals (87%) and organisations (90%) consider the transport network delivering comfortable, reliable journeys between key towns, cities, and international gateways to be important or very important.
- A smaller portion of individuals (8%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (4%) and organisations (2%) think it is not important at all.

Resilience

Key Outcome 2: The transport network has the agility to manage and absorb disruptions quickly

Table 4.17: The transport network has the agility to manage and absorb disruptions quickly

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	406	57%	47	71%
Important	252	35%	16	24%
Neither important or not important	35	5%	2	3%
Not very important	5	1%	0	0%
Not important at all	8	1%	0	0%
Don't know	4	1%	1	2%

Figure 4.11: Responses by individuals and organisations

- The majority of individuals (92%) and organisations (95%) consider the transport network's agility to manage and absorb disruptions quickly to be important or very important.
- A smaller portion of individuals (5%) and organisations (3%) neither consider it important nor unimportant.
- Only a minimal number of individuals (2%) and no organisations (0%) think it is not important at all.

Both individuals and organisations consider both outcomes to be important, however, Outcome 2 is considered to be more important than Key Outcome 1. This Is particularly demonstrated by organisation respondents, as 71% of organisations rated Outcome 2 as "Very important" in comparison to 61% for Outcome 1.

In addition, Outcome 1 received a higher percentage of neutral responses (8% amongst both individuals and organisations) compared to Key Outcome 2 (5% individuals, 3% organisations). This highlights that fewer people are undecided or feel indifferent about Key Outcome 2. Furthermore, responses for low importance categories are very low for both outcomes and similar between them, indicating that very few respondents consider either outcome unimportant.

Resilience

87. To understand alignment with our resilience mission, individuals and organisations were asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from immediate efforts to strengthen the current network's resilience in the short-term, and priorities focussed on major upgrades and expansions to address bottlenecks and improve connectivity in the long-term.

Both individuals and organisations were asked the following question:

How strongly do you support the priorities which will enable us to improve resilience?

Table 4.18: How strongly do you support the priorities which will enable us to improve resilience?

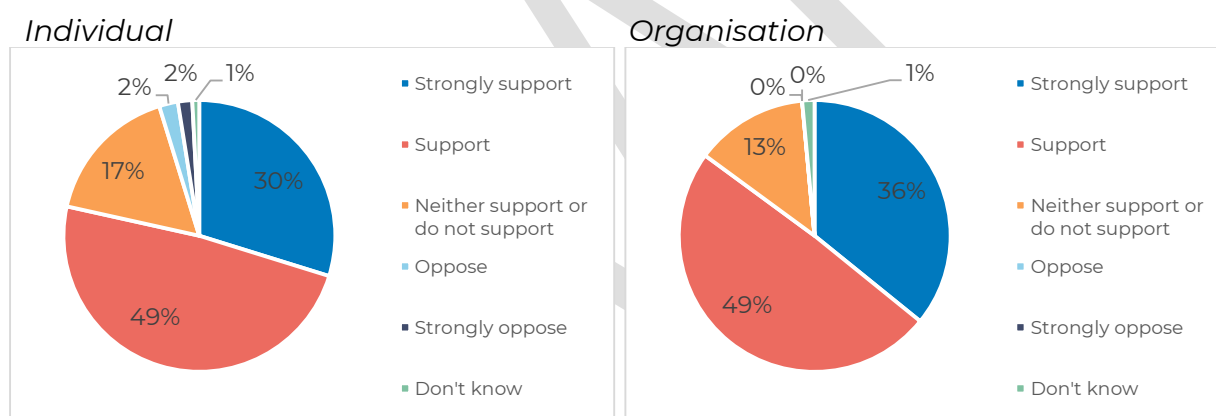| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	212	30%	24	36%
Support	347	49%	33	49%
Neither support or do not support	119	17%	9	13%
Oppose	16	2%	0	0%
Strongly oppose	12	2%	0	0%
Don't know	6	1%	1	1%

Figure 4.12: Responses by individuals and organisations

- The majority of individuals (79%) and organisations (85%) either strongly support or support the priorities which will enable us to improve resilience.
- A smaller portion of individuals (17%) and organisations (13%) neither support nor oppose the priorities.
- Only a minimal number of individuals (4%) and organisations (0%) oppose or strongly oppose the priorities.

Resilience

88. Individuals were prompted to provide further information on the interventions that individuals would prioritise as part of achieving improved resilience. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

What improvements would you like to see in your area that would achieve this mission?

Table 4.19: What improvements would you like to see in your area that would achieve this mission? - Individuals

Theme	Comments	Percentage
Improved ferry connections, (including routes, reliability, and intermodal connectivity between ferries and other modes)	94	22%
Rail improvements	76	18%
Road schemes	50	12%
Maintenance of existing infrastructure	50	12%
Intermodal public transport experience	49	11%
Bus improvements	38	9%
Active travel	28	7%
Measures that would enhance regional connectivity	21	5%
Measures to support modal shift from private motor vehicles	20	5%

Responses: 427

89. These responses indicate that individuals would most often prioritise improved ferry connections (22%) to achieve improved resilience, followed by rail improvements (18%) and road schemes (12%). These themes are interconnected through the need for intermodal connectivity and a holistic transport network to enhance accessibility, reduce congestion, and support economic development.

90. Other improvements suggested by individual respondents include a range of measures; across enhanced public transport and active travel infrastructure, mode shift interventions, and maintenance, highlighting that both maintenance and enhancement are critical to delivering multi-modal resilience.

"Better strategies to avoid gridlock in Folkestone when there are issues/high traffic volumes at Dover port which adversely affects residents and businesses in a regular basis" – Individual Respondent

Organisations

91. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of resilience, through the following question:

Please tell us the one priority from the list at the top of this page you see as most important to achieving this mission.

Table 4.20: What improvements would you like to see in your area that would achieve this mission? - Organisations

Theme	Comments	Percentage
Increased long-term funding for projects	25	42%
Improving public transport infrastructure	13	22%
Improving rail services	9	15%
Reducing car use and road traffic	8	14%
Improvements for strategic connectivity across a range of modes (e.g. key locations easily accessible by a range of modes)	8	14%
Creating new railway routes	7	12%
Reliable journeys	7	12%
Implementation of strategy to reduce future risks	5	8%
Mitigating negative impacts of roadworks	4	7%
Mitigating negative impacts on transport infrastructure associated with climate change	4	7%

Responses: 59

92. Organisations most frequently reported increased long-term funding for projects (42%), improving public transport infrastructure (22%) and improving rail services (15%) as the priorities that would be most important to achieving the resilience mission. These three priorities are fundamentally linked as increased long-term funding can provide the stability to proactively invest, improve, and maintain robust public transport infrastructure and rail services. By doing so, the network can become better-equipped to withstand and quickly recover from disruptions, ensuring continued mobility and economic stability.

"Consistent funding for maintenance. Most examples of poor resilience can be traced to historical lack of maintenance funding." – Organisation Respondent

Inclusion and Integration

93. This Mission aims to create an inclusive, affordable, and integrated transport network across the South East, providing safe and seamless door-to-door connectivity for everyone. Success will mean that all residents can travel affordably, comfortably, and confidently, with high satisfaction across diverse user groups.

94. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Individuals and organisations were each asked to rate their overall support for the resilience mission through the following question:

How strongly do you support the inclusion and integration mission in the draft strategy?

Table 4.21: How strongly do you support the inclusion and integration mission in the draft strategy?

Opinion	Individual		Organisation	
	Total	**Percentage**	**Total**	**Percentage**
Strongly support	368	52%	42	64%
Support	229	32%	19	29%
Neither support or do not support	82	12%	5	8%
Oppose	10	1%	0	0%
Strongly oppose	16	2%	0	0%
Don't know	3	0%	0	0%

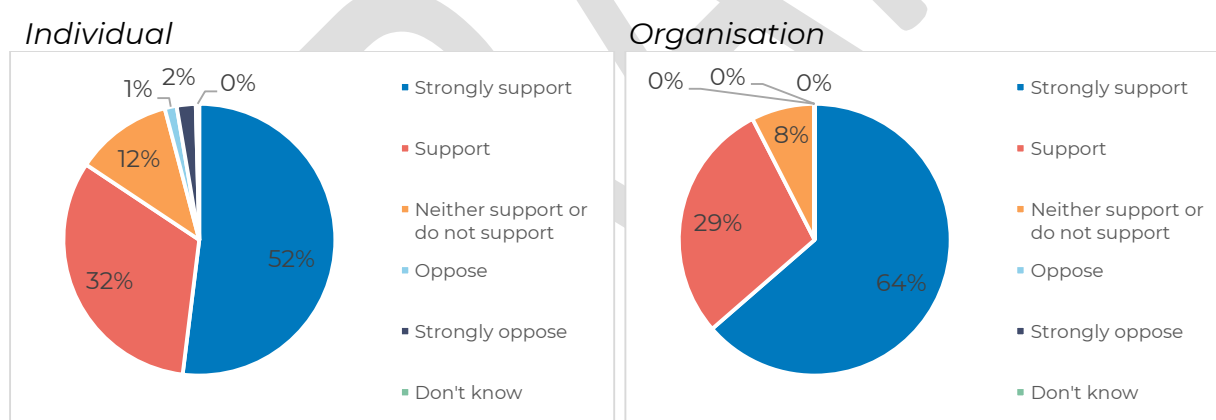*Individual*   *Organisation*

Figure 4.13: Responses by individuals and organisations

- The majority of individuals (84%) and organisations (93%) either strongly support or support the inclusion and integration mission in the draft strategy.
- A smaller portion of individuals (12%) and organisations (8%) neither support nor oppose the mission.
- Only a minimal number of individuals (3%) and no organisations (0%) oppose or strongly oppose the mission.

Inclusion and Integration

95. Two key outcomes are associated with the inclusion and integration Mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the inclusion and integration mission.

Organisations were asked: How important are the key outcomes of the inclusion and integration mission to your organisation?

Individuals were asked: How important are the key outcomes of the inclusion and integration mission to you?

Key Outcome 1: Everyone can affordably travel where they need to go and when

Table 4.22: Everyone can affordably travel where they need to go and when

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	506	72%	52	80%
Important	137	19%	10	15%
Neither important or not important	43	6%	3	5%
Not very important	11	2%	0	0%
Not important at all	8	1%	0	0%
Don't know	2	0%	0	0%
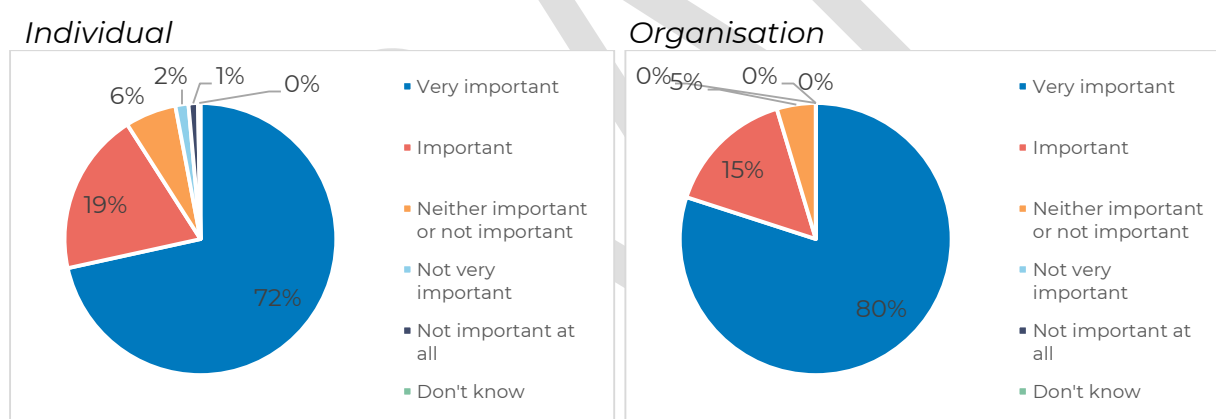
- The majority of individuals (91%) and organisations (95%) consider it important or very important that everyone can affordably travel where they need to go and when.
- A smaller portion of individuals (6%) and organisations (5%) neither consider it important nor unimportant.
- Only a minimal number of individuals (3%) and no organisations (0%) think it is not important at all.

Key Outcome 2: Customer satisfaction with the transport network is high across all sections of society

Table 4.23: Customer satisfaction with the transport network is high across all sections of society

Opinion	Individual		Organisation	
	Total	**Percentage**	**Total**	**Percentage**
Very important	417	59%	42	65%
Important	231	33%	18	28%
Neither important or not important	48	7%	5	8%
Not very important	4	1%	0	0%
Not important at all	7	1%	0	0%
Don't know	3	0%	0	0%
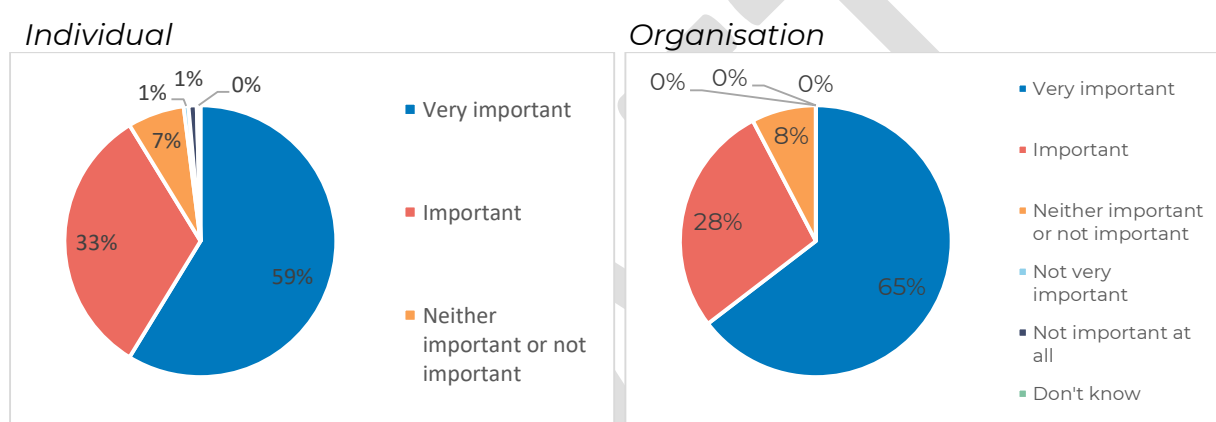
Figure 4.14: Responses by individuals and organisations

- The majority of individuals (92%) and organisations (93%) consider customer satisfaction with the transport network to be important or very important.
- A smaller portion of individuals (7%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (2%) and no organisations (0%) think it is not important at all.

Both individual and organisation respondents considered both outcomes to be important. However, Key Outcome 1 was considered to be of higher importance than Key Outcome 2. 72% of individuals considered Key Outcome 1 as "very important" in comparison to 59% of respondents for Key Outcome 2. Similarly, 80% of individual respondents considered Key Outcome 1 as 'very important' in comparison to 65% for Key Outcome 2. This suggests that ensuring affordable access is seen as a more fundamental concern by both individuals and organisations, and could be considered the foundational priority, with customer satisfaction being a still important, yet perhaps secondary, quality objective.

Inclusion and Integration

96. To understand alignment with the inclusion and integration mission, individuals and organisations were each asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; from immediate efforts to strengthen the current network's resilience in the short-term, and priorities focussed on major upgrades and expansions to address bottlenecks and improve connectivity in the long-term.

Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve inclusion and integration?

Table 4.24: How strongly do you support the priorities which will enable us to improve inclusion and integration?

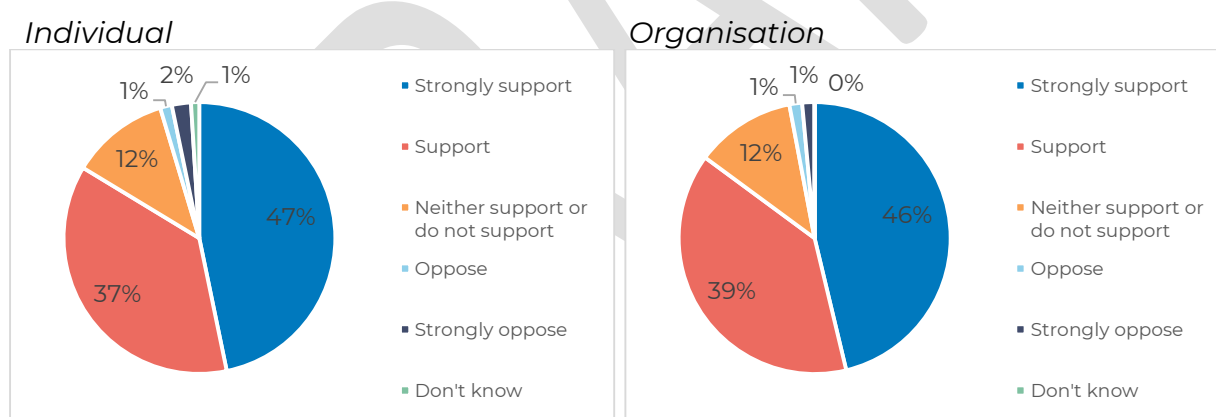| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	332	47%	31	46%
Support	262	37%	26	39%
Neither support or do not support	83	12%	8	12%
Oppose	10	1%	1	1%
Strongly oppose	16	2%	1	1%
Don't know	7	1%	0	0%

Figure 4.15: Responses by individuals and organisations

- The majority of individuals (84%) and organisations (85%) either strongly support or support the priorities which will enable us to improve inclusion and integration.
- A smaller portion of individuals (12%) and organisations (12%) neither support nor oppose the priorities.
- Only a minimal number of individuals (3%) and organisations (1%) oppose or strongly oppose the priorities.

Inclusion and Integration

97. Individuals were prompted to provide further information on the interventions that they would prioritise as part of achieving improved inclusion and integration. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.25: What improvements would you like to see in your area that would achieve this mission?

Theme	Comments	Percentage
Make public transport more affordable	132	32%
Better public transport affordability and routeing	92	22%
Accessibility of public transport for particular groups (e.g. disabled people)	87	21%
Investment in walking and cycling and other transport infrastructure	84	21%
Strategic connectivity	59	14%
Importance of ferries	59	14%
Address inequality	53	13%
Development of local areas	28	7%
Suggested restructure of public transport ownership/funding	14	3%

Responses: 409

98. These responses indicate that individuals would most often prioritise public transport affordability as part of achieving improved inclusion and integration (32%), followed by public transport routeing (22%). Accessibility for user groups and investment in walking and cycling infrastructure were also commonly reported (21%). The interconnectedness of these themes is crucial for achieving inclusion for all users across all parts of the network – from longer or medium-length journeys across the region, to shorter journeys that can be made by active travel.

99. Other improvements suggested by individual respondents include a range of measures to support the network to be more efficient and equitable, supportive of both regional and local development, and governed effectively.

"Isle of Wight residents cannot afford to access the mainland due to high ferry costs. This also includes residents referred to mainland NHS medical services." – Individual Respondent

Organisations

100. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of inclusion and integration, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Table 4.26: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Enhancing connectivity to rural and isolated communities	18	31%
Transport affordability	15	25%
Simplifying fare structures	6	10%
Inclusive transport and supporting infrastructure	4	7%
Implementing Bus Service Improvement Plan (BSIP) and exploring franchise options	3	5%
Improving infrastructure	3	5%
Enhancing connectivity	2	3%
Improving safety	2	3%
Coastal connectivity measures	1	2%

Responses: 59

101. Organisations most frequently selected enhancing connectivity to rural and isolated communities (31%), transport affordability (25%), and simplifying fare structures (10%) as the priorities that would be most important to achieving the inclusion and integration mission. Collectively prioritising these improvements could create a more inclusive and integrated network for all users through directly addressing barriers to accessibility and usability of the transport system for individuals with financial constraints, thereby empowering a broader range of individuals to use public transport. In addition, this would support enhancing equity in the existing system through focussing on enhanced connectivity for isolated communities, thereby reducing isolation and promoting greater social and economic integration within and across communities.

"Enhancing connectivity in North and East Kent and East Sussex, at present many communities are accessible only by road. This must change." – Organisation Respondent

Decarbonisation

102. This Mission commits to leading the South East towards a net zero transport future by 2050. This will be achieved by accelerating zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and mitigate climate change.

103. A series of questions were asked to individuals and organisations to explore the levels of support for the resilience mission and its outcomes. Both individuals and organisations were asked the rate their overall support for the decarbonisation mission through the following question:

How strongly do you support the decarbonisation mission in the draft strategy?

Table 4.27: How strongly do you support the decarbonisation mission in the draft strategy?

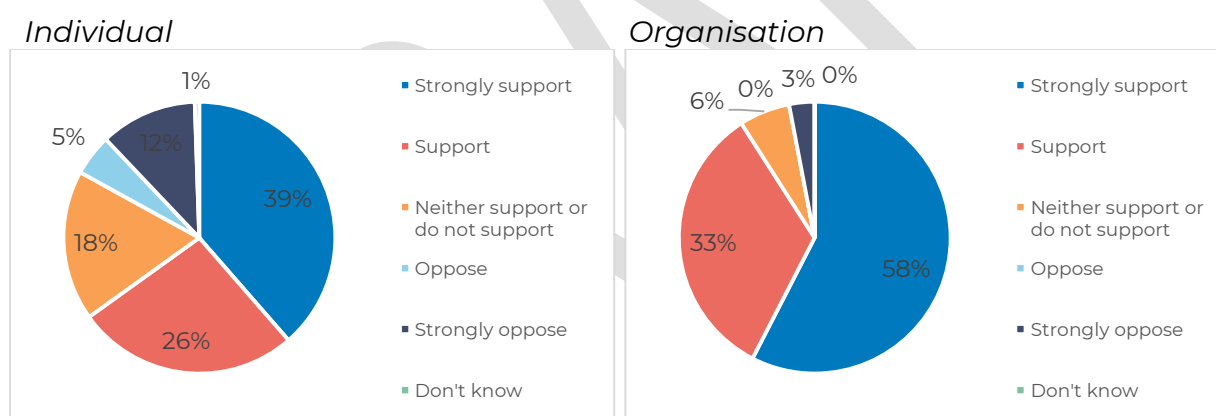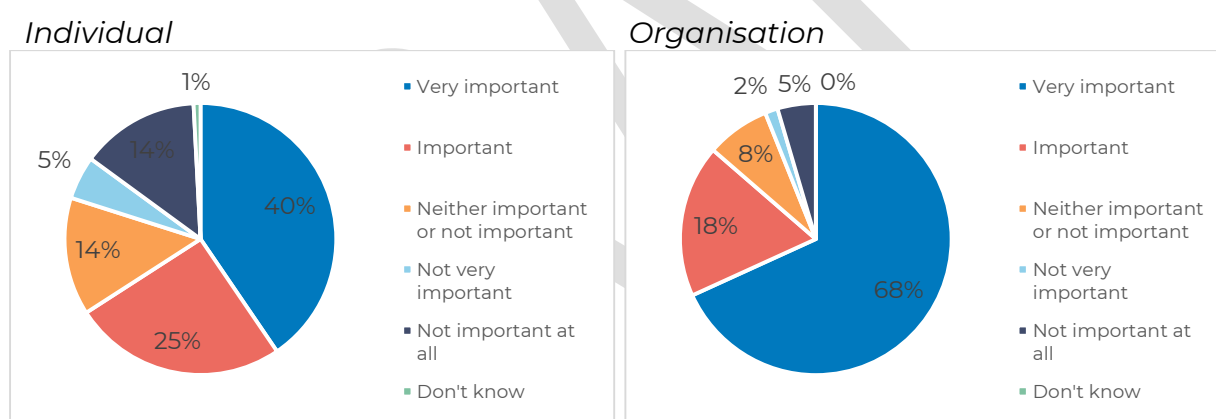| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	284	39%	38	58%
Support	195	26%	22	33%
Neither support or do not support	132	18%	4	6%
Oppose	36	5%	0	0%
Strongly oppose	85	12%	2	3%
Don't know	4	1%	0	0%

Individual *Organisation*

Figure 4.16: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (91%) either strongly support or support the decarbonisation mission in the draft strategy.
- A smaller portion of individuals (18%) and organisations (6%) neither support nor oppose the mission.
- Only a minimal number of individuals (17%) and organisations (3%) oppose or strongly oppose the mission.

Decarbonisation

104.   Three key outcomes are associated with the decarbonisation mission. Individuals and organisations were each asked to rate their support for the two outcomes linked to the decarbonisation mission, through the following questions:

Organisations were asked: How important are the key outcomes of the decarbonisation mission to your organisation?

Individuals were asked: How important are the key outcomes of the decarbonisation mission to you?

Key Outcome 1: All surface transport trips are net zero emission by 2050

Table 4.28: All surface transport trips are net zero emission by 2050

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	298	40%	45	68%
Important	187	25%	12	18%
Neither important or not important	103	14%	5	8%
Not very important	38	5%	1	2%
Not important at all	104	14%	3	5%
Don't know	6	1%	0	0%

Individual   *Organisation*

Figure 4.17: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (86%) consider it important or very important that all surface transport trips are net zero emission by 2050.
- A smaller portion of individuals (14%) and organisations (8%) neither consider it important nor unimportant.
- Only a minimal number of individuals (19%) and organisations (7%) think it is not important at all.
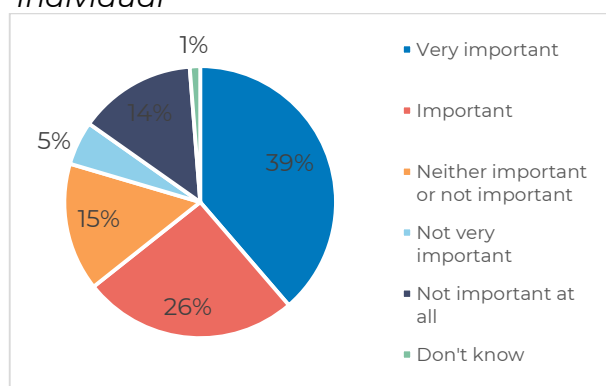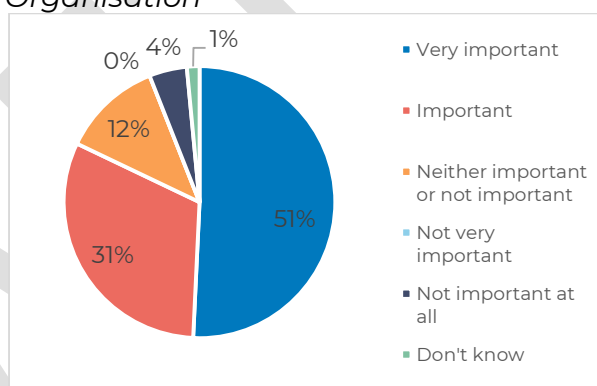
Decarbonisation

Key Outcome 2: We have not exceeded our carbon budgets by 2050

Table 4.29: We have not exceeded our carbon budgets by 2050

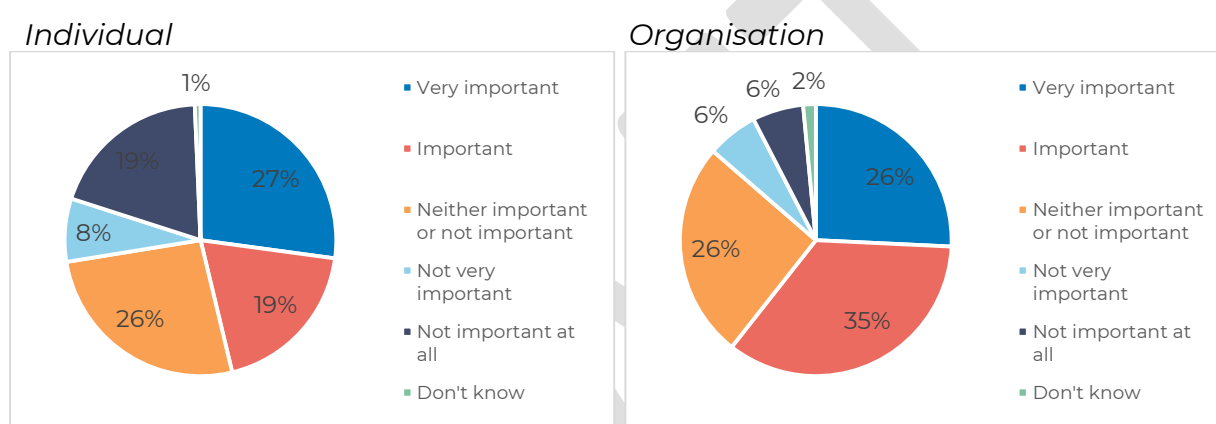| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	282	39%	34	51%
Important	187	26%	21	31%
Neither important or not important	111	15%	8	12%
Not very important	38	5%	0	0%
Not important at all	102	14%	3	4%
Don't know	9	1%	1	1%

Figure 4.18: Responses by individuals and organisations

- The majority of individuals (65%) and organisations (82%) consider it important or very important that we have not exceeded our carbon budgets by 2050.
- A smaller portion of individuals (15%) and organisations (12%) neither consider it important nor unimportant.
- Only a minimal number of individuals (19%) and organisations (4%) think it is not important at all.

Decarbonisation

Key Outcome 3: The South East is seen as a world leader in decarbonising transport

Table 4.30: The South East is seen as a world leader in decarbonising transport

Opinion	Individual		Organisation	
	Total	**Percentage**	**Total**	**Percentage**
Very important	199	27%	17	26%
Important	140	19%	23	35%
Neither important or not important	192	26%	17	26%
Not very important	55	8%	4	6%
Not important at all	142	19%	4	6%
Don't know	5	1%	1	2%

Figure 4.19: Responses by individuals and organisations

- The majority of individuals (46%) and organisations (61%) consider it important or very important that the South East is seen as a world leader in decarbonising transport.
- A smaller portion of individuals (26%) and organisations (26%) neither consider it important nor unimportant.
- Only a minimal number of individuals (27%) and organisations (12%) think it is not important at all.

Amongst individuals and organisations, Outcome 1 and Outcome 2 were considered as more important than Key Outcome 3. Organisations, in particular, place a very high emphasis on Outcomes 1 and 2:

- Over 80% of organisation responses were in the higher importance categories for Outcomes 1 and 2
- In contrast, 65% of individual responses were in the higher importance categories for Outcomes 1 and 2.

In contrast, Outcome 3 is considered to be less important overall compared to Outcomes 1 and 2, especially by individuals (19% recorded a response of 'not very important at all'. In addition, Outcome 3 has the highest neutrality among individuals (26%), suggesting a significant proportion of individuals are indifferent to this outcome. These results suggest a lack of consensus amongst individuals regarding this outcome,

as approximately equal proportions consider it "Very important," "Neutral," or "Not important at all."

Overall, the responses by both individuals and organisations indicate that decarbonisation is the predominant concern, whilst perception of leadership remains lower priority.

Decarbonisation

105. To understand alignment with our decarbonisation mission, individuals and organisations were asked about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; ranging from measures to accelerate the transition to low-carbon transport in the short-term, and priorities targeting a solid transition to a zero-emission system in the long-term. Both individuals and organisations were asked the following question:

How strongly do you support the priorities which will enable us to improve decarbonisation?

Table 4.31: How strongly do you support the priorities which will enable us to improve decarbonisation?

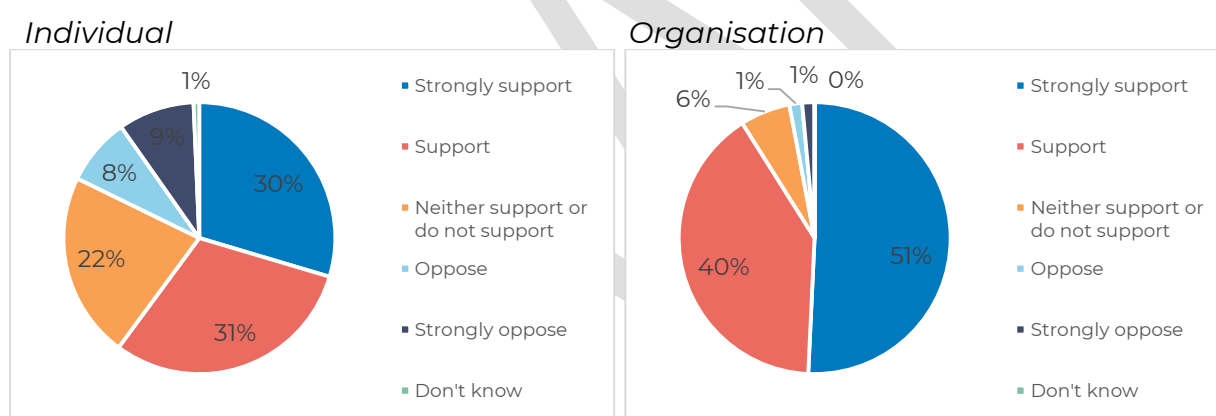| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	218	30%	34	51%
Support	225	31%	27	40%
Neither support or do not support	163	22%	4	6%
Oppose	59	8%	1	1%
Strongly oppose	67	9%	1	1%
Don't know	5	1%	0	0%

Individual

Organisation

Figure 4.20: Responses by individuals and organisations

- The majority of individuals (61%) and organisations (91%) either strongly support or support the priorities which will enable us to improve decarbonisation.
- A smaller portion of individuals (22%) and organisations (6%) neither support nor oppose the priorities.
- Only a minimal number of individuals (9%) and organisations (1%) oppose or strongly oppose the priorities.

Decarbonisation

106. Individuals were prompted to provide further information on the interventions that individuals would prioritise as part of achieving the decarbonisation mission. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.32: What improvements would you like to see in your area that would achieve this mission?

Theme	Comments	Percentage
Investment in walking and cycling and other transport infrastructure	100	24%
Sustainability (general)	62	15%
Improved EV schemes	56	14%
Reduce car dependency and investment in roads	43	11%
Better public transport	41	10%
Make public transport more affordable	22	5%
Unsupportive of EVs	16	4%
Active travel	15	4%

Responses: 369

107. These responses indicate that individuals would most often prioritise investments in walking and cycling and other transport infrastructure (24%) to achieve the decarbonisation mission, followed by sustainability (general) (15%), and improved EV schemes (14%). These themes collectively advocate for a fundamental shift in transport priorities, moving away from higher-carbon private vehicle dependency and road investment towards more affordable and robust public transport and active travel options to reduce emissions.

"Better local connectivity with cycle paths, footpaths, so children who have to travel to school (a few miles) have safe cycle routes or a safe alternative to cars." – Individual Respondent

Organisations

108. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of decarbonisation, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission.

Table 4.33: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage

Reducing road transport by improving and encouraging shift to public transport/mass transit	29	8%
Improving/Investing in active transport infrastructure	16	4%
Increase use of EVs/expanding EV infrastructure	15	4%
Reaching net zero targets	9	2%
Promoting integrated land use and transport planning strategies	7	2%
More strategies to achieve decarbonisation	6	2%
Decarbonising rail infrastructure e.g. by electrifying gaps	5	1%
Government backed schemes/Investing to promote the growth of the EV market	5	1%
Increasing the use alternative sustainable fuel sources	5	1%

Responses: 62

109. Organisations most frequently reported reducing road transport by improving and encouraging shift to public transport/mass transit (8%), improving/Investing in active transport infrastructure (4%) and increasing use of EVs/expanding EV infrastructure (4%) as the most important priorities for achieving the decarbonisation mission. These themes are linked as a multi-dimensional approach to decarbonising the network; achieving decarbonisation via a substantial shift towards an improved public transport offer, complemented by active travel infrastructure for shorter, zero-emission journeys, and an improved electric vehicle offer to decarbonise residual vehicle use.

"Improving public transport and active travel infrastructure to provide attractive sustainable travel options." – Organisation Respondent

Sustainable Growth

110. This Mission aims to champion transport interventions that unlock investment, enable sustainable growth, and create healthy, vibrant, well-connected communities in the South East.

111. A series of questions were asked to individuals and organisations to explore the levels of support for the sustainable growth mission and its outcomes.

112. Individuals and organisations were each asked the rate their overall support for the sustainable growth mission through the following question:

How strongly do you support the sustainable growth mission in the draft strategy?

Table 4.34: How strongly do you support the sustainable growth mission in the draft strategy?

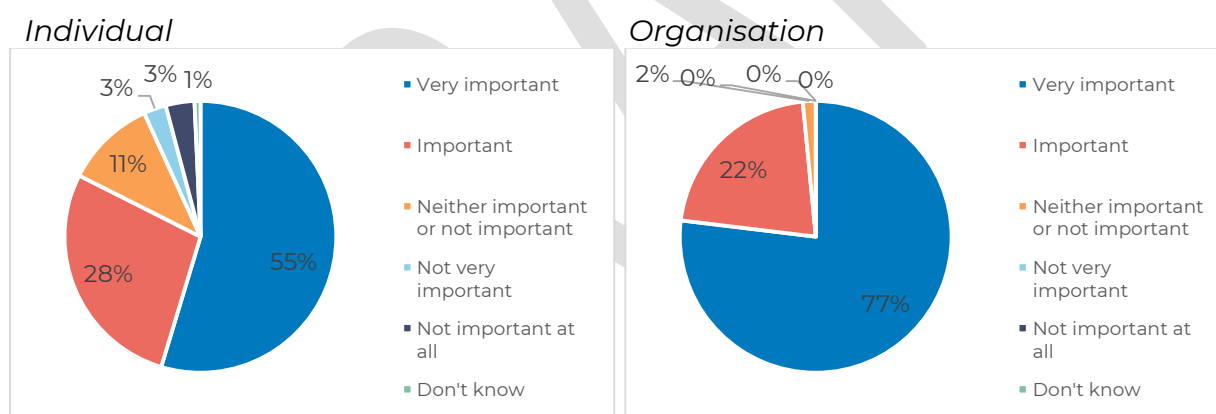| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	263	37%	40	60%
Support	278	39%	23	34%
Neither support or do not support	120	17%	4	6%
Oppose	19	3%	0	0%
Strongly oppose	24	3%	0	0%
Don't know	5	1%	0	0%
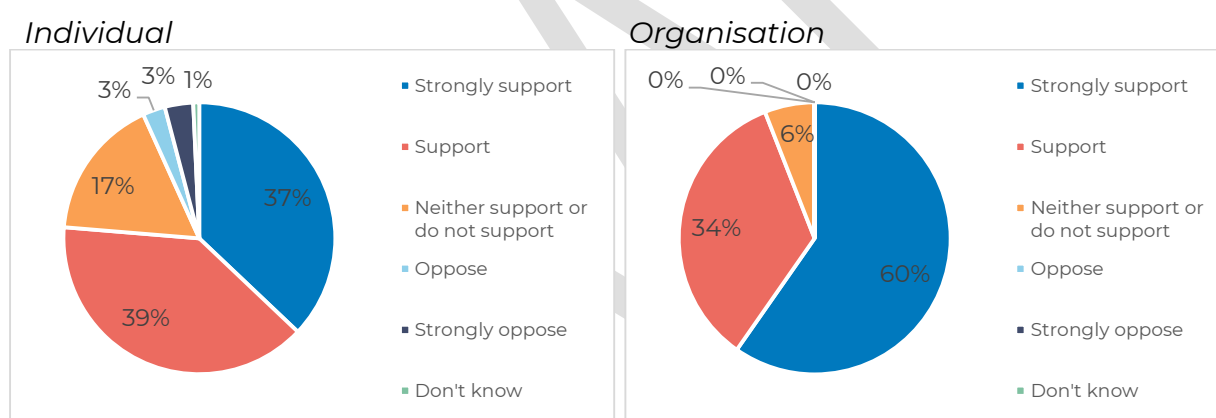
Figure 4.21: Responses by individuals and organisations

- The majority of individuals (76%) and organisations (94%) either strongly support or support the sustainable growth mission in the draft strategy.
- A smaller portion of individuals (17%) and organisations (6%) neither support nor oppose the mission.
- Only a minimal number of individuals (6%) and no organisations (0%) oppose or strongly oppose the mission.

Sustainable Growth

113. Both individuals and organisations were asked to rate their support for the following three outcomes linked to the sustainable growth mission.

Organisations were asked: How important are the key outcomes of the sustainable growth mission to your organisation?

Individuals were asked: How important are the key outcomes of the sustainable growth mission to you/your organisation?

Key Outcome 1: Population growth and economic development is underpinned by sustainable transport and infrastructure

Table 4.35: Population growth and economic development is underpinned by sustainable transport and infrastructure

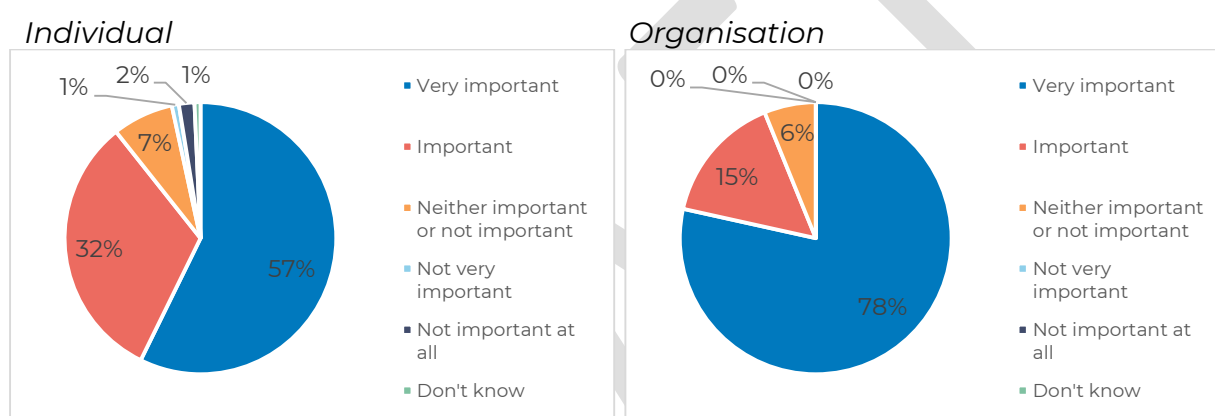| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	386	55%	50	77%
Important	196	28%	14	22%
Neither important or not important	76	11%	1	2%
Not very important	19	3%	0	0%
Not important at all	24	3%	0	0%
Don't know	5	1%	0	0%

Figure 4.22: Responses by individuals and organisations

- The majority of individuals (83%) and organisations (99%) consider population growth and economic development underpinned by sustainable transport and infrastructure to be important or very important.
- A smaller portion of individuals (11%) and organisations (2%) neither consider it important nor unimportant.
- Only a minimal number of individuals (6%) and no organisations (0%) think it is not important at all.

Sustainable Growth

Key Outcome 2: The South East has well connected communities with easy access to key services and employment

Table 4.36: The South East has well connected communities with easy access to key services and employment

Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Very important	403	57%	51	78%
Important	226	32%	10	15%
Neither important or not important	51	7%	4	6%
Not very important	6	1%	0	0%
Not important at all	13	2%	0	0%
Don't know	5	1%	0	0%

Figure 4.23: Responses by individuals and organisations

- The majority of individuals (89%) and organisations (93%) consider it important or very important that the South East has well-connected communities with easy access to key services and employment.
- A smaller portion of individuals (7%) and organisations (6%) neither consider it important nor unimportant.
- Only a minimal number of individuals (3%) and no organisations (0%) think it is not important at all.

114. These results show that both outcomes are highly valued amongst individual and organisation respondents. However, individuals consider Key Outcome 2 as more important than Key Outcome 1, suggesting that objectives yielding direct benefits to daily life and accessibility resonate more strongly with these respondents. In contrast, organisations rate Key Outcome 1 slightly higher than Key Outcome 2, indicating an inclination towards outcomes that support broader socio-economic growth across the region.

115. For both outcomes, the percentage of respondents who consider them "Neither important or not important," "Not very important," or "Not important at all" is very low, especially among organisations (0-6%). This indicates consensus amongst all

respondents that the importance of the outcomes to achieve the sustainable growth mission.

Sustainable Growth

116. To understand alignment with our sustainable growth mission, we asked both individuals and organisations about their level of support for short-term and long-term priorities associated with the mission. Priorities covered a range of focus areas; from robust integrated land use and transport planning, supported by effective funding mechanisms in the short-term, and essential transport projects across Mass Transit, Rail, and active travel in the long-term. Individuals and organisations were each asked the following question:

How strongly do you support the priorities which will enable us to improve sustainable growth?

Table 4.37: How strongly do you support the priorities which will enable us to improve sustainable growth?

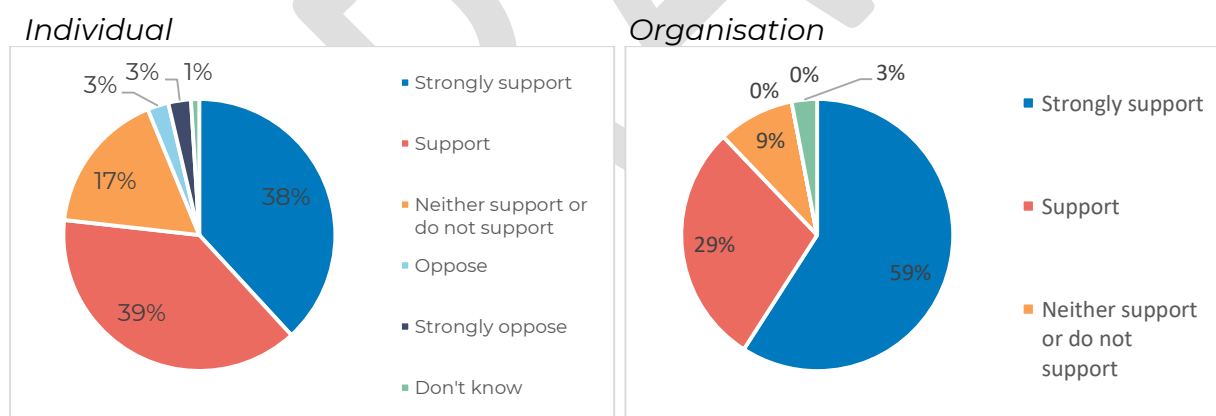| Opinion	Individual		Organisation	
	Total	Percentage	Total	Percentage
Strongly support	271	38%	39	59%
Support	274	39%	19	29%
Neither support or do not support	121	17%	6	9%
Oppose	18	3%	0	0%
Strongly oppose	19	3%	0	0%
Don't know	7	1%	2	3%

Figure 4.24: Responses by individuals and organisations

- The majority of individuals (77%) and organisations (88%) either strongly support or support the priorities which will enable us to improve sustainable growth.
- A smaller portion of individuals (17%) and organisations (9%) neither support nor oppose the priorities.
- Only a minimal number of individuals (6%) and organisations (0%) oppose or strongly oppose the priorities.

Sustainable Growth

117. Individuals were prompted to provide further information on the interventions individuals would prioritise as part of achieving improved sustainable growth. The following question was provided in the individual questionnaire only. Respondents answered in a free-text response box.

Individuals

What improvements would you like to see in your area that would achieve this mission?

Table 4.38: What improvements would you like to see in your area that would achieve this mission? – Individuals

Theme	Comments	Percentage
Investment in walking and cycling and other transport infrastructure	101	33%
Potential negative impacts of new home-building	39	13%
Better public transport	38	12%
Development of local areas	35	11%
Address inequality	33	11%
Strategic connectivity	33	11%
Make public transport more affordable	32	10%
Importance of ferries	28	9%
Supportive of sustainability (general)	23	7%

Responses: 309

118. These responses indicate that individuals would frequently prioritise improved Investment in walking and cycling and other transport infrastructure (33%) and better public transport (12%) to support the sustainable growth mission. Respondents also flagged concerns related to the potential negative impacts of new home-building (13%). These responses illustrate the importance of sustainable growth, driven by a desire for reduced car dependency and enhanced public transport options, balanced against the critical need to integrate transport planning with planned housing development to ensure growth is managed and mitigated sustainably. Remaining suggested improvements further advocate for a holistic, equitable, and sustainably connected transport system that supports local development.

"Housing is being added everywhere, but where are the extra transport networks? Or improvements to existing networks, the current ones seem to be teetering on failure at the slightest disruption/cancellation." – Individual Respondent

Organisations

119. The organisation questionnaire asked respondents to select the mission priority they perceived to be the most important for achieving the mission of sustainable growth, through the following question:

Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission

Table 4.39: Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission - Organisations

Theme	Comments	Percentage
Improving/developing public transportation infrastructure	20	34%
Promoting/co-ordinating integrated land use, housing and transport planning strategies	14	24%
Improving/developing active transport infrastructure	13	22%
Developing mass transit systems in high density areas	9	15%
Implementing/expanding schemes to make sustainable travel more accessible/affordable	8	14%
Developing in areas with strong transport infrastructure	4	7%
Developing sustainable infrastructure	3	5%
Implementing value capture/other funding schemes to forward fund transportation projects	3	5%
Strengthening local planning capacity	2	3%
Improving public services and commitment to increasing employment	1	2%

Responses: 59

120. Organisations most frequently reported Improving/developing public transportation infrastructure (34%), promoting/co-ordinating integrated land use, housing and transport planning strategies (24%), and improving/developing active transport infrastructure (22%) as the most important priorities for achieving the sustainable growth mission. These themes illustrate the critical link between integrating transport planning with land use planning through effective investments that support the overarching goal of creating sustainable, efficient, and liveable communities.

"Developing mass transit systems in high-density areas, alongside delivering Bus Service Improvement Plans more widely. This could include improving the Isle of Wight railway to reduce travel times and increase service frequencies. In the longer term, extension of the Island Line to Ventnor could be considered." – Organisation Respondent

Any other comments

121. Both the individual and organisation questionnaire contained the following question, which prompted respondents to add any further comments on the five missions:

Do you have any further comments on any of the five missions?

Individuals

Table 4.40: Do you have any further comments on any of the five missions? - Individuals

Theme	Comments	Percentage
Support for more investment in walking and cycling and other transport infrastructure	28	14%
Support for development of local areas	21	11%
Comments related to strategic connectivity (general)	20	10%
Comments expressing dissatisfaction with the missions	18	9%

Comments supportive of sustainability	16	8%
Suggestions for missions to address inequality	16	8%
Suggestions for public transport to be more affordable	16	8%
Support for increased state funding for travel infrastructure and schemes	13	7%
Comments referencing the importance of ferry services	12	6%

Responses: 195

122. Amongst individuals, the most common responses referenced support for more (14%), support for development of local areas (11%), and comments related to strategic connectivity (general) (10%). This indicates a holistic view across respondents, that transport infrastructure should both enable local growth and ensure broader regional links.

123. Other comments present a mixed response, including dissatisfaction with the existing missions alongside various constructive suggestions. These suggestions frequently highlight the need for increased state funding for travel infrastructure, support for sustainability, and specific calls to address inequality and ensure more affordable public transport, particularly recognising the importance of ferry services.

"A greater focus on walking, and cycling, and removing the NEED (want) to travel when it's not really necessary (work, educate, shop, live locally)." – Individual Respondent

Organisations

Table 4.41: Do you have any further comments on any of the five missions? - Organisations

Theme	Comments	Percentage
Comments related to strategic connectivity (general)	19	42%
Concerns about a lack of public transport services	15	33%
Importance of sustainability	14	31%
Comments that local infrastructure upgrades required	12	27%
The importance of community transport	10	22%
Lack of improvement in public transport	10	22%
Comments referencing growth of local areas	8	18%
Development of local areas (including home-building)	8	18%
Comments to consider social value	7	16%
Lack of funding for public transport	7	16%

Responses: 45

124.   The three most common themes reported by organisations in response to this question were comments related to strategic connectivity (general)(42%), concerns about a lack of public transport services (33%) and comments about the importance of sustainability (27%). These responses highlights the critical need to enhance connectivity via public transport to achieve both efficient strategic links whilst meeting critical sustainability goals. The remaining themes advocate for transport planning that enables the growth of local areas and supports community development, and provides social value across the region. Simultaneously, organisations raised concerns regarding a lack of improvement and funding for public transport, evidencing concerns about the deliverability of the five missions.

"The Sustainable Growth Mission could possibly include an attempt to revitalise the visitor economies of depressed coastal areas. This could potentially improve economic growth while also reducing carbon emissions. Visitors could spend more of their money within the UK and air travel (which emits more carbon than surface travel) could be reduced." – Organisation Respondent

Global Policy Interventions

125. Pan-regional interventions (referred to as Global Policy Interventions in the Draft Strategy) have been identified in this Strategy, which cut across multiple Missions. Delivering these interventions, across public transport, active travel, maintenance, and service priorities will require action at all levels of government and industry – from national to local.

126. Organisations were asked to rate their levels of support towards the global policy interventions set out in the draft transport strategy.

Global Policy Interventions: How strongly do you agree that the global policy interventions above are needed?

Table 4.42: How strongly do you agree that the global policy interventions above are needed? - Organisations

Opinion	Total	Percentage
Strongly agree	30	46%
Agree	25	38%
Neither agree or disagree	8	12%
Disagree	0	0%
Strongly disagree	1	2%
Don't know	1	2%

Responses: 65

127. Organisations were also invited to suggest additional interventions through an open-text response:

Global Policy Interventions: Are there any other global policy interventions you think should feature in the Transport Strategy?

Table 4.43: Are there any other global policy interventions you think should feature in the Transport Strategy? - Organisations

Theme	Comments	Percentage
Implementing policies which improve/increase the use of sustainable transport methods	11	26%
Development of local areas including home-building	8	19%
Policies which improve active travel methods	6	14%
Connectivity to London Heathrow	6	14%
Reducing car use and road traffic	6	14%
Policies which increase the utilisation of rail services	5	12%
Policies to reduce political considerations delaying projects	5	12%

Responses: 42

128. Organisations most commonly commented that other global interventions should include policies which improve/increase the use of sustainable transport methods (26%), development of local areas including home-building, and policies to improve active travel methods (14%). These responses highlight a recognition amongst organisations that integrated urban planning, supported by strong policies that align with sustainability goals will be essential to create a network that inherently supports sustainable travel patterns.

"The Transport Strategy should also include reference to the region's vast Public Rights of Way (PRoW) network and how this can be supported and improved to encourage active travel." – Organisation Respondent

Delivery Plan

129. The draft transport strategy is supported by a delivery plan that details key actions that TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

130. Organisations were asked to indicate their levels of support for the actions set out in the delivery plan, through the following question:

Delivery Plan: How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

Table 4.44: How strongly do you agree with the actions that TfSE has set in the Delivery Plan? - Organisations

Opinion	Total	Percentage
Strongly agree	24	37%
Agree	26	40%
Neither agree or disagree	10	15%
Disagree	4	6%
Strongly disagree	1	2%
Don't know	1	2%

Responses: 66

131. If organisations selected a response that indicated they disagreed with the Delivery Plan, they were prompted to share further information to support their response via an open text question.

Delivery Plan: If you disagree or strongly disagree please tell us more about this?

Note that this question was only asked of organisations.

Table 4.45: If you disagree or strongly disagree please tell us more about this? - Organisations

Theme	Comments	Percentage
TfSE's delivery plan could be more clearly defined	5	25%
Little emphasis placed on improving transport safety and inclusion of excluded groups	3	15%
More emphasis on public transport	3	15%
Lack of integration between transport and land use strategies	2	10%
More comprehensive strategy/detail to identify and obtain funding	2	10%

More emphasis on business transport needs	1	5%
Disconnect between schemes and delivery priorities	1	5%

Responses: 19

132. Organisations most commonly responded that TfSE's delivery plan could be more clearly defined (25%), that there is little emphasis placed on improving transport safety and inclusion of excluded groups (15%) and that there could be more emphasis on public transport (15%). This highlights that organisations are seeking greater clarity and actionable detail to ensure effective implementation, and enhanced inclusivity for all users.

"While all the actions are commendable and desirable, we suggest clear, achievable priorities need to be defined and a funded delivery plan committed to turn at least some of these into reality." - Organisation Respondent

Indicators

133. The draft transport strategy outlines a number of indicators we propose to use to measure the progress of the strategy. Organisations were asked to share their views on the indicators that had been identified, through the following question:

Indicators: Are the indicators that we have identified the right ones to measure?

Note that this question was only asked of organisations.

Table 4.46: Are the indicators that we have identified the right ones to measure? - Organisations

Answer	Comments	Percentage
Yes	38	58%
No	19	29%
Don't know	9	14%

Responses: 66

134. If organisations selected a response that indicated they disagreed with the choice of indicators, they were prompted to share further information to support their response via the following open text question.

If you have answered 'no' above, please tell us more

135. Note that this question directly relates to the one posed above ('Are the indicators that we have identified the right ones to measure?')

Organisations

Table 4.47: Further comments on indicators - Organisations

Theme	Comments	Percentage
Indicators need to be clearer/ more transparent	5	15%
The need for indicators on public transport use	4	12%
The need for indicators on active travel	4	12%
The need for indicators on mileage of private vehicles	4	12%
The need for indicators on decarbonisation	4	12%
The need for indicators on climate and sustainability	3	9%

The need for indicators on job creation and economic development	3	9%
The need for indicators on public and/or private transport affordability/costs	3	9%

Responses: 31

136. Organisations most frequently responded that indicators should be clearer/more transparent (15%), and that indicators should be added for public transport use and active travel (each 12%). These combined suggestions underscore a critical need for comprehensive, measurable, and multi-modal indicators to robustly assess progress.

"Many indicators require further definition e.g. in terms of 'The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail', is this data collected upon Local Plan adoption or once schemes have been implemented? It is not clear where the results of the monitoring will be reported." – Organisation Respondent

Integrated Sustainability Appraisal

137. In addition to the Strategy, an Integrated Sustainability Appraisal has been conducted to assess the Strategy's impact on Sustainability Goals, including biodiversity, health, and access equity.

138. Individuals and organisations were each asked to indicate the extent to which they agreed/disagreed with the assessment of the draft transport strategy through the following question:

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

Table 4.48: To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy?

Opinion	Total	Percentage
Strongly agree	12	11%
Agree	33	30%
Neither agree or disagree	34	31%
Disagree	16	15%
Strongly disagree	12	11%
Don't know	2	2%

Individuals and organisations were then each prompted to provide comments in relation to the Integrated Sustainability Appraisal via an open text box.

Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Table 4.49: Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Theme	Comments	Percentage
Supportive of sustainable development	14	22%
Investment in walking and cycling and other transport infrastructure should be prioritised	8	13%
Better public transport	5	8%

The ISA helps to assess inequality	5	8%
Importance of ferries	5	8%
Wants policies to continue to support cars	5	8%
Concern about development of strategy/missions	5	8%

Responses: 64

5. Responses to cross cutting themes

139. In order to identify the cross cutting themes coming out of responses to the questionnaire further analysis was conducted on the different themes and areas of comment raised by respondents.

140. The most common themes of response to each question underwent further processing, whereby each common theme was grouped with other common themes on the same or similar subject. These groups were then analysed quantitatively to identify the most frequently recurring (or cross-cutting) areas of comment.

141. As a result of this analysis the following cross cutting themes emerged. The table below sets out the cross cutting themes raised by organisations, by individuals and by both

Table 5.1: Cross-cutting themes raised by organisations and individuals

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓	✓
Rural and coastal communities (and other underserved groups)	✓	✓
Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓	✓
Details on Strategic Rail Connectivity	✓	✓
Details on Resilience	✓	✓
Details on Mission Targets, Impacts	✓	✓
Changing Devolution Landscape	✓	✓
Reducing Car Use		✓
Isle of Wight Ferries		✓
Strategic Highway Connectivity		✓
Funding and Financing		✓

142. The following table sets out the draft strategy position and our proposed approach to making changes to the strategy for each of the cross cutting themes.

Table 5.2: Draft strategy position and proposed approach to amending the strategy for each cross cutting theme.

Health and Wellbeing, Active Travel	
Current proposition	*Changes to the Transport Strategy*
Health, safety, and wellbeing feature in one of our three Goals. The Inclusion and Integration Mission cites safety, physical activity, and air quality outcomes. The Sustainable Development Mission cites several active travel, demand management, and air quality interventions. Active travel is cited across multiple Missions.	Consultees note that the Transport Strategy is relatively light on detail about longer distance active travel opportunities – the focus was directed on shorter journeys, which are typically better led at Local Transport Authority level. Now that the TfSE Active Travel Strategy is complete, we include cross references in a revised Strategy. We will also bring this theme out more clearly in the Inclusion and Integration and Sustainable Development Missions.

Rural and coastal communities (and other underserved groups)	
Current proposition	*Changes to the Transport Strategy*
The Strategy does not segment its Missions or interventions by population density (e.g. there is no section for "Cities", "Seaside Towns" or "Rural areas"). The Inclusion and Integration Mission references rural exclusion: *"Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – trough improving accessibility of transport services and improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion."*	We will increase recognition of rural transport exclusion in the Inclusion and Integration Mission. We have reached out to the STB Rural Mobility Centre of Excellence to seek their advice and input on this topic.

Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	
Current proposition	*Changes to the Transport Strategy*
The Strategy includes an Environmental Goal and supports the Principle of Environmental Net Gain. The ISA provides guidance on how to mitigate environmental impacts and promote opportunities for environmental enhancements through delivering the Transport Strategy, though the details of environmental impacts and opportunities are tied to specific interventions. Furthermore, TfSE's role is limited to transport and not wider environmental interventions (e.g. habitat restoration, flood management) – agencies like Natural England and the Environment Agency are best placed to lead on these issues.	We will update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund. Amendments have been made to the Integrated Sustainability Appraisal to emphasise the need for consideration of environmental net gain in all transport investment.

Details on Strategic Rail Connectivity	
Current proposition	*Changes to the Transport Strategy*
Some respondents have asked for more schemes to be referenced in the Strategy. The Strategy presents a map highlighting Strategic Connectivity priorities. The appendix shows how each of the items highlighted on the map align with interventions cited in the SIP. The appendix also includes Theory of Change Frameworks showing how each intervention delivers TfSE's desired outputs, outcomes, and impacts. It should be noted that TfSE will be developing a rail strategy which will be published in 2025-26 which will provide more detail on ours plans for strategic rail connectivity across the South East.	We will reference more schemes where these align with the SIP and Missions.

Details on Resilience	
Current proposition	*Changes to the Transport Strategy*
The Strategy presents a similar framework for the Resilience Mission. This Mission is new to this Strategy and we commit to develop this Mission further in future work. Additionally, some respondents suggested additional schemes to cite.	We will reference more schemes where these align with the SIP and Missions. We will highlight the need for more work in this area in the Delivery section. There is already ongoing work for TfSE to define its role in relation to resilience

Details on Mission Targets, Impacts	
Current proposition	*Changes to the Transport Strategy*
A Monitoring and Evaluation framework is presented within the Delivery Section. Some respondents requested more details, targets, and linkages to impact. Others cautioned against having so many indicators.	We consider the Theory of Change frameworks are currently sufficiently detailed and further information may reduce clarity. However, we will include further detail about trajectories and trends, with linkages to impacts.

Changing Devolution Landscape	
Current proposition	*Changes to the Transport Strategy*
This did not emerge as a highly cited theme in the consultation responses – but it is important to recognise that the landscape has shifted since the draft Transport Strategy was published in December 2024. The strategy has been developed to ensure that it can be delivered regardless of the changes in Local Authority landscape.	We will update the Strategy to reflect downstream changes in local and regional government in the South East. We will work with new combined authorities and unitaries to deliver the strategy We will not go further than published, agreed positions (e.g. recently announced next wave of devolution that includes Sussex and Hampshire).

Reducing Car Use	
Current proposition	*Changes to the Transport Strategy*
The Strategy seeks to reduce harmful impacts of car use – rather than reducing car use overall. TfSE are keen to offer pragmatic solutions that can help reduce non-essential car use and offer viable alternative forms of transport.	We will place greater emphasis on demand management interventions – which do feature in the Transport Strategy but are not presented explicitly as means of reducing overall car use.

Isle of Wight Ferries	
Current proposition	*Changes to the Transport Strategy*
Isle of Wight ferry service improvements are cited in both the Strategic Connectivity and Inclusion/Integration missions. There is also an Isle of Wight Case Study which outlines more detail on the Isle and the ferry services which serve it.	No changes have been made in the strategy, but in the upcoming Strategic Investment Plan Refresh further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.

Strategic Highway Connectivity	
Current proposition	*Changes to the Transport Strategy*
Strategic highways schemes are presented in a similar way to strategic rail schemes in the Transport Strategy. The Strategy is modally agnostic when describing connectivity challenges and priorities.	We will reference more specific schemes in the core text and on maps.
Funding and Financing	
Current proposition	*Changes to the Transport Strategy*
A simple framework for alternative funding and financing mechanisms is presented within the Delivery section of the Strategy.	We will expand this framework to include further details on potential funding sources, and what dependencies there may be with each. We will provide case studies of schemes that demonstrate some form of third party support and/or value capture.

Appendix A

Transport for the South East draft Transport Strategy Public Consultation – for Organisations

Introduction

We are pleased to present the draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

This strategy outlines a vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life.

You can view the full draft Transport Strategy and a summary document online or by requesting a paper copy.

Please consider these documents before submitting your response.

In addition to the strategy, an Integrated Sustainability Appraisal has been conducted to assess the strategy's impact on sustainability goals, including biodiversity, health, and access equity. We are also asking for comments on this.

You can view all documents online at tfse.org.uk

Feedback received in this consultation will be incorporated as part of the development of the final Transport Strategy which will be published in 2025.

You can complete this survey online at:

https://tfse.engage-360.co.uk/

You can also return a paper copy to us at the address below by **7 March 2025**:

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

This survey should take around 20 minutes to complete.

Our privacy notice is provided at the end of this survey so you can see how we use your data.

Thank you for talking the time to complete this survey.

About your Organisation

Q What is the name of your organisation?

Q What type of organisation do you represent?

Local authority ☐
Business ☐
Charity of third sector ☐
Transport operator ☐
National partner ☐
Town or Parish Council ☐
Airport or Port ☐
Other ☐

If you answered 'other' above please tell us the type of organisation you represent

Q I confirm that I am authorised to respond to this consultation on behalf of my organisation

Yes ☐

No ☐

Q What is your name?

Q What is your job title?

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Q Please tell us your email address

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Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 6 of the draft Transport Strategy summary document, and from page 25 of the full draft Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Strongly agree ☐
Agree ☐
Neither agree or disagree ☐
Disagree ☐
Strongly disagree ☐
Don't know ☐

Q Do you think there are any other challenges we should consider?

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Q Are there any other comments you would like to make on the challenges?

Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 7 of the draft Transport Strategy summary document, and page 35 of the full draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q Do you have any further comments on the vision or the goals?

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 10 of the draft Transport Strategy summary document, and page 44 of the full draft Transport Strategy document.

Strategic Connectivity Mission

We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.

We will have succeeded when:

▸ The connectivity of all the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.

▸ Key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

Short-Term Priorities

We will improve the existing network to better serve passengers and freight by:

▸ Enhancing incentives for long-distance public transport through optimised fares, flexible ticketing, and improved amenities.

▸ Refining timetables to cater to leisure travel demand and minimising disruption from maintenance schedules.

▸ Advancing key connectivity projects to improve regional transport links.

▸ Restoring international rail services from Ebbsfleet and Ashford to ease pressure at St Pancras.

▸ Expanding rail capacity to support growth at Gatwick and Southampton airports.

▸ Safeguarding critical areas and aligning policies to enable long-term transport improvements.

Long-Term Priorities

We will focus on major upgrades and expansions to improve connectivity by:

▸ Upgrading the roads and railways serving the Brighton–Southampton coastal corridor to strengthen economic ties between the regions two largest built-up areas..

▸ Cutting journey times between London and less well-connected coastal communities.

▸ Improving ferry services to islands, including the Isle of Wight.

▸ Strengthening freight links from Southampton and the Channel Ports to the Midlands and North.

▸ Expanding rail connections to international gateways, including Heathrow and Gatwick.

▸ Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.

Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q How important are the key outcomes of the strategic connectivity mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Journey time and reliability on strategic corridors is	☐	☐	☐	☐	☐	☐

comparable to those
serving London

| Key towns, cities and international gateways are as accessible by public transport as they are by car | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Rail freight is as competitive as road freight | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Short-term and long-term priorities are shown at the top of this page.

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

_____

Resilience Mission

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

You can find full details of our resilience mission on page 12 of the draft Transport Strategy summary document, and page 52 of the full draft Transport Strategy document.

Resilience Mission

We will safeguard the South East's connectivity and enhance the reliability and resilience of our transport systems for future generations.

We will have succeeded when:

► The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.

► The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

Short-Term Priorities

We will strengthen the current network's resilience by:

► Assessing road disruption impacts and securing sustainable funding for maintenance.

► Establishing long-term funding pipelines for infrastructure renewals.

► Strategically planning for future risks to enhance network adaptability.

► Advocating for consistent funding for maintenance and prevention projects.

► Coordinating with utility providers to minimise disruption from roadworks.

Long-Term Priorities

We will focus on major upgrades and expansions to strengthen resilience by:

► Tackling rail bottlenecks in areas like Croydon and Woking to boost reliability on key corridors.

► Creating alternative routes, such as the Uckfield–Lewes line, to maintain connectivity during disruptions.

► Implementing the Kent Bifurcation Strategy to ease pressure on the Thames crossings and strengthen links between Channel and M25 – including improving Operation Brock and Stack.

► Resolving highway pinch points to improve flow for all users, including buses, boosting resilience to future risks.

Q How strongly do you support the resilience mission in the draft Transport Strategy?

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q How important are the key outcomes of the resilience mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways	☐	☐	☐	☐	☐	☐
The transport network has the agility to manage and absorb disruptions quickly	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve resilience?

Short-term and long-term priorities are shown at the top of this page.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 14 of the draft Transport Strategy summary document, and page 60 of the full draft Transport Strategy document.

Inclusion & Integration Mission

We will create an inclusive, affordable, and integrated transport network across the South East, providing safe and seamless door-to-door connectivity for everyone.

We will have succeeded when:
- Everyone can affordably travel where they need to go when they need to go.
- Customer satisfaction with all aspects of the transport network is high across all sections of society.

Infrastructure Priorities
We will target infrastructure upgrades by:
- Designing inclusive infrastructure to improve accessibility for socially excluded groups.
- Enhancing connectivity in North and East Kent and East Sussex coastal areas to reduce social exclusion.
- Upgrading interchanges and providing step-free access at transport hubs for seamless connections.

Service Priorities
We will improve affordability and accessibility by:
- Offering affordable fares and concessions for vulnerable groups to improve accessibility.
- Simplifying fares with unified ticketing to lower costs and streamline journeys.
- Providing socially necessary transport to connect isolated communities with essential services.
- Implementing Bus Service Improvement Plans and exploring franchising models to better serve communities.
- Enhancing connectivity to islands and peninsulas, focusing on the Solent and Medway.

Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the inclusion and integration mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when	☐	☐	☐	☐	☐	☐
Customer satisfaction with the transport network is high across all sections of society	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Infrastructure and service priorities are shown at the top of this page.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Decarbonisation Mission

The UK Government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

You can find full details of our decarbonisation mission on page 16 of the draft Transport Strategy summary document, and page 68 of the full draft Transport Strategy document.

Decarbonisation Mission

We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

We will have succeeded when:

- All surface transport trips made across the South East are net-zero emission by 2050 (at the latest).
- We have not exceeded our carbon budgets for surface transport by 2050.
- The South East is seen as a world leader in decarbonising transport.

Short-Term Priorities

We will accelerate the transition to low-carbon transport by:

- Expanding Electric Vehicle (EV) charging infrastructure for private and freight vehicles.
- Increasing the availability of electric and hydrogen vehicles through collaborating with industry.
- Supporting EV and battery recycling to reduce the environmental impact of EVs.
- Improving public transport and active travel infrastructure to provide attractive sustainable travel options.
- Transitioning bus, freight, and ferry fleets to zero-emission vehicles.
- Promoting integrated land use and transport planning to minimise unnecessary car travel.

Long-Term Priorities

We will solidify the transition to a zero-emission system by:

- Decarbonising rail through delivering electrification, battery, and alternative fuel trains.
- Promoting low-carbon infrastructure with sustainable materials and practices.
- Supporting Government in the event they commit to roll out national road user charging, providing a financial incentive for more sustainable choices while reducing congestion.
- Working with industry to deliver a decarbonised, resilient power networks for rail and electric vehicles.
- Advancing alternative fuels for aviation and long-haul freight.

Q How strongly do you support the decarbonisation mission in the draft Transport Strategy?

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q How important are the key outcomes of the decarbonisation mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
All surface transport trips are net zero emission by 2050	☐	☐	☐	☐	☐	☐
We have not exceeded our carbon budgets by 2025	☐	☐	☐	☐	☐	☐
The South East is seen as a world leader in decarbonising transport	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Short-term and long-term priorities are shown at the top of this page.

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

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Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government's first mission, to "kick start economic growth".

You can find full details of our strategic growth mission on page 18 of the draft Transport Strategy summary document, and page 76 of the full draft Transport Strategy document.

Sustainable Growth Mission

We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

We will have succeeded when:

- Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,
- The South East has created well-connected communities with easy access to key services and employment opportunities.

Policy Enablers

We will promote integrated land use and transport planning and enablers by:

- Concentrating development in areas with strong transport infrastructure.
- Coordinating housing and transport planning across authorities.
- Leveraging value capture and other mechanisms to forward-fund transport.
- Using demand management measures to improve air quality and fund services.
- Strengthening local planning capacity.

Transport Intervention Priorities

We will prioritise essential transport projects to support sustainable growth by:

- Expanding concessionary schemes to make sustainable travel more affordable.
- Developing mass transit systems in high-density areas to improve access and reduce congestion.
- Enhancing Sussex Coast and Solent suburban rail services to compete with road travel.
- Delivering Local Cycling Walking Improvement Plans and embedding active travel in all new developments..

Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q How important are the key outcomes of the sustainable growth mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Population growth and economic						

development is underpinned by sustainable transport and infrastructure	☐	☐	☐	☐	☐	☐
The South East has well connected communities with easy access services and employment	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Transport Intervention priorities are shown at the top of this page.

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Q Do you have any further comments on any of the five missions?

Global Policy Interventions

You can find full details of our global policy intervention on page 84 of the full draft Transport Strategy document.

Q How strongly do you agree that the global policy interventions are needed?

Strongly agree ☐

Agree ☐

Neither agree or disagree ☐

Disagree ☐

Strongly disagree ☐

Don't know ☐

Q Are there any other global policy interventions you think should feature in the Transport Strategy?

Delivery

The following tables outline the key actions TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

You can find full details of TfSE's roles as part of our delivery plan from page 91 of the full draft Transport Strategy document.

Q How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

Strongly agree ☐
Agree ☐
Neither agree or disagree ☐
Disagree ☐
Strongly disagree ☐
Don't know ☐

Q If you disagree or strongly disagree please tell us more about this?

Indicators

There are a number of indicators we propose to use to measure the progress of the strategy.

You can view the full table of indicators on page 96 of the full draft Transport Strategy document.

Q Are the indicators that we have identified the right ones to measure?

Yes ☐

No ☐

Don't know ☐

Q If you have answered 'no' above, please tell us more

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Integrated Sustainability Appraisal

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

Strongly agree ☐

Agree ☐

Neither agree or disagree ☐

Disagree ☐

Strongly disagree ☐

Don't know ☐

Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

Strongly agree ☐

Agree ☐

Neither agree or disagree ☐

Disagree ☐

Strongly disagree ☐

Don't know ☐

Q Are there any additional comments you would like to make on the draft Transport Strategy?

Privacy Notice – Transport for the South East Transport Strategy Refresh

Overview

This Privacy Notice covers the responses to the public consultation of our draft Transport Strategy we are delivering as part of our Transport Strategy Refresh.

Transport for the South East and our host authority East Sussex County Council takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

What information is being used?

In order to ensure we accurately reflect the demographic and geographic range of our region, and to keep interested parties updated with this project we will collect the following information:

Personal Data:

Name

Email address

How will your information be used?

Your name and email address will be used so we can monitor and identify duplicate responses, and where agreed so we can contact you at future stages of this project, either to seek your further views or share the outcomes of your involvement as the strategy develops.

All data will be assimilated and pseudonymised for reporting purposes.

We aim to maintain high standards, adopt best practice for our record keeping and regularly check and report on how we are doing. Your information is never sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy.

Your information **is not** processed outside of the European Economic Area.

What is your legal basis for processing this information?

Our legal basis for processing your data is consent.

How long will your information be kept for?

Your information will be kept for the duration of this project. You will have the option to remain on our stakeholder database beyond this and if you consent to this we will retain your name and email address until you withdraw consent.

How will your information be stored?

Your information will be stored on our secure systems and accessed only by authorised Transport for the South East officers.

Sharing your information

Your data will shared with our contracted consultants for analysis purposes.

Your rights

Under data protection legislation, you have the right:

- to be informed why, where and how we use your information

- to ask for access to your information

- to ask for your information to be corrected if it is inaccurate or incomplete

- to ask for your information to be deleted or removed where there is no need for us to continue processing it

- to ask us to restrict the use of your information

- to ask us to copy or transfer your information from one IT system to another in a safe and secure way, without impacting the quality of the information

- to object to how your information is used

- to challenge any decisions made without human intervention (automated decision making)

Please visit www.eastsussex.gov.uk/your-council/about/keydocuments/foi/data-protection for further details.

How to find out more or complain

Should you have any further queries on the uses of your information, please speak directly to our service: tfse@eastsussex.gov.uk

To complain about the use of your information, please contact our Customer Services Team at www.eastsussex.gov.uk/contactus/complaints or our Data protection Protection Officer

atwww.eastsussex.gov.uk/your-council/about/key-documents/foi/data-protection/data-protection-officer.

You can also contact the ICO for further information or to make a complaint:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

Phone: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number or you can report a concern on the ICO website at https://ico.org.uk/make-a-complaint/

Appendix B

Transport for the South East draft Transport Strategy Public Consultation – for Individuals

Introduction

We are pleased to present the draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

This strategy outlines a vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life.

You will have received a the draft Transport Strategy along with this survey.

Please consider this document before submitting your response.

Feedback received in this consultation will be incorporated as part of the development of the final Transport Strategy which will be published in 2025.

You can also complete this survey online at:

https://tfse.engage-360.co.uk/

or by returning this paper copy to us using the included stamped addressed envelope by **7 March 2025**:

This survey should take around 20 minutes to complete.

Our privacy notice is provided at the end of this survey so you can see how we use your data.

Thank you for talking the time to complete this survey.

About you

Q How are you responding to this consultation?

As a resident of the South East ☐

As a visitor of the South East ☐

As a business owner in the South East ☐

Other ☐

If you answered 'other' above please tell us how you are responding

Q How did you hear about this consultation?

Through my council's social media ☐

Through my council's website ☐

Through Transport for the South East's social media ☐

Through Transport for the South East's website ☐

I read about or saw it in the press ☐

I heard about it through word of mouth ☐

Through an email ☐

Other ☐

If you answered 'other' above, please tell us how you heard

Q Please tell us the first half of your postcode

Q Would you like to be kept up to date with this project?

Yes ☐
No ☐

If you answered 'yes' above, please tell us your email address or other contact details

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Equalities Monitoring Information

We ask these question to ensure accessibility to everyone in our region, and to make sure we reflect views from across the demographic range of the south east. You can choose not to answer these questions if you wish.

Q What is your age group?

Under 24	☐	45 to 54	☐	75 or over	☐
25 to 34	☐	55 to 64	☐	Prefer not to say	☐
35 to 44	☐	65 to 74	☐		

Q What is your gender?

Male	☐	Other	☐
Female	☐	Prefer not to say	☐
Non-Binary	☐		

If you answered other please tell us how you would self describe your gender

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Q Which of the following best describes your ethnic group?

Arab	☐	**Mixed**	
Asian / Asian British		Asian and white	☐
Bangladeshi	☐	Black African and white	☐
Chinese	☐	Black Caribbean and white	☐
Indian	☐	Any other mixed background	☐
Pakistani	☐	**White / White British**	
Any other Asian background	☐	English / Welsh / Scottish / Northern Irish	☐
Black / Black British		Irish	☐
African	☐	Gypsy of Irish traveller	☐
Caribbean	☐	Any other white background	☐
Any other Black background	☐	**Any other ethnic group**	☐
		Prefer not to say	☐

If you have answered 'other' please tell us more about this

Q Are you day-today activities limited because of a health issue or disability which has lasted, or is expected to last, at least 12 months?

Yes, a little	☐	No	☐
Yes, a lot	☐	Prefer not to say	☐

Q if you answered 'Yes, a little' or ' Yes, a lot', please tell us the type of your impairments

(please tick all that apply)

Physical impairment	☐	Mental health condition	☐
Sensory impairment	☐	Developmental condition	☐
Learning disability / difficulty	☐	Autistic Spectrum	☐
Long – standing illness	☐	Other	☐
		Prefer not to say	☐

If you have answered 'other' please tell us more about this

Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 25 of the Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Strongly agree ☐
Agree ☐
Neither agree or disagree ☐
Disagree ☐
Strongly disagree ☐
Don't know ☐

Q Do you think there are any other challenges we should consider?

Q Are there any other comments you would like to make on the challenges?

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Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 35 of the draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 44 of the draft Transport Strategy document.

Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the strategic connectivity mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Journey time and reliability on strategic corridors is comparable to those serving London	☐	☐	☐	☐	☐	☐

| Key towns, cities and international gateways are as accessible by public transport as they are by car | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Rail freight is as competitive as road freight | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Short-term and long-term priorities are shown on page 10 of the summary document.

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity.

Resilience Mission

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

You can find full details of our resilience mission on page 52 of the draft Transport Strategy document.

Q How strongly do you support the resilience mission in the draft Transport Strategy?

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the resilience mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways	☐	☐	☐	☐	☐	☐
The transport network has the agility to manage and absorb disruptions quickly	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve resilience?

Short-term and long-term priorities are shown on page 12 of the summary document.

Strongly support	☐
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 60 of the draft Transport Strategy document.

Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

Strongly support	☐
Support	☐
Neither support or do not support	☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q How important are the key outcomes of the inclusion and integration mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when	☐	☐	☐	☐	☐	☐
Customer satisfaction with the transport network is high across all sections of society	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Infrastructure and service priorities are shown on page 14 of the summary document.

Strongly support ☐

Support ☐

Neither support or do not support ☐

Oppose ☐

Strongly oppose ☐

Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Decarbonisation Mission

The UK Government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

You can find full details of our decarbonisation mission on page 68 of the draft Transport Strategy document.

Q How strongly do you support the decarbonisation mission in the draft Transport Strategy?

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q How important are the key outcomes of the decarbonisation mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
All surface transport trips are net zero emission by 2050	☐	☐	☐	☐	☐	☐
We have not exceeded our carbon budgets by 2025	☐	☐	☐	☐	☐	☐
The South East is seen as a world leader in decarbonising transport	☐	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Short-term and long-term priorities are shown on page 16 of the summary document.

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government's first mission, to "kick start economic growth".

You can find full details of our strategic growth mission on page 76 of the draft Transport Strategy document.

Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q How important are the key outcomes of the sustainable growth mission to you?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Population growth and economic development is	☐	☐	☐	☐	☐	☐

underpinned by sustainable transport and infrastructure

The South East has well connected communities with easy access services and employment $\quad\square\quad\square\quad\square\quad\square\quad\square\quad\square$

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Transport Intervention priorities are shown on page 18 of the summary document.

Strongly support ☐
Support ☐
Neither support or do not support ☐
Oppose ☐
Strongly oppose ☐
Don't know ☐

Q What improvements would you like to see in your area that would achieve this mission?

Transport for the South East are not responsible for delivering projects in your area. However it is important for us to understand the interventions you would prioritise as part of achieving improved strategic connectivity

Q Do you have any further comments on any of the five missions?

Integrated Sustainability Appraisal

Please note if you do not wish to answer questions on the Integrated Sustainability Appraisal proceed to the next page.

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

Strongly agree ☐

Agree ☐

Neither agree or disagree ☐

Disagree ☐

Strongly disagree ☐

Don't know ☐

Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

___

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

Strongly agree ☐

Agree ☐

Neither agree or disagree ☐

Disagree ☐

Strongly disagree ☐

Don't know ☐

Q Are there any additional comments you would like to make on the draft Transport Strategy?

Privacy Notice – Transport for the South East Transport Strategy Refresh

Overview

This Privacy Notice covers the responses to the citizen surveys we are delivering as part of our Transport Strategy Refresh.

Transport for the South East and our host authority East Sussex County Council takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

What information is being used?

In order to ensure we accurately reflect the demographic and geographic range of our region, and to keep interested parties updated with this project we will collect the following information:

Personal Data:

Name

Email address

Postcode

Special Category Data:

Age

Gender

Ethnicity

Physical and mental health

How will your information be used?

Your name and email address will be used so we can monitor and identify duplicate responses, and where agreed so we can contact you at future stages of this project, either to seek your further views or share the outcomes of your involvement as the strategy develops.

Your postcode will be used so we can ensure we are achieving responses from all areas of our region.

Your special category data will be used to ensure we are engaging with a representative sample of our population and to identify specific focus areas for under represented or socially excluded groups.

All data will be assimilated and pseudonymised for reporting purposes.

We aim to maintain high standards, adopt best practice for our record keeping and regularly check and report on how we are doing. Your information is never sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy.

Your information **is not** processed outside of the European Economic Area.

What is your legal basis for processing this information?

Our legal basis for processing your data is consent.

How long will your information be kept for?

Your information will be kept for the duration of this project. You will have the option to remain on our stakeholder database beyond this and if you consent to this we will retain

your name and email address until you withdraw consent. Your special category data in response to this survey will be held for no more than 18 months.

How will your information be stored?

Your information will be stored on our secure systems and accessed only by authorised Transport for the South East officers.

Sharing your information

Your data will not be shared beyond Transport for the South East and East Sussex County council systems.

Your rights

Under data protection legislation, you have the right:

- to be informed why, where and how we use your information

- to ask for access to your information

- to ask for your information to be corrected if it is inaccurate or incomplete

- to ask for your information to be deleted or removed where there is no need for us to continue processing it

- to ask us to restrict the use of your information

- to ask us to copy or transfer your information from one IT system to another in a safe and secure way, without impacting the quality of the information

- to object to how your information is used

- to challenge any decisions made without human intervention (automated decision making)

Please visit www.eastsussex.gov.uk/your-council/about/keydocuments/foi/data-protection for further details.

How to find out more or complain

Should you have any further queries on the uses of your information, please speak directly to our service: tfse@eastsussex.gov.uk

To complain about the use of your information, please contact our Customer Services Team at www.eastsussex.gov.uk/contactus/complaints or our Data protection Protection Officer atwww.eastsussex.gov.uk/your-council/about/key-documents/foi/data-protection/data-protection-officer.

You can also contact the ICO for further information or to make a complaint:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

Phone: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number or you can report a concern on the ICO website at https://ico.org.uk/make-a-complaint/

Appendix 3 - Proposed drafting changes to the Draft Transport Strategy

1. **Introduction**

1.1.   The purpose of this appendix is to set out the changes to the Draft Transport Strategy that are being recommend in response to the comments received in response to the public consultation.

1.2.   The result of the analysis of the responses to the consultation demonstrates a high level of support for key aspects of the strategy, negating the need for any major revisions. However, analysis of the comments received in response to the consultation identified the need to consider making changes to the text. The need to consider making the following types of amendments were identified:

- Changes to the text in response to a number of common themes that were raised multiple times by different respondents;
- Changes to the text reflect external events including the emerging proposals for Devolution, the development of the Government's Integrated National Transport Strategy and the granting of two Development Consent Orders for major transport projects across the South East;
- Changes to the text in response to specific drafting requests seeking specific clarifications, additions or deletions.
- Changes to the maps.

1.3.   The way in which each of these different types of amendments have been addressed is set out in each of the sections below. The resulting drafting changes that are being recommended are shown as marked up changes in the revised copy of the Strategy contained in Appendix 4.

2. **Proposed drafting changes in response to common themes raised in the consultation responses.**

2.1   As set out in the consultation report contained in Appendix 2, an analysis of the responses to the questionnaire survey identified a number of cross cutting themes that were raised by multiple respondents. The most common themes underwent further processing, to enable each common to be grouped with others on the same or similar subject. These groups were then analysed quantitatively to identify the most frequently recurring (or cross-cutting) areas of comment.

2.2   As a result of this analysis the cross cutting themes shown in Table 1 below emerged that were raised either by organisations, by individuals or by both.

Table 1. Cross-cutting themes raised by organisations and individuals

Cross-cutting theme	Raised by organisations	Raised by individuals
Public health, wellbeing and active travel	✓∙	✓∙
Rural and coastal communities (and other underserved groups)	✓∙	✓∙

Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	✓	✓
Details on Strategic Rail Connectivity	✓	✓
Details on Resilience	✓	✓
Details on Mission Targets, Impacts	✓	✓
Changing Devolution Landscape	✓	✓
Reducing Car Use		✓
Isle of Wight Ferries		✓
Strategic Highway Connectivity		✓
Funding and Financing		✓

2.3   Table 2 sets out the draft strategy position and the proposed approach to making changes to the strategy for each of the cross cutting themes shown in Table 1.

Table 2: Draft strategy position and recommended approach to amending the strategy for each cross-cutting theme.

Health and Wellbeing, Active Travel	
Current proposition	Proposed changes to the Transport Strategy
Health, safety, and wellbeing feature in one of our three Goals. The Inclusion and Integration Mission cites safety, physical activity, and air quality outcomes. The Sustainable Development Mission cites several active travel, demand management, and air quality interventions. Active travel is cited across multiple Missions.	Consultees note that the Transport Strategy is relatively light on detail about longer distance active travel opportunities – the focus was directed on shorter journeys, which are typically better led at Local Transport Authority level. Now that the TfSE Active Travel Strategy is complete, we include cross references in a revised Strategy. We will also bring this theme out more clearly in the Inclusion and Integration and Sustainable Development Missions.

Rural and coastal communities (and other underserved groups)	
Current proposition	Changes to the Transport Strategy
The Strategy does not segment its Missions or interventions by population density (e.g. there is no section for "Cities", "Seaside Towns" or "Rural areas"). The Inclusion and Integration Mission references rural exclusion: *"Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – trough improving accessibility of transport services and improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion."*	We will increase recognition of rural transport exclusion in the Inclusion and Integration Mission. We have reached out to the STB Rural Mobility Centre of Excellence to seek their advice and input on this topic.

Beyond Decarbonisation (Wider environmental opportunities and the need to broaden narrative on decarbonisation)	
Current proposition	Changes to the Transport Strategy
The Strategy includes an Environmental Goal and supports the Principle of Environmental Net Gain. The ISA provides guidance on how to mitigate environmental impacts and promote opportunities for	We will update the Strategy to reflect recent developments to planning and the environment – such as the proposed Nature Restoration Fund.

environmental enhancements through delivering the Transport Strategy, though the details of environmental impacts and opportunities are tied to specific interventions.

Furthermore, TfSE's role is limited to transport and not wider environmental interventions (e.g. habitat restoration, flood management) – agencies like Natural England and the Environment Agency are best placed to lead on these issues.

Details on Strategic Rail Connectivity

Current proposition	Changes to the Transport Strategy
Some respondents have asked for more schemes to be referenced in the Strategy. The Strategy presents a map highlighting Strategic Connectivity priorities. The appendix shows how each of the items highlighted on the map align with interventions cited in the SIP. The appendix also includes Theory of Change Frameworks showing how each intervention delivers TfSE's desired outputs, outcomes, and impacts. It should be noted that TfSE will be developing a rail strategy which will be published in 2025-26 which will provide more detail on ours plans for strategic rail connectivity across the South East.	We will reference more schemes where these align with the SIP and Missions.

Details on Resilience

Current proposition	Changes to the Transport Strategy
The Strategy presents a similar framework for the Resilience Mission. This Mission is new to this Strategy and we commit to develop this Mission further in future work. Additionally, some respondents suggested additional schemes to cite.	We will reference more schemes where these align with the SIP and Missions. We will highlight the need for more work in this area in the Delivery section. There is already ongoing work for TfSE to define its role in relation to resilience

Details on Mission Targets, Impacts

Current proposition	Changes to the Transport Strategy
A Monitoring and Evaluation framework is presented within the Delivery Section. Some respondents requested more details, targets, and linkages to impact. Others cautioned against having so many indicators.	We consider the Theory of Change frameworks are currently sufficiently detailed and further information may reduce clarity. However, we will include further detail about trajectories and trends, with linkages to impacts.

Changing Devolution Landscape

Current proposition	Changes to the Transport Strategy
This did not emerge as a highly cited theme in the consultation responses – but it is important to recognise that the landscape has shifted since the draft Transport Strategy was published in December 2024. The strategy has been developed to ensure that it can be delivered regardless of the changes in Local Authority landscape.	We will update the Strategy to reflect downstream changes in local and regional government in the South East. We will work with new combined authorities and unitaries to deliver the strategy We will not go further than published, agreed positions (e.g. recently announced next wave of devolution that includes Sussex and Hampshire).

Reducing Car Use

Current proposition	Changes to the Transport Strategy
The Strategy seeks to reduce harmful impacts of car use – rather than reducing car use overall. TfSE are	We will place greater emphasis on demand management interventions – which do feature

keen to offer pragmatic solutions that can help reduce non-essential car use and offer viable alternative forms of transport.	in the Transport Strategy but are not presented explicitly as means of reducing overall car use.
Isle of Wight Ferries	
Current proposition	Changes to the Transport Strategy
Isle of Wight ferry service improvements are cited in both the Strategic Connectivity and Inclusion/Integration missions. There is also an Isle of Wight Case Study which outlines more detail on the Isle and the ferry services which serve it.	No changes have been made in the strategy, but in the upcoming Strategic Investment Plan Refresh further consideration will be given to the interventions that can best support connectivity between Isle of Wight and the mainland.

Strategic Highway Connectivity	
Current proposition	Changes to the Transport Strategy
Strategic highways schemes are presented in a similar way to strategic rail schemes in the Transport Strategy. The Strategy is modally agnostic when describing connectivity challenges and priorities.	We will reference more specific schemes in the core text and on maps.
Funding and Financing	
Current proposition	Changes to the Transport Strategy
A simple framework for alternative funding and financing mechanisms is presented within the Delivery section of the Strategy.	We will expand this framework to include further details on potential funding sources, and what dependencies there may be with each. We will provide case studies of schemes that demonstrate some form of third party support and/or value capture.

3. Proposed drafting changes in response to external events .

3.1   Some changes are also recommended to reflect external events that have occurred since the Draft Transport Strategy was approved by the Partnership Board on 9 December. These include:

- The publication of the English Devolution White Paper, and confirmation of several Devolution Priority Areas across the South East including Sussex and Brighton, Hampshire and the Solent, and continued progression with devolution in Surrey. Other authorities also expressed a desire to proceed with devolution in their areas but were not selected as Priority Areas. The establishment of 'Strategic Authorities' with transport powers would have significant delivery implications for the strategy.

- The granting of two Development Consent Orders for major transport projects across the South East: the Lower Thames Crossing and the Northern Runway at Gatwick Airport. Both of which are of strategic importance and will have significant impacts on local areas and the strategic transport network.

- The publication of the Planning and Infrastructure Bill, containing the government's plans for reforming the planning system, along with associated consultations on matters such as biodiversity net gain. The provisions of this Bill are likely to significantly affect the delivery of the Sustainable Communities Mission.

- The publication of the National Infrastructure Strategy which recognises the role of better transport systems in improving productivity, the importance improved road and rail connectivity between cities the importance of good connectivity to ports and airports.

3.2   These matters add a degree of uncertainty to strategy delivery, notably devolution and the Planning and Infrastructure Bill. But they also present opportunities for new bodies and powers to accelerate delivery. Consequently, proposed changes to the transport strategy have been made to reflect these external events.

4. Summary of proposed drafting changes

4.1   The main drafting changes that are being recommend in response to the comments that have been received are set out in Table 3 below. A copy of the text of the Draft Transport Strategy showing all the changes that are being proposed is contained in Appendix 4.

Section: Introduction	
Change made	**Reason for change**
Insert following text: The structure of regional and local government is also changing, with a clear policy for increasing devolution across the South East. These changes present an opportunity to strengthen local leadership and align transport more closely with housing, energy, and growth priorities across the region	To reflect the current reality of changes resulting from local government reorganisation, which is still an evolving picture.
Section: Introduction	
Change made	**Reason for change**
Changed following text from: This Strategy is not intended to set out all of the specific details of specific schemes that will be delivered. What it does do is provide a framework against which schemes and policies will be delivered. We are determined to find practical, achievable solutions that will make a tangible difference, even in a challenging financial environment. To: This Strategy provides a high-level framework for shaping the future of transport in the South East. It sets out the long-term vision, priorities and principles that will guide investment and policy decisions over the coming decades. While it does not list specific schemes for delivery, these are developed through our Strategic Investment Plan (SIP)	To clarify the role of this document with respect to other TfSE policies and strategies

and a suite of supporting strategies, such as the Rail Strategy and thematic studies on freight, decarbonisation, and rural mobility. Together, these documents form a cohesive programme of evidence-based planning. This Strategy informs those more detailed plans, and in turn is kept relevant through updates to them. As we move forward, we will refresh the SIP to align with the new Missions and priorities set out here. In doing so, we will remain focused on identifying practical, achievable solutions that deliver real-world benefits, even within a constrained financial environment.	

Section: Vision & Goals	
Change made to Goals	**Reason for change**
Economic Goal: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient ~~and better compete in the global marketplace~~. **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone. **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.	Improve clarity of the goals

Section: Strategic Connectivity Mission	
Change made to Mission Statement	**Reason for change**
Amended Mission Statement to: We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods. And under outcomes added: This Mission also seeks to improve inclusive access to employment and services – especially in rural and coastal communities – by ensuring strategic corridors enable flexible, affordable, and frequent services that match the needs of today's travel patterns.	Primarily to improve clarity of the mission and its focus
Resilience Mission	

Change made to Mission Statement	Reason for change
We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations. We will do this by anticipating risks, taking preventative measures, enhancing recovery and adapting in the face of uncertain future risks	To reflect comments seeking to understand what was meant by resilience

Resilience Mission

Change made to outcomes	Reason for change
The key outcome of this Mission is to reduce the effects of disruption on the strategic transport network, whether from extreme weather, infrastructure failure, or planned maintenance. In particular, we aim to avoid the loss or prolonged closure of critical transport assets – such as roads, railways, and bridges – due to risks like flooding, coastal erosion, subsidence, or extreme temperatures. The closure or failure of such assets can have far-reaching consequences: isolating communities, damaging local economies, diverting freight onto unsuitable routes, and increasing congestion and emissions elsewhere. Some infrastructure in the South East is already operating at or near capacity, and its vulnerability risks being exacerbated by climate change,and the deteriorating condition of transport infrastructure.	To reflect comments seeking to understand what was meant by resilience.

Resilience Mission

Change made to short term priorities	Reason for change
Key initiatives include: 1. Assessing the economic, social, and environmental impact of major network disruptions, such as the closure of roads, railways, or key structures, and use this evidence to build the case for targeted investment in resilience. 2. Securing long-term and consistent funding for a pipeline of infrastructure renewals and upgrades, reducing the risk of asset failure and avoiding costly emergency repairs. This will also reduce the cost of emergency repairs and vehicle damage and include adjacent systems to transport such as drainage power and digital infrastructure. 3. Developing a strategic understanding of future risks, including climate change, changing land use, and technological dependencies, to ensure today's	Changes to improve clarity, and to reflect comments raised on resilience

decisions are robust under a range of future scenarios. Taking a strategic approach to resilience will ensure that the transport network can anticipate and adapt to the risks to its resilience in the future.	
Resilience Mission	
Change made to long term priorities	**Reason for change**
Key initiatives include: 2. Expanding and strengthening secondary and alternative corridors, such as the Uckfield – Lewes Railway Reinstatement, Canterbury Rail Chord, and A22 and A24 Corridor Packages, to provide potential diversionary options when primary routes are closed or constrained. 6. Coordinating with other infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes working with them to plan for future requirements and risks. For example, ensuring the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles.	Changes to improve clarity, and to reflect comments raised on resilience
Inclusion and Integration Mission	
Change made to Mission Statement	**Reason for change**
We will create an inclusive and integrated transport network in the South East that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system.	Changes to improve clarity
Inclusion and Integration Mission	
Change made to Context	**Reason for change**
TfSE is also engaging with the Rural Mobility Centre of Excellence, led by Transport East, to better understand the unique needs of rural communities across the South East. Guidance from the Centre – including resources available at www.transporteast.gov.uk/rural-transport – is helping inform our approach to tackling transport-related social exclusion in less connected areas.	Request for additional detail and references to rural communities.

Inclusion and Integration Mission	
Change made to Outcomes	**Reason for change**
The key outcome of this mission is a transport system that is fair, inclusive, and responsive to the needs of all residents – particularly those currently at greatest risk of exclusion. This includes people on low incomes, older residents, disabled users, young people, and rural communities. Specific Outcomes include… • A transport network that is accessible, step-free, and safe for people with mobility and sensory needs. • Improvements in public health and wellbeing by enabling more journeys by active travel, promoting liveable neighbourhoods and delivering improvements to air quality.	Some specific outcomes requested by respondents.
Inclusion and Integration Mission	
Change made to Priorities	**Reason for change**
• Designing inclusive infrastructure with and for socially excluded groups using inclusive design principles, improved lighting, signage, and wayfinding • Expanding concessionary fares and capping schemes to improve affordability for people on low incomes, young people, and those not currently well served by existing offers. • Delivering Bus Service Improvement Plans and supporting locally appropriate models such as franchising or municipal operators, especially where commercial services are unviable. • Enhancing inclusive access to islands and peninsulas, such as the Solent and Medway, through integrated ferry and bus services and better access to information. This will support social and economic inclusion for coastal and peninsula communities.	Some specific outcomes requested by respondents.
Decarbonisation Mission	
Change made to Mission Statement and Outcome	**Reason for change**
We will support the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life. We will know we have succeeded when:	Outcome change was requested by respondents.

	Reason for change
• The South East makes meaningful progress toward decarbonising transport, in line with national policy and public expectations.	

Decarbonisation Mission	
Change made to outcomes and priorities	**Reason for change**
Decarbonising transport also presents opportunities to attract investment and support green jobs in the South East. These benefits will be realised as part of a balanced and affordable transition that works for residents and businesses alike. Priorities • Supporting the transition to cleaner vehicles by working with manufacturers and fleet operators to increase uptake of zero-emission options where feasible. • Identifying and addressing potential affordability barriers to low-emission transport, particularly for lower-income households and small businesses.	Outcome change was requested by respondents – in general adopting a more pragmatic tone.

Sustainable Growth Mission	
Changes Made to Outcomes and Interventions	**Reason for change**
Outcomes This mission also recognises the importance of designing places that promote public health through walkability and active travel, while ensuring access is maintained for those who need to drive. Interventions • Integrating land use and transport planning to locate new developments where high-quality sustainable transport is viable – including active travel links that support public health and reduce the need to travel by car where possible. • Embedding high-quality, well connected active travel infrastructure into the design of new communities to support healthier lifestyles and reduce car use, especially for short trips. This includes delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) as well as TfSE's Regional Active Travel Strategy and Plan (RATSAP) across the region. Enablers The government's reforms to the planning system, such as the Planning and Infrastructure Bill, is another key opportunity to support responsible transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with the objective of these reforms,	Outcome change was requested by respondents – with emphasis on active travel and planning reforms.

balancing economic and housing growth with supporting biodiversity and environmental net gain	
Global Policy Interventions	
Change Made	**Reason for change**
Additional bullets • Promote active travel as a means of improving public health and wellbeing. • Support greater local and regional powers to deliver integrated transport, housing, and energy outcomes, building on new devolution deals across the South East.	Outcome change was requested by respondents – with emphasis on active travel and planning reforms
Delivery Section	
Change made to challenges and opportunities	**Reason for change**
Delivery must also reflect the need to make schemes affordable and accessible to all, ensuring that the benefits of investment are shared fairly across communities. TfSE will work with partners to understand the practical implications for local delivery capability and capacity and seek to support where capability gaps exist through its Centre of Excellence. Devolution in the South East is now gathering pace, with areas such as Hampshire and the Solent and Sussex and Brighton identified as priorities for the next wave of devolved powers. Over time, all areas across the South East may evolve into Mayoral Strategic Authorities with significant responsibilities for transport, planning, and economic development. This shift represents a major opportunity to align regional and local priorities more effectively and deliver integrated outcomes. TfSE stands ready to support its constituent authorities throughout this transition – helping to build capacity, strengthen partnerships, and ensure transport remains central to future devolution arrangements. .	To reflect emerging situation with regards to devolution.
Delivery Section	
Change made to roles and responsibilities	**Reason for change**
Strategic Authorities: If the devolution landscape continues to develop, we expect Strategic Authorities, including Mayoral Combined County Authorities, will play an increasing role in transport and spatial planning and delivery. Under TfSE's role, an addition:	To reflect emerging situation with regards to devolution.

• Deliver the forthcoming South East Rail Strategy, which will support continued investment in the rail network	
Other changes	
Change made to text on road user charging	**Reason for change**
Road User Charging: Change text form: Supporting the government in the development and delivery of any national road user charging proposals, providing a financial incentive for more sustainable choices while reducing congestion. To: Exploring future national approaches to road user charging, ensuring any new models are fair, proportionate, and support sustainable travel choices.	Changes made in response to feedback requesting softening tone on road user charging

5. Proposed changes to the maps

5.1   Changes are being proposed to three of the maps in the strategy. These are the maps showing the priorities for the Strategic Connectivity Mission, the Resilience Mission and the Inclusion and Integration Mission. Copies of these maps showing the changes that are being proposed are shown below.

Proposed changes (in red) to the map showing a number of the key priorities for the Strategic Connectivity Mission

TRANSPORT FOR THE **South East**

Key Priorities

South Coast Ports – Midlands Freight Connectivity

Heathrow Airport and HS2 Old Oak Common Rail Access

Bakerloo Line Extension and Upgrade

Region-wide Service Priorities
▸ Improve incentives to use sustainable travel choices.
▸ Refine timetables to support faster growing rail markets – including regional services.

Reinstated International Rail Services

Gatwick Airport – East West Rail Connectivity

Solent Rail connectivity

Channel Ports – Midlands and North Rail Freight Connectivity

Southampton Port expansion and Fawley access

Hastings – London / M25 Highway and Rail Connectivity

Sussex Coast Highway and Rail Connectivity

Isle of Wight Ferry Connectivity

Highway   Railway   Train service   Ferry   Airport   Port

Proposed changes (in red) to the map showing a number of the key priorities for the Resilience Mission
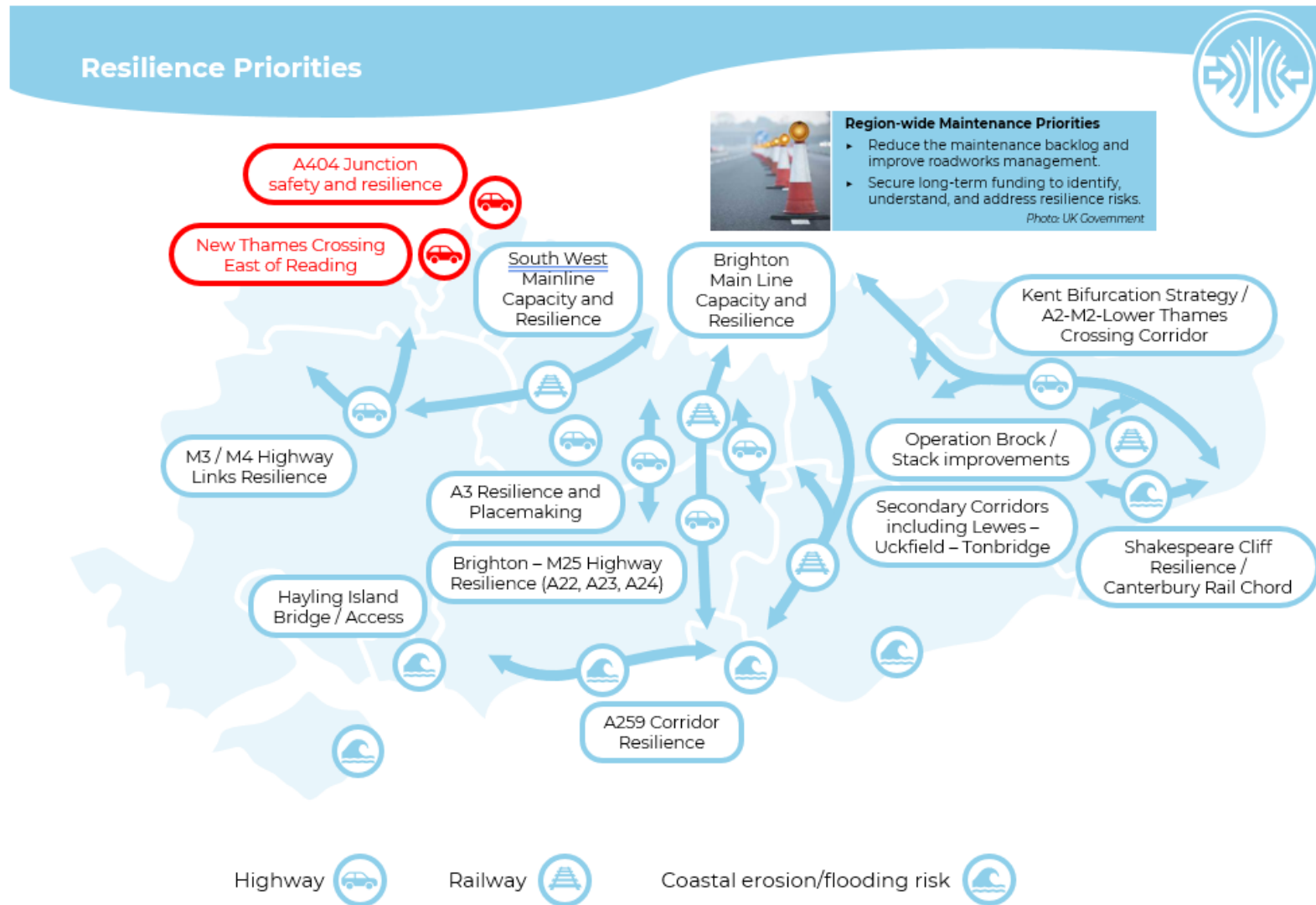
Proposed changes (in red) to the map showing a number of the key priorities for the Inclusion and Integration Mission

Key Priorities

Region-wide Fares/Ticketing Priorities
► Offer affordable fares and concessions.
► Implement integrated fares and ticketing systems.
Photo: Southeastern

Region-wide Service Priorities
► Deliver BSIPs and leverage new bus service delivery models.
► Provide and enhance socially necessary public transport services.

North Kent Coast and Isle of Sheppey Rail and Ferry Connectivity

Hoo Peninsula Passenger Rail Access

Gatwick Diamond Mass Transit / Rail

Hastings – London / M25 Highway and Rail Connectivity

East Kent Coast Rail Connectivity

Solent Mass Transit

Solent Ferry Connectivity

Sussex Coast Mass Transit

Isle of Wight Mass Transit / Rail

Region-wide Inclusive Infrastructure Priorities
► Design infrastructure to better serve socially excluded groups.
► Upgrade interchange facilities and widen step free access.

Medium risk of TRSE   Higher risk of TRSE   Railway   Highway   Mass transit   Ferry
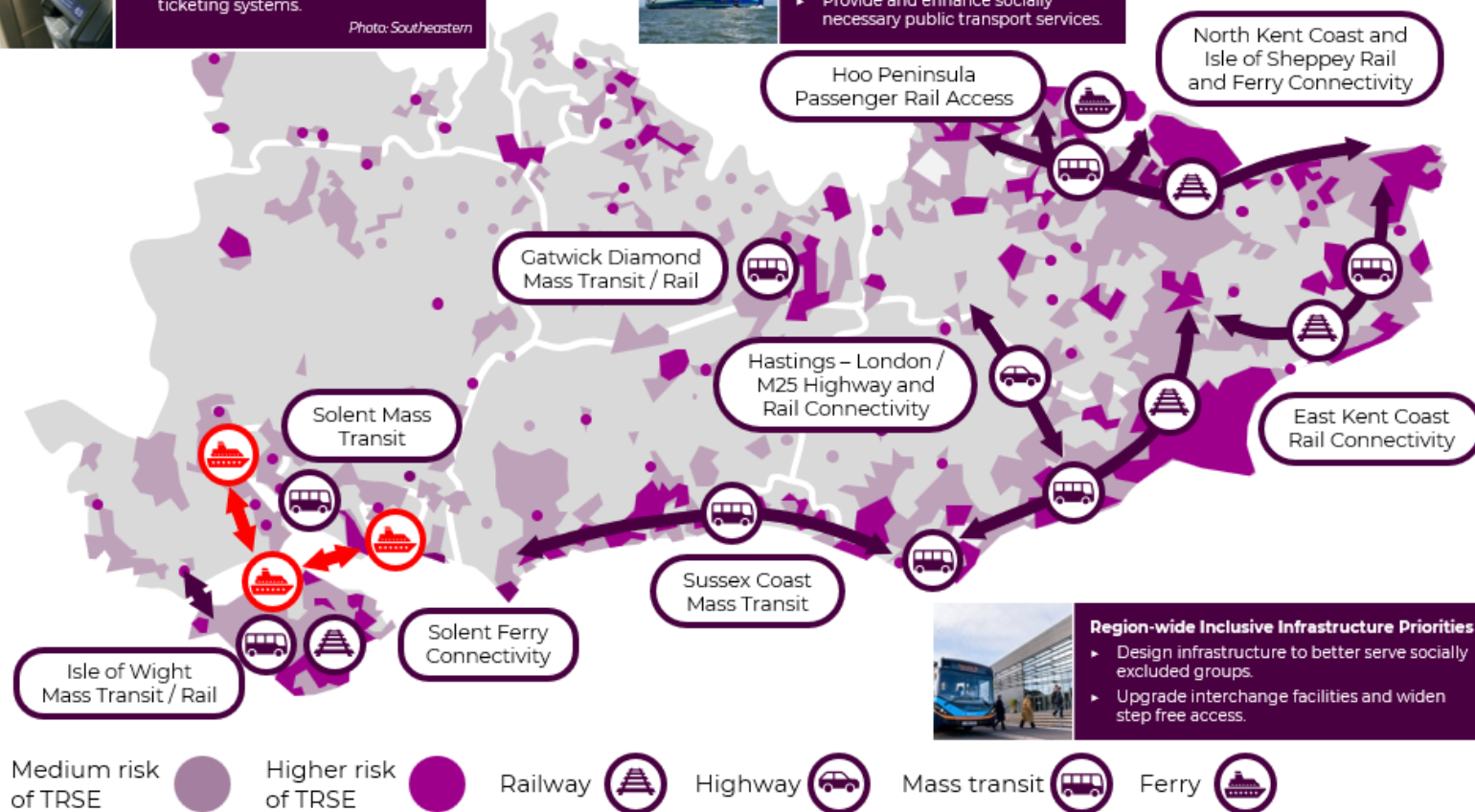
Transport Strategy for the South East

Draft Final Transport Strategy

June 2025

25 June 2026

Foreword

Cllr Keith Glazier, Chair, TfSE and Leader, East Sussex County Council

We know that transport is integral to how we live, work, develop and enjoy the place we live in. It has never been more important to create a South East where transport enables and empowers local people. That's why I am proud to present this new ~~draft~~ Transport Strategy for the South East for consultation.

This Strategy sets out our partnership's shared vision for the South East which sets out how a better integrated and more sustainable transport network across our region can deliver a higher quality of life for everyone who lives, works, has a business, or visits the South East.

The world has changed since we adopted the first Transport Strategy in 2020. The COVID-19 pandemic legacy has shaped how we work and travel in ways we could have never foreseen. Businesses have had to adjust to new trading arrangements with international markets – especially through our major international ports and airports.

Government policy has changed significantly. A variety of national transport strategies and documents have been published on everything from railway to buses and active travel. There have also been announcements in other related policy areas such as planning, climate change, and economic development

The publication of UK Infrastructure: A 10 Year Strategy establishes a new framework for the delivery of nationally significant infrastructure projects, and commits to speeding up delivery. Our strategy compliments this approach by providing identifying the priority outcomes we are seeking to achieve.

We welcome the development of the Integrated National Transport Strategy, which seeks to bring coherence across transport modes and regions. Our own Strategy will support and complement this national framework by ensuring the South East's priorities are clearly articulated and grounded in strong evidence.

Transport for the South East (TfSE) itself has grown as an organisation during this time. We have developed a Strategic Investment Plan, setting out our priorities for transport infrastructure investment, as well as strategies on Future Mobility, Electric Vehicle Charging Infrastructure and Active Travel. We have developed our in-house analytical capability and launched our Centre of Excellence to build the capability of our local transport authorities.

Throughout all of this, one thing has remained constant – the need for continued, sustainable investment in the South East's transport infrastructure and services in order to improve people's lives, support businesses and tackle climate change through our 2050 Vision.

We have co-created this strategy with our partners based around the delivery of five Missions which will best address the key challenges the region faces and have the biggest impact.

These Missions are:

- Improving strategic connectivity between our major urban areas and with international gateways, especially by public transport, which is crucial for economic growth.

- Improving the resilience of the transport network, so that it offers reliable journeys and can respond to current and future risks to its operation.

- Tackling the inclusion and integration challenges facing our communities, such as transport-related social exclusion and providing a joined-up transport network to enhance connectivity and improve people's lives.

- Decarbonising our surface transport network, which is essential if we are to meet our climate change goals.

- Achieving sustainable growth through planned housing and employment growth which has sustainable transport at its heart.

We are under no illusions as to the scale of the change that is needed to achieve these Missions. We need to think big and deliver at pace. This requires new thinking, the identification of new funding sources and the sharing of best practice to unlock the delivery challenges ahead.

The English Devolution White Paper poses both challenges and opportunities to the delivery of this strategy. Especially considering that two areas in the South East: Sussex and Brighton and Hampshire and the Solent, are part of the Devolution Priority Programme. This Strategy provides a basis on which TfSE can work together with partners, including new Strategic Authorities and Councils to deliver on shared priorities.

We will work with national and local government and our key partners — including emerging new Strategic Authorities — to deliver our Missions as we strive towards achieving the economic, social and environmental goals embodied in our 2050 Vision.

This Strategy has been shaped through extensive consultation, including engagement with socially excluded groups, over 1,500 public survey responses, and detailed input from our Transport Forum, expert working groups, and local leaders. We are grateful to everyone who contributed their time and insights. Your feedback has been invaluable in helping us refine our approach and ensure this Strategy meets the region's needs.This strategy is published in draft, and we need your input and comments to make sure it meets your needs. We have carried out extensive engagement during its development. This has included working with socially excluded groups, a public survey which received more than 1500 responses, and extensive workshops with our Transport Forum, Expert Working Groups and other key stakeholders. The outputs from this work have fed directly into the strategy and influenced its content. We would like to thank everyone who has spared their time and expertise to help us in this effort.

If we get this right, the prize is huge – emitting less carbon, creating more sustainable and healthy communities, growing businesses, and increased prosperity across the region. We are consulting with you now to ensure our approach is on track. We look forward to hearing what you have to say.

Executive Summary

Introduction

This Draft Transport Strategy for South East England, developed by Transport for the South East (TfSE), presents an ambitious Vision for the region as a global leader in sustainable prosperity and quality of life.

With its vital economy, rich heritage, and proximity to London and mainland Europe, the South East plays a key role in connecting Britain to the world. This Strategy seeks to enhance the region's strategic connectivity, resilience, integration, decarbonisation, and sustainable growth.

TfSE, as the Sub-national Transport Body for the South East, unites 16 local transport authorities and partners to deliver a cohesive, evidence-based approach to transport.

Established in 2017, TfSE's Mission is to grow the South East's economy through a safe, sustainable, and integrated transport system that enhances residents' quality of life and protects the environment. TfSE's governance and regional expertise allow it to

advocate effectively for the South East, aligning transport initiatives with local and national priorities.

Since the first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post-Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges. Additionally, TfSE's expanded evidence base has provided critical insights into the region's transport needs, informing this Strategy's updated priorities.

Key regional challenges underscore the case for action. Rising congestion, carbon emissions, transport-related social exclusion, and housing affordability issues demand a targeted, ~~M~~mission-driven approach. This refreshed Strategy outlines coherent "Missions" that provide a Route Map to achieve the region's Vision, delivering significant value to the South East's economy and quality of life.

This Strategy focuses on areas needing urgent action, where TfSE is uniquely positioned to drive change. Recognising financial constraints, TfSE's approach emphasises practical, achievable solutions, aiming to maximise the impact of available resources. Developed through rigorous evidence gathering and stakeholder engagement, this Strategy presents a framework for action to meet the region's most pressing transport challenges.

In addition to the Strategy, an Integrated Sustainability Appraisal and Habitats Regulations Assessment Screening Statement have been prepared to assess the Strategy's impact on Sustainability Goals, including biodiversity, health, and access equity. ~~This Draft Strategy will be open for public consultation to incorporate feedback and publish a final version in 2025.~~

Vision and Goals

Our Vision is for the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this Vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Our Vision is supported by three Goals that reflect the three pillars of sustainable development:

- **Economic Goal**: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient.~~Improve productivity and attract investment to grow our economy and better compete in the global marketplace.~~

- **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

- **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Our Strategy is built on six Principles that guide us toward our Vision and Goals. These Principles have been applied across many aspects of this Strategy and help us stay focused on delivering the best possible outcomes for the South East. These Principles are outlined below:

- **Vision and Validate**: Instead of planning based on current travel trends, this approach envisions a desired future and

creates the transport system to achieve it, focusing on long-term sustainability and resilience.

- **Triple Access Planning**: This Principle expands accessibility by considering not only physical transport but also digital and social factors, ensuring a more inclusive and connected transport system.

- **Movement and Place**: Roads and streets are designed not only for efficient transport but also to enhance the surrounding areas, balancing the needs of movement with creating vibrant, liveable spaces.

- **User Hierarchy**: By prioritising pedestrians, cyclists, and public transport over cars, this Principle promotes safer, more sustainable urban environments by designing infrastructure to reflect these priorities.

- **Avoid – Shift – Improve**: A Strategy to reduce transport carbon emissions by avoiding unnecessary travel, shifting to lower-carbon transport modes, and improving the efficiency of remaining high-carbon modes.

- **Environmental Net Gain**: New transport developments should leave the environment better off than before by enhancing biodiversity, using sustainable design, and integrating green solutions into infrastructure projects.

Missions

TfSE has prioritised five Missions to drive progress toward its Vision. Each Mission serves as a clear call to action, emphasising tangible outcomes, setting direction, and aligning with national and local priorities. The Missions are:

- Strategic Connectivity.

- Resilience.

- Inclusion and Integration.

- Decarbonisation.

- Sustainable Growth.

The Missions have been carefully chosen to address key areas where the South East risks lagging behind without decisive action, focusing on issues where TfSE can play a strategic, impactful role. Each Mission follows a structured Route Map that clarifies the path forward. These Route Maps contain:

- **Mission Statement**: Outlining the core aim and urgency for each Mission.

- **Desired Outputs and Outcomes**: Defining tangible targets to measure success.

- **Context**: Outlining why each Mission is important to the South East and has been selected for this Strategy.

- **Short and Long Term Priorities**: Highlighting key interventions to achieve the desired results, including schemes from the SIP.

- **Supporting Context**: Providing detailed challenges, theories of change, and cross-references to SIP indicators for monitoring and evaluation.

This approach ensures that each Mission is robust and adaptable to different scenarios, enabling TfSE and its partners to respond effectively to emerging needs while driving meaningful progress across the region's most pressing transport challenges.

Strategic Connectivity Mission

Mission Statement

This Mission aims to ~~improve strategic connectivity within the South East by enhancing regional transport corridors, ensuring that communities have access to high-quality transport links and essential services.~~ boost connectivity in the South East by

enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, convenient and resilient transport links and key services, for people and goods.

Success will mean that key towns, cities, and international gateways are as accessible by public transport as they are by car, with rail freight becoming as competitive as long-distance road freight.

Outcomes

The core Goal is to increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors connecting the South East's major economic centres and international gateways~~The core Goal is to increase the share of passenger and freight journeys using sustainable travel options along strategic corridors, connecting major economic centres and international gateways~~.

Achieving this modal shift will reduce congestion, improve air quality, enhance safety, and support economic growth, particularly in rural and coastal areas. Strengthened demand for public transport will place bus and rail services on a more sustainable financial footing, while making rail and bus travel as convenient and competitive as car journeys.

Short Term Priorities

The immediate focus is on improving the existing network to better serve both passengers and freight by:

- Enhancing incentives for long-distance public transport by optimising fares, ticketing, and on-board amenities.

- Refining timetables to support fast-growing markets like leisure travel and rescheduling maintenance to reduce disruption.

- Reinstating international rail services from Ebbsfleet and/or Ashford to relieve capacity at St Pancras.

- Providing adequate rail capacity and connectivity to support growth at ~~Expanding rail capacity to support growth at and increase sustainable mode share to~~ Gatwick and Southampton airports.

- ~~Planning for long term improvements by safeguarding critical areas and aligning planning policies.~~Safeguarding critical areas and aligning planning policies to enable future improvements.

Long Term Priorities

In the longer term, efforts will focus on major upgrades and expansions to address bottlenecks and improve connectivity by:

- ~~Upgrading~~ Upgrading the South Coast's highway and rail corridors between Brighton and Southampton ~~the highways and railways on the Brighton–Southampton coastal corridor~~ to strengthen economic ties between the region's two largest built-up areas.

- Reducing journey times between London and "left-behind" coastal communities

- Enhancing ferry access to islands, including the Isle of Wight.

- Strengthening freight corridors from Southampton and Channel Ports to the Midlands and North.

- Developing new rail connections to international gateways, including links to Heathrow and Gatwick.

- ~~Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.~~Reviewing regional rail connectivity to leverage opportunities presented by the opening of Old Oak Common and HS2.

Resilience Mission

Mission Statement

This Mission focuses on safeguarding and enhancing the resilience of the South East's transport network to ensure reliable and smooth journeys for all users.

Success will mean a transport system that ~~offers dependable journeys between key locations, with the capacity to quickly manage, absorb, and recover from disruptions.~~ has the capacity and agility to manage, absorb, and recover from major disruptions quickly – including disruption arising from associated power and digital networks.

Outcomes

The primary Goal is to reduce the effects of disruption across the strategic transport network – from extreme weather, planned works, or infrastructure failure – including on roads, railways, and critical assets such as bridges. Reliable and predictable journeys are essential for user confidence and economic productivity. A resilient network reduces the risk of failure, lowers long-term costs, and ensures essential services and goods keep flowing, even during periods of disruption ~~The primary Goal is to reduce the impact of disruptions on the strategic transport network, enhancing punctuality and reliability for both passengers and freight. Reliable journeys build user confidence, support economic productivity, and create a more efficient system by reducing the need for costly emergency repairs and compensation. In addition, minimising the disruption from planned maintenance helps maintain network dependability, which in turn attracts businesses and visitors to the South East~~.

A resilient network that is well-maintained reduces long-term costs for both users and the government. By focusing on resilience, resources can be reallocated to further network improvements, fostering economic growth and creating a cost-effective system for all stakeholders.

Short Term Priorities

Immediate efforts will strengthen the current network's resilience against both planned and unplanned disruptions by:

- Evaluating the economic impact of road disruptions and seeking sustainable funding to enhance maintenance.
- Establishing a long-term funding pipeline for infrastructure renewals.
- Strategically planning for future risks – including climate, land use, and technology – to ~~, ee~~nsur~~ing~~e the network can anticipate and adapt to potential threats.
- Advocating for consistent funding for critical maintenance and preventative projects.
- Coordinating with utility providers on roadworks planning to complete essential maintenance with minimal disruption.

Long Term Priorities

In the longer term, efforts will focus on major upgrades and expansions to address bottlenecks and improve connectivity by:

- Reducing bottlenecks in key areas like Croydon and Woking to improve service reliability on major rail corridors.
- Developing secondary corridors, such as the Uckfield – Lewes line, to offer alternative routes and ensure continuous connectivity.
- Implementing the Kent Bifurcation Strategy and improving Enhancing Kent's to maintain traffic flow during cross-~~c~~Channel disruptions. to alleviate pressure on the Thames crossings and improve resilience between Channel ports and the M25.

- Addressing pinch points on highways to improve flow for all users, including buses, and making key infrastructure more resilient to future risks.

Inclusion and Integration Mission

Mission Statement

This Mission aims to create an inclusive, affordable, and integrated transport network across the South East, providing safe, secure, and seamless door-to-door connectivity for everyone.

Success will mean that all residents can travel affordably, comfortably, and confidently, with high satisfaction across diverse user groups.

Outcomes

The Mission's core Goal is a transport system that is accessible, equitable, and responsive to the needs of all residents – particularly those most at risk of exclusionthat is accessible, equitable, and supportive of well-being for all residents, regardless of age, ability, or socio-economic status. Key outcomes include:

- Reduced Transport Related Social Exclusion, especially in rural and coastal areas.

- Higher satisfaction across all user groups, with a focus on accessibility and comfort.

- A network that is inclusive and safe for people with mobility and sensory needs.

- Improved safety and personal security, including progress toward "Vision Zero".

- Better public health, enabled by increased active travel and cleaner air.

- Reduced severance and improved public realm, supporting liveable neighbourhoods.

A lower proportion of household income spent on housing and transport.Reduced Transport-Related Social Exclusion.

-

- Higher Customer Satisfaction across all user groups.

- Enhanced accessibility and step-free access at stations and hubs.

- Improved safety, targeting "VisionTarget Zero" for fatalities and serious injuries.

- Increased Physical Activity, supported by expanded active travel options.

- Improved air quality.

- Reduced severance and improved public realm, fostering more cohesive communities with safer, more accessible shared spaces.

- Lower household spending on transport, making housing and travel more affordable and the region more equitable.

Infrastructure Priorities

Delivering these outcomes will require targeted infrastructure upgrades, with priorities including by:

- Designing inclusive infrastructure using inclusive design principles that caters to socially excluded groups, enhancing accessibility for those with disabilities and limited mobility through improved lighting, wayfinding, and public spaces.

- Improving connectivity in areas at risk of social exclusion, focusing on North and East Kent and coastal East Sussex to ensure that residents have reliable access to key services.

- Upgrading Interchanges and Step-Free Access at transport hubs, facilitating smooth connections and enhancing comfort with better signage, seating, and ~~sheltered waiting areas~~safe, comfortable waiting environments.

Fares, Ticketing, and Service Priorities

Interventions to improve affordability and accessibility include by:

- Delivering affordable fares and concessions for low-income residents, students, the elderly, and other vulnerable groups.
- Improving fares and ticketing by simplifying journeys and lowering costs with a unified ticketing structure across modal and institutional boundaries.
- Delivering Socially Necessary Transport Services (potentially demand responsive) to connect isolated communities with essential services.
- Delivering Bus Service Improvement Plans (BSIPs) and exploring models like franchising to meet community needs.
- Enhancing connectivity to Islands and Peninsulas, particularly the Solent and Medway areas.

Decarbonisation Mission

Mission Statement

This Mission supports the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve quality of life — in a way that is affordable, fair, and accessible to all~~commits to leading the South East towards a net zero transport future by 2050. This will be achieved by accelerating zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and mitigate climate change~~.

Outcomes

The Goal of this Mission is to help the~~is to~~ South East make meaningful progress toward decarbonising transport, in line with national policy and public expectations. This includes ensuring the vast majority of surface transport trips made across the South East are net zero emission by 2050, while not exceeding our carbon budgets for surface transport by the same date.

Another key goal to ensure the transition to cleaner transport is affordable, fair, and accessible — ensuring no communities are left behind.~~achieve net zero emissions for all surface transport in the South East by 2050, meeting carbon budgets and establishing the region as a leader in sustainable transport.~~

Key outcomes include:

- A complete shift to zero-emission vehicles, supported by national and local targets.
- Increased use of sustainable modes like walking, cycling, bus, and rail, especially for short and medium-length trips.
- Decarbonisation of freight, including mode shift to rail and adoption of clean fuels and logistics.
- Reduced reliance on fossil fuels, with transport emissions falling in line with the region's carbon budget.
- A fair and affordable transition that benefits all communities and supports green jobs and investment~~Transition to Zero-Emission Vehicles, aiming for 100% of private vehicles to be zero-emission by 2050, with ambitious milestones for buses, rail, and freight.~~
- ~~Increased sustainable travel choices, promoting active travel for short trips and enhancing bus and rail options for longer~~

journeys, supporting a modal shift that reduces reliance on fossil fuels.

- Freight decarbonisation through increased rail freight use, optimised logistics, and cleaner fuels, easing pressure on roads and supporting sustainable economic growth.

- Leadership in decarbonisation, positioning the South East as a global leader in sustainable transport, attracting investment and generating jobs.

Short Term Priorities

We will accelerate the transition to low-carbon transport by:

- Rolling out EV charging infrastructure across the region, ensuring easy access for private and freight vehicles.

- Rolling out EV charging infrastructure to support rapid EV adoption.

- Supporting uptake and recycling of cleaner vehicles and batteries.

- Making public transport more affordable and appealing, especially buses.

- Helping operators transition to zero-emission fleets.

- Expanding walking, wheeling, and cycling routes.

- Promoting liveable neighbourhoods that reduce car dependency.

- Addressing affordability barriers to low-emission transport. Collaborating with manufacturers to increase the availability of electric and hydrogen vehicles.

-

- Supporting the recycling of EVs and batteries to minimise the environmental impact of vehicle transitions.

- Enhancing public transport and active travel infrastructure to make sustainable transport more affordable and attractive.

- Transitioning bus, freight, and ferry Fleets to Zero-Emission Vehicles by supporting local operators.

- Promoting sustainable, integrated land use and transport planning to reduce the need for car travel.

Long Term Priorities

We will solidify the transition to a zero-emission system by:

- Decarbonising rail through electrification, battery-powered, and alternative fuels trains, enabling zero-emission rail services.

- Decarbonising rail through electrification and clean fuel technologies.

- Developing new rail and mass transit schemes to support modal shift.

- Ensuring power networks are clean, resilient, and ready for transport electrification.

- Reducing embodied carbon in transport infrastructure.

- Exploring fair, future-ready approaches to road user charging.

- Supporting alternative fuels for sectors harder to electrify, such as aviation and freight Reducing embodied carbon in Infrastructure by promoting sustainable materials and construction practices.

- Supporting government in the event they commit to roll out national road user charging, providing a financial incentive for more sustainable choices while reducing congestion.

- ~~Ensuring power networks are decarbonised and have the capacity and resilience needed to support rail electrification, electric vehicles, and development~~.
- ~~Advancing alternative fuel research to support sectors that are challenging to electrify, such as aviation and long-haul freight.~~

Sustainable Growth Mission

Mission Statement

This Mission aims to champion transport interventions that unlock investment, enable sustainable growth, and create healthy, vibrant, well-connected communities in the South East.

Outcomes

The Mission's core objective is to support sustainable population and economic growth by ensuring that transport infrastructure aligns with major developments, particularly in public transport and active travel.

The desired outcomes include:

- <u>Provision of high-quality public transport and active travel networks to support major developments.</u>
- <u>Improved access to key services and employment within a 30-minute journey by sustainable modes.</u>
- <u>Increased number of new homes located close to frequent, reliable public transport, reducing car dependence.</u>
- <u>Integration of urban design features that promote physical activity, public health, and inclusive access.</u>
- <u>Creation of vibrant, well-connected communities with maintained access for those who need to drive.</u>~~Enhanced access to public transport and active travel, with a focus on locating new developments within 1,500 metres of high-~~

~~frequency public transport, promoting sustainable travel options.~~

-
- ~~Improved accessibility to key services within a 30-minute travel time, making essential services such as healthcare, education, and shopping more accessible to all residents.~~
- ~~Strategically aligned growth, ensuring that housing and employment growth occurs in areas with high-quality transport options, fostering vibrant communities with sustainable transport choices.~~
- ~~Increased proportion of new dwellings close to transit, reducing car dependence and creating convenient access to public and active transport routes for new residents.~~

Integrated Land Use Priorities

Achieving sustainable growth requires integrated land use and transport planning, alongside effective funding mechanisms by:

- ~~Focusing development in areas with robust transport infrastructure, including new towns and urban extensions.~~
- <u>Focusing development in areas with planned or existing transport links, including new towns, urban extensions, regenerated brownfield sites, and mixed-use communities.</u>
- <u>Aligning housing and transport planning by coordinating efforts across authorities.</u>
-

Transport Intervention Priorities

The Mission also prioritises essential transport projects to support sustainable growth by:

- ~~Delivering Local Cycling and Walking Infrastructure Plans and embedding active travel in all new developments~~<u>Expand concessionary fare schemes to make public transport more affordable.</u>

- <u>Develop mass transit and Bus Rapid Transit systems in major centres.</u>

- <u>Upgrade suburban rail services, particularly in the Solent and Sussex Coast.</u>

- <u>Embed walking and cycling infrastructure into new developments and local plans</u>.

Enablers

Achieving these Goals requires sustainable funding sources and regulatory support, including:

- <u>Using funding tools like value capture and road user charging to forward-fund transport projects.</u>

- <u>Implementing fair demand management tools, such as workplace parking levies or clean air zones.</u>

- <u>Strengthening local planning capacity to ensure timely, effective decisions.</u>

- <u>Aligning with emerging planning reforms to support environmental net gain alongside growth.</u>~~Leveraging value~~

Delivery

TfSE is committed to turning its ambitious Vision for the South East into action, building on the foundation provided by its Strategic Investment Plan and Delivery Action Plan.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

TfSE recognises the successful delivery of this Strategy relies on collaboration across various stakeholders. <u>TfSE will therefore drive policy prioritisation, stakeholder engagement, scheme development, and advocacy, while supporting local partners to build capacity in preparation for evolving governance structures, including the formation of Strategic Authorities</u>~~TfSE will therefore drive policy prioritisation, stakeholder engagement, scheme development, and advocacy~~. Local Transport Authorities will also play a crucial role, especially in delivering highway and public transport projects, while national infrastructure managers (Network Rail and National Highways) will lead major interventions on the railway and strategic road network. Private sector entities, including bus and rail operators, are also essential partners in delivering services and innovations.

Delivering meaningful change requires overcoming significant challenges, including financial constraints, fragmented resources,

and increasing demand for public services. TfSE and its partners must embrace innovative solutions such as "beneficiary pays" models, greater devolution, and rail reform to secure sustainable funding. Where demand management tools are proposed, TfSE will work with partners to ensure these are fair and proportionate. Collaboration across all levels of government, transport operators, and the private sector is essential to achieve the region's Goals.

TfSE TfSE will support its partners with tools such as scheme development funding, the Centre of Excellence, and its enhanced Analytical Framework, which underpins all major decisions from decarbonisation to freight planning will supports its partners with tools such as scheme development funding, an advanced analytical framework, and the Centre of Excellence, which enhances regional planning capacity and capability. Regular updates to the Delivery Action Plan and the biennial State of the Region Report will ensure its strategies remain adaptable and focused on delivering tangible benefits.

Through this approach, TfSE is working to create a resilient, inclusive, and sustainable transport network – u, unlocking economic growth, enhancing accessibility, and tackling climate change for the benefit of the South East and its communities.

Part 1 | Introduction

Introduction

This is the Draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body. This first Chapter of the Strategy outlines the context in which this Strategy has been developed.

The South East of England is Britain's gateway to the world. Its dynamic economy, scenic landscapes, rich cultural heritage, and proximity to London and mainland Europe make it one of the most prosperous and desirable regions for living, working, and visiting in Britain.

This Strategy outlines a Vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life. It builds on the previous Strategy that was published in 2020 and is underpinned by over seven years' extensive technical work.

Its missions-driven approach sets a Route Map for achieving this Vision through improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth.

Our role

TfSE brings together 16 local transport authorities, as well as representatives from district and borough councils, protected landscapes, business representatives, Highways EnglandNational Highways, Network Rail and Transport for London, harnessing a wide range of local and regional expertise. TfSE brings together 16 local transport authorities, as well as representatives from district and borough councils, national agencies, and protected landscapes, harnessing a wide range of local and regional expertise.

Established in 2017, TfSE's Mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system.

This system aims to boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment. TfSE aspires to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East.

As a strategic body, TfSE plays a crucial role in adding value by ensuring that funding and strategic decisions about transport in the South East are informed by local knowledge and priorities.

Its comprehensive governance structure – combining political leadership, technical expertise, and stakeholder engagement – ensures that TfSE is well-placed to deliver for the region. This

structure enables it to speak with one voice on behalf of the region, making a compelling case for investment in the region.

Changing context of the South East

Since its adoption in 2020, TfSE's first Transport Strategy has provided an ambitious Vision for the region's future. However, since its publication, the context within which the Strategy operates has changed. These changes broadly fall into three groups.

The first group relates to changes in national and local policies.

There have been major shifts in national and local policies that affect transport. New policies such as the Transport Decarbonisation Plan, the Bus Back Better Strategy, and the Williams-Shapps Plan for Rail ~~Williams Plan for Rail~~ have introduced new priorities and objectives that need to be integrated into the Strategy. More recently, the new government has outlined six Missions for the country, underpinned by five Strategic Priorities for the Secretary of State for Transport, which place significant emphasis on rail reform, sustainable economic growth, and transforming local transport. Significant reforms to the planning system and devolution are also expected.

The urgency of decarbonising the transport sector has intensified, with both national and local governments placing increased emphasis on reducing carbon emissions. While UK Greenhouse Gas emissions have halved since 1990, transport emissions have only declined 15%. This Strategy therefore seeks to support the South East's ~~the~~ transition to net zero.

The ongoing legacy of new trading arrangements between the UK and EU, particularly its effects on freight movements through the region's ports and airports, has introduced new challenges that were not fully anticipated in the 2020 Strategy. For example, in 2023 trade through the Port of Dover was around 20% lower compared to 2019 (UK wide, the comparable figure showed a 10%

reduction). This ~~Draft~~ Strategy addresses these economic shifts and ensures the region can adapt to new trade patterns.

At the local level, many authorities have adopted new Local Transport Plans and Local Plans, some of which introduce new Goals and infrastructure needs that should be reflected in this Strategy. The Strategy supports stronger alignment with these local policies, enhancing collaboration across the South East.

The second group relates to changes in travel behaviour, resulting from the pandemic

The COVID-19 pandemic has had profound and lasting impacts on travel behaviour and transport demand. Remote working, changes in commuting patterns, and shifts in the use of public transport versus private vehicles all demand a reassessment of the Strategy's assumptions and priorities. Despite some recovery, some train operators in the South East are carrying 30% fewer passengers today than they did before the pandemic. These post-pandemic realities must be fully considered to ensure the Strategy is future-proof.

The financial health of the bus and rail industries has deteriorated since 2020. In 2022/23, the UK rail industry collected 30% less revenue than in 2018/19, despite rising costs and inflation. Less money through fares, made worse by the pandemic and rising costs of running services, have led to cuts in services, leaving many communities with fewer public transport options.

Financial and capacity constraints in government funding have been made worse as inflation has put further pressure on public finances. With construction inflation reportedly exceeding 10% in 2022, it has become much harder for governments at all levels to invest in their priorities.

The structure of regional and local government is also changing, with a clear policy for increasing devolution across the South East. These changes present an opportunity to strengthen local

The final group lies in the progress made since the publication of the first Strategy

TfSE has significantly strengthened its evidence base. TfSE has conducted extensive research, analysis, and engagement with key stakeholders across the region to develop area studies, thematic studies and a Strategic Investment Plan. This Strategy draws on insights from this technical programme of work that were not developed at the time of the original Strategy's publication, enabling us to take a more informed and targeted approach to addressing the region's transport challenges. The Strategy is also informed by the work of specialist working groups and studies, including an insightful commission into socially excluded groups, which highlighted important priorities that have been captured in the tTransport Strategy.

The region has made progress in some areas, but in others, it has gone backwards. While we acknowledge that there has been significant progress in certain areas – for example, efforts to improve air quality by promoting clean air zones and rolling out cleaner vehicles have yielded positive results – new or intensified challenges have emerged. For example, the region's reliance on private cars has remained high. This continued reliance on cars makes it more challenging to reduce carbon emissions and congestion.

Case for action

The case for a refreshed Ttransport Strategy is clear.

While some aspects of our transport system have seen improvement since 2020, such as air quality in specific areas, many critical challenges have worsened, and new uncertainties have arisen. A proactive and flexible Strategy must tackle these challenges head-on.

To secure future funding and government support for transport services and infrastructure, we need to present a clear narrative for intervention.

This case must connect the region's current challenges, such as congestion and high carbon emissions, with the solutions we propose and the outcomes we aim to achieve. By addressing these problems, we can unlock the region's substantial potential in housing, employment, and economic growth.

In this Strategy, we present coherent "Missions" that provide route-maps for delivering the Vision.

They also show how TfSE's Vision and Goals are aligned with national objectives and ensure the South East delivers for the whole country – as a critical economic engine for the UK, a key player in international trade, and an area of substantial housing and job growth.

Ultimately, our case for change is grounded authoritative evidence – which is presented in our "Need for Intervention report" – along with in the belief that solving today's transport challenges will unlock tomorrow's opportunities.

By investing to deliver a modern and sustainable transport network, we can reduce emissions, ease congestion, and create a region that is economically resilient, environmentally sustainable, and a magnet for investment and innovation.

An overview of what TfSE considers to be the region's key transport challenges are presented below.

- **Productivity**: UK productivity has flatlined – Productivity per hour worked grew just 5% between 2010-20 – half the rate seen in Germany and the USA

- **International trade**: Trade volumes through Dover are down around 20% since the UK left the EU, and Eurostar no longer serves Ebbsfleet and Ashford.

- **Climate resilience**: There were more than 4 times as many delays to rail services in the South due to extreme heat in 2018 than in the 2000s.

- **Decarbonisation**: Transport accounts for 40% of carbon emissions in the South East (2022) – by far the largest contributor across all industries.

- **Housing affordability**: The house price to earnings ratio is over 10:1 in the South East – higher than any other region outside London~~, and higher than California~~.

- **Equitable prosperity**: The Gross Value Added per capita of less well-connected areas is less than half that of other areas and over 80% of Hastings' residents are at risk of Transport Related Social Exclusion.

- **East-West connectivity**: The average speed of passenger rail services on most East-West corridors is under 40mph – compared to 60mph on most London corridors.

- **Highway congestion**: The M25 carries over 220,000 vehicles a day – making it the busiest and one of the most congested roads in Europe.

- **Funding and delivery**: Construction inflation exceeded 10% in 2022, and local authorities have severe financial constraints making it hard to deliver capital projects.

- **Technology**: We do not have the luxury of time to rely on less mature technologies to solve these problems – some behaviour change is needed.

Focus of this Strategy

This Strategy focuses on areas where urgent action is most needed and where TfSE can make a difference. While the 2020 Strategy laid the groundwork, this updated Strategy focuses on specific priorities that have emerged from the region's changing context and

where TfSE is well placed to help the region achieve its Vision and Goals.

We have structured this Strategy around a set of Missions, which are carefully designed to target the areas where we believe the most urgent action is required. Whether it's improving public transport, addressing the environmental impact of road traffic, or supporting the decarbonisation of our transport network, these Missions focus on delivering real, measurable change where it matters most.

The~~ise Strategy~~ise Missions also recognises~~s~~ the importance of fairness and affordability, ensuring that the benefits of transport investment are shared equitably~~also recognises the importance of fairness and affordability, ensuring that the benefits of transport investment are shared widely and do not place undue burdens on communities or individuals.~~

Furthermore, this Strategy places a stronger emphasis on delivery. While we recognise that the financial and operational capacity of the public sector is constrained, and additional government funding is uncertain, we are committed to driving bold action to achieve our Vision. ~~This Strategy is not intended to set out all of the specific details of specific schemes that will be delivered. What it does do is provide a framework against which schemes and policies will be delivered. We are determined to find practical, achievable solutions that will make a tangible difference, even in a challenging financial environment.~~

This Strategy provides a high-level framework for shaping the future of transport in the South East. It sets out the long-term vision, priorities and principles that will guide investment and policy decisions over the coming decades. While it does not list specific schemes for delivery, these are developed through our Strategic Investment Plan (SIP) and a suite of supporting strategies, such as the Rail Strategy and thematic studies on freight, decarbonisation, and rural mobility. Together, these documents form a cohesive

programme of evidence-based planning. This Strategy informs those more detailed plans, and in turn is kept relevant through updates to them. As we move forward, we will refresh the SIP to align with the new Missions and priorities set out here. In doing so, we will remain focused on identifying practical, achievable solutions that deliver real-world benefits, even within a constrained financial environment.

How this Strategy was prepared

This Transport Strategy was developed through a structured process of evidence gathering, scenario planning, and stakeholder engagement, including input from socially excluded groups. The evidence base informed a clear Vision, Goals, and defined Missions, resulting in a ~~draft~~ Strategy that addresses the region's key challenges.

The Evidence Base Reports will be published alongside this Strategy and can be accessed at www.transportforthesoutheast.org.uk.

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal and Habitats Regulation Assessment Screening Statement were prepared alongside the 2020 Transport Strategy and has also been undertaken for this Transport Strategy.

The appraisal examines the potential impacts this Strategy could have on a range of sustainability objectives, including economic, social, and environmental aspects. These include, but are not limited to biodiversity, habitats, carbon, the historic environment, health, and equality of access to opportunities.

This document is published alongside the Transport Strategy and is also subject to public consultation.

Integrated Sustainability Appraisal was also undertaken for each of the five Area Studies and covers the schemes that contributed to a

Strategic Investment Plan (SIP). A summary of the appraisal was published alongside the SIP and is accessible here.

All the interventions outlined in this Strategy will undergo thorough the appropriate level of assessment (including environmental, equalities, and habitats regulations assessment) as and when schemes come forward. The same applies to Local Transport Plans in the South East as and when these are prepared.

Relationship to other strategies and plans

This Strategy has been designed to complement and build on national, regional, and local policies and strategies.

A diagram showing the relationship between TfSE and policies and strategies that will affect how each Mission is delivered.

- **National**: Integrated National Transport Strategy (~~TBD~~expected later in 2025) Future of Freight: a long term plan (2022); Transport Decarbonisation Plan (2021); Great British Railways: Williams Plan for Rail (2021); Road Investment Strategy 3 (2021); Bus Back Better (2021); Gear Change (2020).

- **Regional**: Transport Strategy (this document); SIP (2023 and to be refreshed by 2027); Delivery Action Plan (2023); Strategy and SIP Evidence Base (2023).

- **Local**: Local Transport Plans; Local Cycling and Walking Plans; Local Bus Service Improvement Plans; Local Plans. Regional Energy Strategic Plans.

At the same time, this Strategy seeks to influence the direction of these national, regional and local strategies as many of them will be critical in ensuring the Vision set out in this Strategy will be achieved.

~~Next Steps~~

Part 2 | Vision

Introduction

This Chapter outlines our ambitious Vision for 2050 and the Goals that underpin it, setting the foundation for a thriving South East that balances economic growth, social wellbeing, and environmental stewardship.

Our Vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life. This Vision is supported by three Goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment. Together, these Goals ensure that growth in the South East is inclusive, resilient, and sustainable.

To guide us in delivering this Vision and achieving these Goals, we have adopted six core Cross-Cutting Principles that reflect our commitment to forward-looking, evidence-based, and inclusive planning. These Principles are rooted in best practice and have been tailored to the needs of the South East to ensure every initiative we pursue contributes meaningfully to a prosperous and sustainable future.

2050 Vision and Goals

Our Vision is for the South East to offer the highest quality of life for all and be a global leader in achieving sustainable, net zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this Vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Our Vision supported by three Goals that reflect the three pillars of sustainable development.

- **Economic Goal**: Improve productivity and attract investment to grow our economy in a way that is sustainable, inclusive, and resilient~~and better compete in the global marketplace~~.

- **Social Goal**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

- **Environmental Goal**: Protect and enhance the South East's unique natural and historic environment, while supporting a just transition to net zero.

Cross-cutting Principles

Our Strategy is built on six core Principles that guide us toward our Vision and Goals. These Principles have been applied across many aspects of this Strategy and help us stay focused on delivering the best possible outcomes for the South East.

1. By adopting a **Vision and Validate** mindset, we have taken a forward-looking approach to our Strategy, setting a clear Vision for the future and validating all initiatives against our Goals. This ensures that our actions drive meaningful progress toward our ambitions.

2. Through **Triple Access Planning**, we have expanded our understanding of accessibility by considering not only

physical transport but also digital and social factors, making the transport network more inclusive and connected.

3. By applying the **User Hierarchy** set out in the Manual for Streets, in most environments we have prioritised the most vulnerable road users – i.e. pedestrians and cyclists – as well as more sustainable modes of transport – i.e. public transport – over private cars, and, in doing so, we promote safer, more sustainable outcomes.

4. The **Avoid-Shift-Improve** framework has guided our decarbonisation Strategy by encouraging us to focus on reducing emissions by avoiding unnecessary trips, shifting to lower-carbon transport options, and enhancing the efficiency of remaining modes of transport.

5. In our first Strategy we introduced the **Movement and Place framework**, which states that roads and streets should serve more than just transport needs. Our approach balances efficient movement with creating vibrant, liveable spaces that enhance the quality of life.

6. Last but not least, and guided by our Integrated Sustainability Appraisal, we have embedded **Environmental Net Gain** into our thinking. We aim for every new transport project to leave the environment better off, enhancing biodiversity, using sustainable design, and integrating green solutions throughout.

Description of the Principles cited above:

- **Vision and Validate**: Instead of planning based on current travel trends, this approach envisions a desired future and creates the transport system to achieve it, focusing on long-term sustainability and resilience.

- **Triple Access Planning**: This Principle expands accessibility by considering not only physical transport but also digital and social factors, ensuring a more inclusive and connected transport system.

- **Movement and Place**: Roads and streets are designed not only for efficient transport but also to enhance the surrounding areas, balancing the needs of movement with creating vibrant, liveable spaces.

- **User Hierarchy**: By prioritising pedestrians, cyclists, and public transport over cars, this Principle promotes safer, more sustainable urban environments by designing infrastructure to reflect these priorities.

- **Avoid – Shift – Improve**: A Strategy to reduce transport carbon emissions by avoiding unnecessary travel, shifting to lower-carbon transport modes, and improving the efficiency of remaining high-carbon modes.

- **Environmental Net Gain**: New transport developments should leave the environment better off than before by enhancing biodiversity, using sustainable design, and integrating green solutions into infrastructure projects.

Part 3 | Missions

Introduction

This chapter outlines the five key Missions that TfSE will prioritise to achieve its Vision.

Each Mission presents a clear call to action, focusing on delivering tangible outcomes while providing direction and a sense of urgency.

They were chosen because they represent the key challenges identified in the Need for Intervention Report where we believe concerted action is needed to get the region "back on track" and realise its full potential. They also focus on topics where we believe a regional authority such as TfSE is well placed to make a material contribution in delivering them at a strategic level.

They are carefully aligned with both national and local priorities, ensuring a cohesive approach that resonates across all levels of government. Additionally, they are designed to inspire and encourage collaboration among partners, fostering a shared commitment to delivering meaningful progress.

Further details about the context of each Mission and the proposed interventions included in each Mission are outlined in **Appendix A**.

The Missions are:

- Strategic Connectivity
- Resilience
- Inclusion and Integration
- Decarbonisation
- Sustainable Growth

Further details about the context of each Mission and the proposed interventions included in each Mission are outlined in Appendix A.

Route Maps

The five Missions have been developed and presented using a Route Map approach. The key components of these are presented in the Strategy as follows:

- **Mission Statement**: which sets out a clear call to action, focusing on delivering tangible outcomes while providing direction and a sense of urgency.

- **Desired outputs and outcomes**: which define a set of tangible outputs required to achieve key outcomes.

- **Shorter-term and longer-term priorities**: which identify the key interventions (schemes and policies) required to deliver desired outputs and outcomes, referencing schemes in the SIP. These are also presented on a map.

Supporting this, **Appendix A** presents further detail:

- **Context**: Which provides further detail and evidence articulating the challenge and need for intervention.

- **Theory of change**: Which on a page summarise how the context and challenges have informed the intervention priorities, outputs, outcomes and impacts.

- **Interventions**: A cross-reference for how the schemes and policies in the SIP align to achieving our five Missions

- **Indicators**: A cross-reference for how indicators identified in the SIP and State of Region Report have informed the delivery, monitoring and evaluation of achieving the five Missions.

Route Map components:

- Context and challenges.
- Theory of change.
- Desired Outputs and Outcomes that define the success of the Mission.
- Priorities that outline how the Mission will be delivered.
- SIP Interventions.
- Monitoring and Evaluation.

Appendix B presents TfSE's assessment of the impact of each Mission's Route Map against a set of Scenarios.

Strategic Connectivity

Mission Statement

We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have

access to high-quality, convenient and resilient transport links and key services, for people and goods.

~~We will boost connectivity in the South East by enhancing strategic regional corridors to ensure all communities and businesses have access to high-quality, competitive transport links and key services, including resilient freight routes.~~

We will know we have succeeded when:

- The connectivity of all the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.

- Our key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

Content

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

TfSE has undertaken extensive research – including an Economic Connectivity Review and Strategic Corridor Evidence Base – ~~and will supplement this through the forthcoming South East Rail Strategy, which will help prioritise further improvements and support strategic corridor delivery~~. This research has shown that many parts of the South East boast excellent rail connectivity to London, particularly towns and cities served by High Speed 1 and mainline railways. However, while radial connectivity to London is generally good, most orbital and East-West corridors – such as the A27/A259 corridor in Sussex and Kent – are poorly served. Often, it is faster to travel from one part of the South Coast to another via London or the M25 than directly along the South Coast's highway or railway corridors.

These connectivity gaps prevent communities along the South Coast from benefiting from agglomeration – the pooling and sharing of resources and talent that drives prosperity. This issue is particularly acute within the region's largest urban centres. For example, it takes longer to travel from Southampton to Portsmouth by train than from Southampton to Bournemouth.

Furthermore, communities that are comparatively less well-connected are less attractive to investors, visitors, and potential residents. This is particularly the case for coastal, island, and peninsula communities, which need to work harder to achieve the same socioeconomic outcomes as better connected places.

The region's international gateways also have connectivity gaps. Heathrow Airport has high public transport mode share for London journeys but very low beyond the capital. Some key ports~~, including Dover,~~ are vulnerable to delays due to the current configuration of the highway network at multiple locations on the coast~~in Kent~~.

Similarly, some freight corridors (e.g. Southampton – Midlands/North, Kent Coast – Midlands/North) have capacity, gauge, and gradient constraints that will need to be addressed to support growth and modal shift from highways to rail. Similar constraints exist on sections of the Strategic Road Network that serve nationally important freight corridors.

Addressing these connectivity challenges will require significant capital investment, and it is recognised this will take time to deliver and may need to come from a wide range of sources – including direct beneficiaries.

Outcomes

The key outcome of this Mission is to increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors between the South East's major economic centres and international gateways. This will enable the

South East's population and economy to grow while minimising the adverse impacts of transport on society and the environment.

Achieving this modal shift will help reduce congestion, improve air quality, reduce severance, improve safety, and contribute to the overall satisfaction of transport users. In turn, it should strengthen public transport demand and revenues, placing the bus and rail industries on a more sustainable financial footing.

This Mission also seeks to improve inclusive access to employment and services – especially in rural and coastal communities – by ensuring strategic corridors enable flexible, affordable, and frequent services that match the needs of today's travel patterns.

To achieve these outcomes, sustainable travel options – particularly railways at a pan-regional level – need to deliver journeys that are comparable in speed, convenience, affordability and comfort to car journeys. Additionally, the economics of rail freight need to become more attractive to industry compared to highway freight.

Short Term Priorities

TfSE's SIP outlines the schemes that we have prioritised for the South East. In this Strategy we highlight those schemes that have the potential to make the greatest contribution to achieving the Strategic Connectivity Mission. Our immediate focus will be on improving the existing network to better serve passengers and freight and supporting public transport's recovery from the pandemic.

Key initiatives include:

1. Enhancing incentives for long-distance public transport use by better optimising fares, offering more flexible ticketing options, and enhancing the on-board experience (e.g. luggage space, catering, personal safety, information).

2. Refining timetables to better serve faster-growing markets, such as leisure travel. This could involve re-evaluating the

timing of planned road and rail works to take advantage of quieter periods during the working week.

3. Delivering or initiating well-developed schemes that enhance road and rail connectivity. Notable examples include improving junctions on strategic highways corridors, as well as the Bakerloo Line extension and known rail bottlenecks, such as at Croydon, in London, which should release capacity for longer-distance rail services servicing the TfSE area.

4. Reinstating international rail services from Ebbsfleet and/or Ashford, recognising the challenges posed by changes in the UK-EU relationship but also noting capacity constraints at St Pancras, which could make Ebbsfleet a more attractive option for current and future operators.

5. Providing adequate rail capacity and connectivity to support growth at Gatwick and Southampton airports, both of which generally have the necessary infrastructure to accommodate service enhancements.

6. Planning for longer-term initiatives by safeguarding critical areas and aligning planning policies across all levels of government.

Long Term Priorities

In the medium to longer term, the focus shifts to more substantial upgrades and network expansions to address major bottlenecks and connectivity issues. Again, details of each intervention are documented in the SIP.

Key initiatives include:

1. Upgrading the region's key coastal corridor to match the standards of other strategic corridors, particularly between Brighton and Southampton. This includes faster regional rail services and longer-term improvements to the A27 and

A259 corridors in Sussex (e.g. at Chichester, Worthing, Lancing and Lewes), bringing them closer to the standard of the A34 and speed of the current Cross Country rail route. These upgrades should be implemented in stages, possibly involving tunnelled solutions, while also enhancing the natural and built environment along the route.

2. Improving journey times between London/M25 and coastal communities like Hastings and North Kent, which face significantly longer travel times to London compared to nearby areas like Brighton and Ashford. This puts them at a structural disadvantage in terms of accessibility and opportunities.

3. Improving access to islands and peninsulas, notably through boosting Isle of Wight ferry services.

4. Strengthening strategic freight corridors, such as the Southampton–Midlands/North and Channel Ports–Midlands/North routes, as well as the highways serving these areas. Expanding the use of HS1 and the Channel Tunnel for rail freight may be an option, depending on how technology, logistics, and cross-cChannel trade evolve.

5. Developing new rail connections to international gateways, including direct rail access to Heathrow Airport from the South and West, and rail a new chordinfrastructure investment near Redhill to enable direct Gatwick-Kent services.

6. Reviewing regional rail connectivity when Old Oak Common and HS2 open, potentially making it faster and more convenient to connect the Midlands and North to the South East via Old Oak Common or Heathrow Airport. This may offer opportunities to rethink the regional passenger rail map.

Case Study: Opportunities to enhance cross-regional connectivity through Heathrow and London

Strategic connectivity goes beyond the boundaries of the TfSE area, playing a crucial role in linking the South East to the rest of the UK and the world. Often, it's the connections at these boundary points that offer the greatest potential.

This is particularly evident at Heathrow and Old Oak Common. By the mid-2030s, Old Oak Common is set to become one of the most connected hubs in the country, with high-speed, high-frequency rail links reaching the North via HS2, the West via the Great Western Mainline (and potentially the Chiltern Main Line), London via the Elizabeth Line (with potential London Overground extensions), and direct links to the UK's busiest airport—Heathrow.

The proposed Heathrow Southern Rail scheme, which would connect the South West Main Line to Heathrow, presents a range of exciting possibilities for enhancing strategic rail connectivity.

These include:

- Direct Heathrow rail connections to Woking, Basingstoke, Guildford, and potentially towards Southampton, Portsmouth, Gatwick, and Brighton.

- Long-distance rail connections from Paddington and Old Oak Common to the Solent area and the West.

- A reimagined regional rail network, allowing many in the South East to use Old Oak Common as a high-speed gateway to the Midlands and the North.

- Opportunities for modal shift, potentially reducing reliance on the M25 for journeys between Surrey, West London, the Inner Thames Valley, and potentially the Chilterns and North West London.

Realising these opportunities would require alignment across multiple agencies, but the benefits would significantly strengthen the case for investing in improved infrastructure between London and the South East, as well as the longer-term development of Heathrow Airport.

Resilience

Mission Statement

We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations. We will do this by anticipating ~~This anticipating~~ risks, taking preventative measures, enhancing recovery and adapting in the face of uncertain future risks.

~~We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations. This means protecting the region's transport infrastructure from disruption and degradation, ensuring it remains operational, adaptable, and safe in the face of a wide range of risks. We will reduce the likelihood and impact of both short-term disruptions and long-term loss of critical infrastructure – such as bridges, roads, and railways – due to severe weather, coastal erosion, or structural failure.~~

We will know we have succeeded when:

- The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.

- The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly – including disruption arising from associated power and digital networks.

- ~~, and when th~~The risk of major failures occurring on the transport network is reduced.

Context

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

The closure of key infrastructure – such as a road, railway, or bridge – can have far-reaching consequences, disrupting access to jobs, education, and services, while severely impacting freight and trade. For example, the failure of a coastal route or bridge due to extreme weather or erosion could isolate communities, increase congestion on alternative routes, and escalate economic losses. Such disruptions also erode public confidence in the system and may shift users away from sustainable travel options.

The South East's transport network faces mounting risks from climate change, severe weather, congestion, and high levels of use. Critical corridors, like the London-Brighton route, rely heavily on single highways and railways, making them particularly vulnerable to disruption. Ports like Dover and the Channel Tunnel compound this pressure, as congestion and trade frictions often spill onto regional road networks, affecting local communities and key routes.

A significant portion of the network, built in the 19th and 20th centuries, requires urgent maintenance and renewal. However, funding constraints have led to growing backlogs, leaving the network increasingly exposed. For instance, weather-related delays on the railways have doubled in the past decade, according to Network Rail. Addressing these vulnerabilities demands integrating resilience into infrastructure planning, ensuring it can adapt to future risks like rising sea levels, extreme weather, technological advancements, and socio-economic changes.

Building resilience will also require a collaborative approach. Strong partnerships with local authorities, national agencies, digital network providers, and utility providers are essential to managing immediate operational challenges and developing long-term strategies for water, power, and digital infrastructure. TfSE can play a key role in

advocating for resilient infrastructure investment and supporting partners in planning for diverse future risks.

Outcomes

The key outcome of this Mission is to reduce the effects of disruption on the strategic transport network from a variety of current and future risks, including extreme weather, deteriorating infrastructure, and planned maintenance., whether from extreme weather, infrastructure failure, or planned maintenance.

In particular, we aim to avoid the loss or prolonged closure of critical transport assets – such as roads, railways, and bridges – due to risks like flooding, coastal erosion, subsidence, or extreme temperatures. The closure or failure of such assets can have far-reaching consequences: isolating communities, damaging local economies, diverting freight onto unsuitable routes, and increasing congestion and emissions elsewhere. Some infrastructure in the South East is already operating at or near capacity, and its vulnerability risks being exacerbated by climate change, and a deteriorating condition of transport infrastructureageing assets, and increased demand.

Reliable and predictable journeys are critical to user confidence and business productivity, and reducing delays will enhance the overall performance of both passengers and freight customers. Ensuring more predictable and reliable journey times will also support economic productivity, as businesses and individuals rely on consistent travel and delivery schedules.

Another key outcome is to reduce disruption for all users of the transport network during planned engineering works and maintenance. While such activities are essential for safety and performance, they can cause avoidable disruption if not effectively planned and communicated. Providing suitable alternative routes and travel options – both during planned works and unexpected incidents – will play a vital role in achieving this outcome.

Ultimately, a well-maintained and resilient network is not just a transport benefit – it also protects public services, economic performance, and community cohesion. Preventative works can reduce the risks associated with infrastructure failure, including disrupted journeys, costly emergency repairs, and damage to property and vehicles.It reduces the cost of compensation claims, emergency repairs, and damage to vehicles and property, freeing up public resources for other priorities.

Short Term Priorities

The immediate priority is to strengthen the resilience of the existing transport network, ensuring it can better withstand both planned and unplanned disruptions. This includes addressing current maintenance backlogs, improving traffic management, and making the network more reliable.

Key initiatives include:

1. Assessing the economic, social, and environmental impact of major network disruptions, such as the closure of roads, railways, or key structures, and use this evidence to build the case for targeted investment in resilience.

2. Securing long-term and consistent funding for a pipeline of infrastructure renewals and upgrades, reducing the risk of asset failure and avoiding costly emergency repairs. This will also reduce the cost of emergency repairs and vehicle damage and include adjacent systems to transport such as drainageing an,d power, and digital infrastructure.

3. Developing a strategic understanding of future risks, including climate change, changing land use, and technological dependencies, to ensure today's decisions are robust under a range of future scenarios. Taking a strategic approach to resilience will ensure that the transport network can anticipate and adapt to the risks to its resilience in the future.

4. Making the case for, and securing, more and consistent funding for maintenance and enhancements, such as infrastructure adaptation, coastal erosion, and delivering nature-based solutions. Securing funding for urgent repairs and preventative maintenance, will ensure the network remains safe and operational, reduce the risk of infrastructure failures, and minimise disruptions from unplanned events.

5. Encouraging more joined-up actions with utilities operators and satellite navigation providers on roadworks planning and general traffic management. We can learn from best practice approaches from across the region, such as lane rental schemes, and work with navigation companies to ensure vehicles are directed on appropriate routes, both during roadworks and normal operations. This will ensure essential maintenance works are completed efficiently and with minimal disruption to users. It will also ensure the right vehicles are directed to the right roads, minimising impact on roadside communities, ensuring rural roads are not adversely impacted.

Long Term Priorities

In the medium and long term, the focus shifts to making more substantial upgrades that will increase the overall resilience of the network and build strategic resilience capacity. This involves expanding capacity at critical points and implementing strategic projects that reduce the impact of disruption.

Key initiatives include:

1. Addressing major bottlenecks on the region's busiest corridors, including in the Croydon and Woking areas, to improve the reliability of services on the region's busiest railways.

2. Expanding and strengthening secondary and alternative corridors, such as the Uckfield – Lewes rRailway Reinstatementline, Canterbury rRail cChord, and A22 and /A24 highway cCorridors Packages, to provide realisticpotential diversionary options when primary routes are closed or constrained.

3. Improving Operation Brock and Operation Stack in Kent by implementing alternative solutions to maintain traffic flow during cross-cChannel disruptions, reducing congestion and delays on key routes for both passengers and freight.

4. Delivering the Kent Bifurcation Strategy to relieve pressure on existing Thames crossings and strengthen strategic connectivity and resilience between the Channel ports and M25.

5. Tackling pinch points on highways for the benefit of all road users, including bus services. This can be achieved through upgrading junctions and providing additional lanes for bus services and other sustainable travel options. It will ensure critical points more resilient to future risks, such as climate change, while exploring placemaking opportunities

6. Coordinating with other infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes working with them to plan for future requirements and risks. For example, ensuring the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles.Coordinating with wider infrastructure sectors (e.g. utilities, digital, energy) to ensure interdependencies are understood and resilience is built in across systems. This includes ensuring the region's power networks have sufficient capacity and resilience to support the rail network, roll-out of electric vehicles, and sustainable development.

Case Study: Delivering Kent's Bifurcation Strategy

Kent's strategic position between London and continental Europe has always made it vital to the resilience of the UK. This position has seen Kent secure investment in major schemes, recognising the benefits to local growth and communities, and the national economy.

As the shortest crossing point across the English Channel, Dover is home to the world's busiest Roll-On Roll-Off port, placing it at the forefront of recent challenges such as Brexit and the COVID-19 pandemic. Even in more stable times, the county's transport networks face regular strain from adverse weather events, industrial action, and major events – all of which have the potential to disrupt ferry crossings and lead to traffic management issues. Nearby, the UK's only fixed link to continental Europe, the Channel Tunnel, with its terminal at Cheriton (Folkestone) can also be affected by these issues.

To strengthen resilience, authorities in Kent and Medway have established the Kent Bifurcation Strategy. This long-term Vision aims to reduce the burden on the M20 between Dover, the Channel Tunnel, and the M25, by utilising an upgraded M2/A2 corridor linked to a new Thames crossing. This is supported by improved connections between the M2/A2 and M20 corridors, and improvements in protocols to manage high traffic volumes during disruptions, such as Dover Traffic Assessment Project, Operation Brock, and Operation Stack. In the long term, the aim is to reduce the need for these protocols and/or develop an off-highway solution.

Key enhancements are needed to fully realise Kent's potential as a resilient transport hub. These include:

- *Upgrades to the M2/A2 corridor, with targeted junction improvements to enhance safety and ease congestion,*

including improved connecting links to the M20 corridor to enable traffic to switch between the two strategic routes.

- *Dynamic traffic management capabilities to better distribute traffic between the M2/A2 and M20.*

- *A ~~The recently-approved Lower Thames Crossing to provide a step change~~planned (and now approved) new ~~Strategic Road Network crossing of the River Thames to provide a step change~~ in capacity and a resilient alternative to the over-capacity Dartford Crossing.*

- *Increased lorry holding capacity to handle incidents and adapt to evolving EU customs controls, including the European Travel Information and Authorisation System (ETIAS) and Entry-Exit Scheme.*

- *Enhanced rail freight options on the HS1 and domestic rail network to utilise the substantial safeguarded capacity of the Channel Tunnel, diverting freight from the road network.*

TfSE's SIP includes these initiatives (and more) to build a resilient Kent, ensuring seamless UK-European connectivity into the future.

Inclusion and Integration

Mission Statement

We will create an inclusive and integrated transport network in the South East that enables affordable, safe, seamless, door-to-door connectivity for all users – including those currently underserved by the transport system.

We will know we have succeeded when:

- Everyone can affordably travel where they need to go when they need to go.

- Customer satisfaction with all aspects of the transport network is high across all sections of society.

Context

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

Although some progress has been made, parts of the South East's transport system remain physically and socially inaccessible and lack integration between services. This results in varied customer experiences, particularly around fares, information, and ticketing systems – issues that impact all users but are felt more acutely by some groups. Young people, for example, have highlighted difficulties in accessing direct bus services between smaller towns and rural areas, making it challenging for them to access opportunities. These issues are particularly problematic where services cross local and sub-national government boundaries.

Disabled people face additional challenges. Those with mobility needs encounter physical barriers in stations and on vehicles, while people with visibility or cognitive impairments often struggle with inadequate navigation and information systems. There is also a recognised need for better staff training to support diverse needs, and for safety measures that address personal safety concerns, particularly in the evening.

Affordability is another key issue, as the cost of transport can disproportionately affect those on lower incomes or with additional travel needs, such as frequent medical appointments.

While concessionary travel schemes provide some support, many are inconsistently applied across the region. Given the constraints on public finances and the commercial pressures facing operators, this Strategy advocates for planners and operators to explore ways to increase public transport patronage along existing corridors, creating favourable conditions for more affordable fares.

Communities with poor connectivity and accessibility are particularly at risk of what is known as "Transport Related Social Exclusion" – a concept studied in detail by Transport for the North, whose work has highlighted several areas in South East England that are at greater risk of TSRE than most of the North of England.

Additionally, the rapid advancement of transport technologies, such as vehicle electrification and digitisation, could exacerbate inequalities if their benefits are not distributed equitably. It is therefore essential that decision-makers consider equity and inclusion impacts when implementing interventions to achieve other Missions, ensuring that the transition to a modern transport network benefits all parts of society.

TfSE is also engaging with the Rural Mobility Centre of Excellence, led by Transport East, to better understand the unique needs of rural communities across the South East. Guidance from the Centre – including resources available at www.transporteast.gov.uk/rural-transport – is helping inform our approach to tackling transport-related social exclusion in less connected areas.

Outcomes

The key outcome of this mission is a transport system that is fair, inclusive, and responsive to the needs of all residents – particularly those currently at greatest risk of ~~transport~~ exclusion. This includes people on low incomes, older residents, disabled users, young people, and rural communities.

Specific outcomes include:

- Reduced Transport Related Social Exclusion – which particularly affects coastal and rural areas – through improving the accessibility of transport services and the improving the connectivity they deliver, particularly to parts of the South East at risk of exclusion.

- Increased customer satisfaction across all user groups, ensuring that everyone can access and use the transport network confidently and comfortably.

- A transport network that is accessible and safe for people with specific mobility and sensory needs.

- A transport network that is accessible, step-free, and safe for people with mobility and sensory needs, and for those travelling with children.

- Improved safety across the transport network, aiming for a "Vision Zero" "Target Zero" for killed and seriously injured incidents, as well as improvements in personal safety. This will be achieved through better infrastructure design, enhanced safety measures, and targeted initiatives that prioritise the safety of all users, especially vulnerable road users.

- Improvements in public health and wellbeing by enabling more journeys by active travel, promoting liveable neighbourhoods, and delivering improvements to air quality.

- Reduced severance and improvements to the public realm, creating more cohesive communities where residents can move safely and comfortably through shared spaces. This includes addressing barriers like busy roads and railway lines that can divide communities and hinder access to services.

- Reduced real-term percentage of household income spent on housing and transport costs, ensuring that residents have affordable access to housing and mobility options, making the region more equitable.

Infrastructure Priorities

The outcomes will be achieved through a combination of physical infrastructure upgrades, enhanced safety measures, and the reduction of barriers that limit access to transport and services.

Physical infrastructure interventions include:

1. Designing inclusive infrastructure with and for socially excluded groups using inclusive design principles, improved lighting, signage, and wayfinding Designing inclusive infrastructure with and for socially excluded groups – including disabled users, neurodivergent people, and those with limited mobility – using inclusive design principles, improved lighting, signage, and wayfinding.

2.1. Enhancing connectivity to areas at risk of Transport Related Social inclusion, including North and East Kent, the East Sussex coastline, and coastal communities in the Solent. Many of these interventions are cited in the Strategic Connectivity Mission.

3.2. Upgrading interchange facilities and implementing step-free access at stations and public transport hubs to provide seamless connections between different modes of transport and support the "first-mile-last-mile" elements of journeys. Enhancements such as better signage, increased seating, and protected waiting areas will make switching between services more comfortable and convenient for all users.

Fares, Ticketing, and Service Priorities

Fares and ticketing interventions include:

1. Providing socially necessary public transport services, such as demand-responsive transport, rural bus services, ferries to islands and peninsulas, and other options that connect isolated communities to the broader network. These services will ensure that all residents, regardless of where

they live, have access to essential services and opportunities.

2. Expanding concessionary fares and capping schemes to improve affordability for people on low incomes, young people, and those not currently well served by existing offers. This will help reduce transport-related financial burdens and increase the use of public transport.

3. Implementing integrated fares and ticketing systems that allow passengers to travel across local government boundaries by multiple modes of transport using a single ticket or fare structure. This will simplify journeys, reduce costs for passengers, and make the transport system easier to use.

Service interventions include:

4. Delivering Bus Service Improvement Plans and supporting locally appropriate models such as franchising or municipal operators, especially where commercial services are unviable.

5. Enhancing inclusive access to islands and peninsulas, such as the Solent and Medway, through integrated ferry and bus services and better access to information. This will support social and economic inclusion for coastal and peninsula communities.

Case Study: Inclusion and integration on the Isle of Wight

The Isle of Wight faces unique transport challenges due to its geographical isolation, with ferry services acting as a critical lifeline to the mainland. In recent years, partnerships between the Isle of Wight Council, ferry operators, and community organisations have led to initiatives aimed at making these connections more accessible, integrated, and affordable.

Local residents benefit from discounted ferry fares, making regular travel for work, education, and healthcare more affordable. Ferry operators have also invested in accessible facilities, including step-free access and trained staff, ensuring that travellers with mobility challenges can travel with greater ease.

Efforts to improve transport integration have included aligning bus schedules with ferry timetables and introducing integrated ticketing, allowing passengers to purchase a single ticket covering both ferry and local bus travel. These measures support seamless journeys across the island and encourage the use of public transport. There has also been investment in improving interchange facilities, including the Ryde Transport Hub, which was funded by the South East Hampshire Rapid Transit project.

Further initiatives go beyond traditional transport interventions and focus on supporting residents' broader needs. Medical travel subsidies help islanders access essential healthcare on the mainland, and flexible freight services ensure local businesses can move goods efficiently.

These efforts have increased access to employment, education, and healthcare, while also boosting local tourism. Thanks to these efforts, bus use is markedly higher on the island compared to many more densely populated areas in the South East. The Isle of Wight's approach therefore serves as a model of inclusive transport, illustrating how tailored and integrated solutions can enhance quality of life for isolated communities.

Decarbonisation

Mission Statement

We will support the South East's transition to net zero by 2050 by enabling the shift to cleaner transport, promoting sustainable travel choices, and adopting new technologies that reduce emissions and improve the environment and quality of life.

We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

We will know we have succeeded when:

- The South East makes meaningful progress toward decarbonising transport, in line with national policy and public expectations.

- All surface transport trips made across the South East are net zero emission by 2050 (at the latest).

- We have not exceeded our carbon budgets for surface transport by 2050.

- The transition to cleaner transport is affordable, fair, and accessible – ensuring no communities are left behind.

- The South East is seen as a world leader in decarbonising transport.

Context

The government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

The ambition is not merely about reaching a final destination but involves adhering to a carbon "budget" and a carefully managed trajectory. These steps are vital to ensure that our total emissions are limited throughout the journey to net zero, in line with the global commitments to keep climate change within manageable limits. To reflect this ambition TfSE's policy statement on decarbonisation was updated and published in 2023 and has developed a Climate Action Plan and electric vehicle forecast studies for the region.

As a leader in global decarbonisation, the UK has made significant progress in reducing emissions, particularly in the energy sector. The rapid decarbonisation of the UK's energy networks has been a critical success story, with a shift towards renewable sources like wind and solar power. However, despite this momentum, the UK's transport system is still significantly behind many of its peers. For example, only 38% of Britain's railways are electrified, in stark contrast to countries like Sweden, where over 75% of the rail network runs on electricity. Furthermore, the UK currently trails many European countries in the provision of electric vehicle charges – including Scandinavian countries, the Low Countries, and France. This disparity highlights the scale of the challenge ahead for decarbonising our transport systems.

Moreover, there are additional pressures where growth risks undermining decarbonisation efforts, particularly in aviation. For example, both Heathrow and Gatwick airports have ambitious plans to increase passenger numbers to a combined 200 million passengers per annum, which represents a 60% increase from current levels. Without significant changes, such growth could reverse the progress made in reducing emissions across other sectors.

It is therefore clear that the South East's transport system is not decarbonising quickly enough, while the threat of climate change is becoming increasingly urgent. We also must stay within the envelope set for total carbon emissions up to this point to ensure we stick to the carbon budgets agreed at multiple international conferences.

We recognise that we probably cannot rely solely on the market and technology to meet our targets, but clearly new technology will play a big role. We also recognise the need for ancillary industries – especially energy and, to a lesser extent, construction – to decarbonise in tandem with transport to achieve our Goal.

Outcomes

The key outcome of this Mission is to achieve net zero carbon emissions by transitioning to zero-emission vehicles and energy, increasing the use of sustainable travel modes, and reducing the

overall reliance on fossil fuel journeys – in a way that is affordable and fair for all residents and businesses.

By 2050, we aim for 100% of new private vehicles to be zero-emission, with intermediate targets of 35% by 2030 and 80% by 2040. Similarly, all buses will need to be zero-emission by 2035, and rail services decarbonised by 2050. Some local authorities in the South East want to move faster than the milestones set at a national level.

Part of this shift will include promoting active travel for short journeys and increasing the mode share of both bus and rail for longer journeys. This is especially important in the shorter term as it will help limit our emissions while most cars are still powered by fossil fuels.

Freight transport must also play its part in achieving decarbonisation. Through increased rail freight use, optimised logistics, and adapting clean technology and fuels, we will contribute to overall emission reductions in this critical sector. This will also help to ease pressure on the region's roads while supporting sustainable economic growth.

Decarbonising transport also presents opportunities to attract investment and support green jobs in the South East. These benefits will be realised as part of a balanced and affordable transition that works for residents and businesses alike.

Finally, the decarbonisation journey offers an opportunity to establish the South East as a leader in this field, attracting overseas investment and creating new jobs in the region.

Short Term Priorities

The immediate priority is to accelerate the transition towards a low-carbon transport network. Through improving provision for public transport and low carbon technologies, and encouraging a shift to low carbon forms of transport by:

1. Supporting the roll out of EV charging infrastructure on strategic networks and in local areas to support the rapid adoption of electric vehicles. This will ensure that private vehicles and freight operations have easy access to charging, reducing range anxiety.

2. Collaborating with manufacturers to increase the roll-out of low emission vehicles, accelerating the availability of electric and hydrogen vehiclesSupporting the transition to cleaner vehicles by working with manufacturers and fleet operators to increase uptake of zero-emission options where feasible.

3. Supporting the renewal and recycling of low emission vehicles and batteries by developing processes for recycling electric vehicle batteries and repurposing components to minimise the impact of low emission vehicle adoption.

4. Improving bus services by working with local authorities and bus operators to make bus services more affordable, reliable, and customer-focused to encourage a shift from car use to public transport.

5. Supporting local bus, freight, and ferry operators to transition to zero-emission vehicle fleets by providing financial and technical assistance to help replace diesel-powered buses with electric or hydrogen alternatives.

6. Developing local and regional active travel infrastructure by expanding cycling and walkingwalking, wheeling and cycling routes, making it safer and easier for people to choose active travel modes for short trips. This includes supporting schemes identified in the Regional Active Travel Strategy and Local Cycling and Walking Infrastructure Plans.

7. Supporting sustainable neighbourhood planning with 15-minute liveable neighbourhood Principles to ensure that residents can meet most of their daily needs within a short walk or cycle from home. This will reduce the need for

longer car journeys and making communities more self-sufficient.

7.8. Identifying and addressing potential affordability barriers to low-emission transport, particularly for lower-income households and small businesses.

Long Term Priorities

In the longer term, the focus shifts towards transformative infrastructure projects and policy reforms that will accelerate momentum towards a zero-emission transport system.

Key actions include:

1. Decarbonising the railways through battery trains and rail electrification, ensuring that all rail services are powered by zero-emission energy sources.

2. Developing new rail schemes to support mode shift for passengers and freight, ensuring that rail becomes the preferred choice for long-distance travel and freight movement.

3. Implementing mass transit schemes, including Bus Rapid Transit, potentially Light Rail, and high-frequency urban rail services to improve public transport accessibility and reduce the need for private vehicle use in densely populated areas.

4. Supporting the greening of the grid to ensure low emission vehicles are powered by clean energy sources, aligning the transition to zero-emission vehicles with the decarbonisation of the electricity grid. This will ensure that the shift to electric vehicles leads to real reductions in emissions.

5. Supporting partners in reducing the embodied carbon of new infrastructure by encouraging the use of sustainable materials and construction methods. This will lower the lifecycle carbon footprint of infrastructure projects, ensuring

decarbonisation extends to the construction and maintenance of transport development.

6. Supporting the government in the development and delivery of any national road user charging proposals, providing a financial incentive for more sustainable choices while reducing congestion. Exploring future national approaches to road user charging, ensuring any new models are fair, proportionate, and support sustainable travel choices.

7. Ensure the region's power networks have sufficient capacity and resilience to support the roll-out of electric vehicles, expansion of the rail network, and development – noting that power is one of the key constraints preventing significant expansion of passenger rail services.

8. Advancing research and delivery of alternative fuels by supporting innovation in hydrogen, biofuels, and other alternative energy sources for transport. This will be critical for decarbonising sectors that are harder to electrify, such as aviation and freight.

Case Study: A three-pronged approach to decarbonisation

Our decarbonisation Strategy is built around the Avoid-Shift-Improve framework, guiding us to reduce emissions through a balanced, pragmatic approach.

- **Avoid**: This element aims to reduce the need for unsustainable travel. While it's not about restricting long-distance journeys altogether, we recognise the environmental benefits of limiting certain trips until they can be fully decarbonised. With the growth of virtual tools, avoiding unnecessary journeys has never been more feasible.

- **Shift**: This focuses on moving travel demand to more sustainable modes. Our research shows that a small

fraction of journeys—just 7%—make up half of a person's annual transport emissions. Shifting these trips to electrified or low-carbon alternatives could have a big impact. For example, when HS1 opened, Eurostar captured 80% of the London-Paris travel market, replacing one of Europe's busiest air routes. Local Plans provide further examples of this approach by ensuring developments have public transport and active travel connectivity.

- **Improve**: While not all modes of transport can be fully decarbonised today, advances in technology continue to make a difference. Sectors like aviation, maritime, and freight face greater decarbonisation challenges, yet modern aircraft are now four times more energy-efficient than early jet models. Research and development, along with future technologies such as carbon capture and offsetting, are essential for achieving true decarbonisation across all transport modes. Improvements can also be cascaded through existing fossil fuel powered fleets by prioritising higher efficiency engines.

Across the South East, we are already seeing this framework in action. Projects like the electrification of buses and rail in the Thames Valley, the Sussex hydrogen initiative on the south coast, and the decarbonisation of Isle of Wight ferries illustrate how the region is embracing all aspects of Avoid-Shift-Improve. Together, these efforts set a strong foundation for the South East to become a leader in sustainable transport.

Sustainable Growth

Mission Statement

We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

We will know we have succeeded when:

- Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,

- The South East has created well-connected, liveable communities with easy access to key services and employment opportunities.

Context

The Sustainable Growth Mission aims to deliver prosperity without harming the welfare of future generations. It supports the government's first Mission, to "kick start economic growth".

One of the key challenges this Mission seeks to address is the affordability of housing in the South East. Significant investment in housing stock will be needed to address this. Additionally, many of the South East's leading industries have ambitions to grow, but are constrained by the availability of well-connected sites.

The new government has committed to reinstating housing targets, aiming to build 1.5 million homes in England over the next five years, with a significant contribution expected from the South East. In the current planning system, only through close collaborative working are major developments realised.

Transport can unlock growth in jobs and housing by providing access to development sites while minimising environmental and social impacts on existing residents and businesses. Well-planned developments can enhance the region's transport systems by increasing public transport patronage and revenues.

Sustainable growth can unlock third-party investment in transport options, such as new railway stations and active travel facilities.

Transport can also enhance places. By moving heavy traffic away from urban centres, and by making the urban realm more attractive to pedestrians and cyclists, transport can create liveable

neighbourhoods and boost the quality of the environment to attract investment back to commercial centres while improving health and welfare outcomes.

Outcomes

The key outcome of this Mission is that any major development is supported by improvements to transport infrastructure and services, especially for sustainable transport. It is also important that transport is seen as an enabler to sustainable growth, and not a blocker. To achieve this, we aim to significantly increase the proportion of residents and jobs close to high-quality public transport and active travel networks, promoting sustainable travel choices.

Specifically, this Mission seeks to promote better integrated land use and transport planning, by:

- Ensuring all major developments (e.g. 3,000 dwellings, or an expansion of more than 20%, considerable growth coming from multiple, closely located smaller sites, or a major generator/attractor of demand e.g. a new hospital, or stadiuma) have high quality public transport services (2-4 services per hour) and high-quality active travel infrastructure.

- Increasing the percentage of the population and jobs within a 1,500-metre radius of a public transport access point offering a metro-level service frequency of at least four services per hour.

- Ensuring a higher percentage of the population can reach all key services by sustainable transport modes within a 30-minute travel time, whether by public transport, walking, or cycling, or driving. This includes access to healthcare, education, shopping, and leisure facilities.

- Promoting the development of well-connected new and growing places by aligning housing and employment growth

with high-quality public transport and active travel corridors, as well as good highway access. This will support the creation of vibrant, sustainable communities where residents and businesses can thrive.

- Promoting liveable neighbourhood and healthy streets planning principles to increase the attractiveness of active travel in urban areas.

- Increasing the percentage of new dwellings within 10 minutes of metro-level public transport services and high-quality active travel routes to ensure new developments are located in places that offer residents a wide range of sustainable travel options.

This mission also recognises the importance of designing places that promote public health through walkability and active travel, while ensuring access is maintained for those who need to drive.

Integrated Land Use Priorities

TfSE has long advocated for better integrated transport and land use planning. Achieving sustainable growth and creating well-connected communities requires a holistic set of interventions that focus on integrating land use and transport planning, delivering high-quality transit services, and enablers including sustainable funding mechanisms and demand management measures.

Key integrated land-use planning interventions include:

1. Delivering new and well-connected communities by focusing development in areas with existing or planned transport infrastructure.

   This includes major new towns and extensions at locations such as Ebbsfleet, Basingstoke, and Mid Sussex, as well as the development of appropriately located mixed-use communities that are relatively dense and aligned with public transport corridors.

Priority should also be given to the regeneration of greyfield and brownfield sites (where these have reasonable transport access) to make efficient use of land and minimise the environmental impact of new development.

2. Integrating land use and transport planning to locate new developments where high-quality sustainable transport is viable – including active travel links that support public health and reduce the need to travel by car where possible.

   Collaborating across planning authorities and standing ready (in the longer term) for possible governance changes, such as the formation of combined authorities, that will enable more effective coordination of housing, transport, and economic planning.

Transport Intervention Priorities

Key transport interventions include:

1. Expanding public transport concessionary fares schemes to make sustainable travel options more accessible and affordable.

   Initiatives like the £32 bus fare cap will encourage greater use of public transport, particularly for shorter journeys, helping reduce congestion.

2. Developing mass transit systems in major population centres, such as Solent, Sussex Coast, North Kent, Gatwick Diamond, Blackwater Valley, and Thames Valley – alongside delivering Bus Service Improvement Plans across the region.

   TfSE has undertaken benchmarking studies that show many places in the South East have the scale and density to support sustainable, high-quality, mass transit systems. In the shorter term, these will likely take the form of Bus Rapid Transit systems providing a frequency of 4-6 services per

hour – although in the longer term higher capacity options such as trams could be viable. These systems will improve access to jobs and services, reduce congestion, and support sustainable travel in high-density areas.

3. Delivering a high-quality, high-frequency suburban passenger rail service in the Solent area and along the Sussex Coast.

   This will provide a reliable alternative to road travel and improve connectivity between suburban areas and major employment centres, supporting economic growth while reducing congestion and emissions. Upgrading the suburban rail network will enhance accessibility, increase passenger capacity, and offer a competitive and sustainable option for regional travel.

4. Embedding high-quality, well connected active travel infrastructure into the design of new communities to support healthier lifestyles and reduce car use, especially for short trips. This includes delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) as well as TfSE's Regional Active Travel Strategy and Plan (RATSAP) across the region.

Enablers

Key enablers include:

- Establishing local and national funding mechanisms to forward-fund transport projects that unlock planned growth.

   This includes enhanced value capture mechanisms, where the uplift in property values from new infrastructure investments is used to fund transport improvements, as well as national schemes such as road user charging to provide sustainable revenue streams for long-term investment.

- Implementing local demand management and environmental measures, such as workplace parking levies, congestion charges, clean air zones, and local tolls on new major highways.

  These measures will help manage traffic demand, improve air quality, and generate revenue that can be reinvested in public transport and active travel infrastructure. They should be designed to support sustainable travel choices without disadvantaging those who rely on driving for essential journeys.

- Boosting regional and local planning capacity and capability to ensure local authorities have the means to deliver sustainable development.

  Alongside delivering better planning outcomes, this will also ensure local authorities deliver timely planning policies and decisions for the benefits of promoters, residents, and stakeholders.

- Ensuring development delivers for people and the environment

  The government's reforms to the planning system, such as the Planning and Infrastructure Bill, is another key opportunity to support responsible transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with the objective of these reforms, balancing economic and housing growth with supporting biodiversity and environmental net gain. The government's proposed Nature Restoration Fund, set out in the Planning and Infrastructure Bill, is another key opportunity to support environmentally sensitive transport delivery. TfSE will work with partners to explore how future infrastructure projects can align with this fund's objectives, supporting biodiversity, nature recovery, and environmental net gain alongside economic and housing growth.

Case Study: Best practice in sustainable development

Many places in the South East have demonstrated how well-planned development, supported by strategic transport investments, can drive sustainable outcomes. While not all projects achieve their full potential, several notable examples showcase best practices in urban and transport planning. For example, the Movement and Place Framework exemplifies best practice in integrating public health, transport, and public realm improvements. By recognising transport's role in placemaking, this framework promotes safer, people-centred environments. Similarly, by prioritising vulnerable road users and sustainable transport modes, especially in dense urban areas, the User Hierarchy supports sustainable travel choices and safer streets.

Examples of sustainable development projects that align with these Principles include:

- **Crawley and Horsham**: Leveraging growth to expand the successful Fastway Bus Rapid Transit system and establish a new Thameslink-served rail station.

- **Ashford**: Concentrating development around one of the region's best-connected hubs, while safeguarding the surrounding landscapes and natural resources.

- **Southampton and Portsmouth**: Densifying brownfield sites near transport hubs has is set to enabled doubled rail service frequencies for local services between Southampton and Portsmouth, while improved Bus Rapid Transit services have will supported regeneration around Gosport and Portsmouth, enhancing connectivity across the Solent.

- **Reading Green Park**: Combining medium density business and residential growth with a new rail station and

> high-quality active travel corridors to reduce reliance on the car.
>
> - **Andover**: Providing new residents with free bus tickets to enable them to explore the local public transport system and avoid relying too much on the car.
>
> Although the planning landscape is evolving with a focus on housing affordability, these projects demonstrate that the South East has effective tools to drive sustainable growth. Such developments not only support sustainable travel but also create opportunities to unlock funding, ensuring that both housing and transport needs are met in a balanced, sustainable way.

Global Policy Interventions

The following pan-regional interventions have been identified in this Strategy, which cut across multiple Missions. Delivering these interventions will require action at all levels of government and industry – from national to local.

- Region-wide Service Priorities:
  - Improve incentives to use sustainable travel choices.
  - Refine timetables to support faster growing rail markets – including regional services.
- Region-wide Maintenance Priorities:
  - Reduce the maintenance backlog and improve roadworks management.
  - Secure long-term funding to identify, understand, and address resilience risks.
- Region-wide Inclusive Infrastructure Priorities:
  - Design infrastructure to better serve socially excluded groups.
  - Upgrade interchange facilities and widen step free access.
- Region-wide Fares/Ticketing Priorities:
  - Offer affordable fares and concessions.
  - Implement integrated fares and ticketing systems.
- Region-wide Service Priorities:
  - Deliver BSIPs and leverage new bus service delivery models.
  - Provide and enhance socially necessary public transport services.
- Region-wide Low Emission Vehicles (LEVs):
  - Roll out charging infrastructure.
  - Increase roll-out of LEVs.
  - Support renewal and recycling of LEVs and batteries.
- Region-wide Modal Shift and Demand Management:
  - Improve attractiveness ~~of~~ and raise awareness of sustainable travel options through behaviour change campaigns.
  - Promote virtual access to reduce travel demand.
  - ~~Support~~ Explore the development of a~~n~~ equitable and practical national road user charging framework.
- Region-wide Ferry Decarbonisation
  - Support the transition of ferry operations from fossil fuels to low carbon fuels, including inland waterways.
- Region-wide Power Priorities

- Ensure the region's power networks have the capacity and resilience to support the rail network, roll-out of electric vehicles, and development.

- Region-wide Beyond Transport
  - Support decarbonised energy.
  - Support initiatives to tackle embodied carbon.

- Region-wide Active Travel Priorities
  - Embed high-quality walking and cycling infrastructure into the design of growing communities.
  - Deliver Local and Regional Cycling and Walking Plans.
  - Promote active travel as a means of improving public health and wellbeing.

- Region-wide Planning Priorities
  - Promote integrated land-use and sustainable transport planning policies.
  - Build planning capacity and leverage local funding measures.
  - Support greater local and regional powers to deliver integrated transport, housing, and energy outcomes, building on new devolution deals across the South East.

Part 4 | Delivery

Introduction

This chapter outlines how TfSE and its partners will transform the strategic Vision into tangible results, ensuring the South East achieves its Vision and Goals.

This work builds on TfSE's significant achievements to date, including the SIP and Delivery Action Plan. These foundational documents have provided a clear framework for identifying and prioritising interventions and policies to achieve the Vision and Goals. The SIP sets out the necessary investments across the transport network, while the Delivery Action Plan provides a practical Route Map for bringing these interventions forward, ensuring alignment with local and national priorities.

In a context of financial constraints, fragmented resources, and increasing demand for public services, TfSE recognises the critical importance of collaboration. By working closely with central government, local authorities, transport operators, and industry groups, TfSE aims to unlock the full potential of the SIP and its associated interventions.

This chapter highlights TfSE's structured delivery framework, which includes strategic planning tools, funding mechanisms, and capacity-building initiatives. It also emphasises the importance of monitoring progress and adapting strategies to align with changing circumstances. TfSE's focus on evidence-based decision-making and strong partnerships ensures the region is well-equipped to overcome challenges and seize opportunities.

Ultimately, this chapter serves as a framework for turning Strategy into action, detailing the roles and responsibilities of all stakeholders, as well as the tools and processes that will drive success. By leveraging these resources, TfSE is committed to building a transport network that delivers long-term economic, social, and environmental benefits for the South East.

Challenges and Opportunities

TfSE recognises that the resources and tools for delivering meaningful change are more constrained now than in 2020. While central government will remain a key player, success will also

depend on active support and collaboration from regional and local authorities, as well as the private sector.

Severe financial pressures and rising demand for local public services have placed significant strain on authorities across the South East. Over the past decade, reductions in central government funding, declining revenues, along with increased costs and risks have further restricted the capacity to develop and implement large transport projects. Additionally, fragmented distribution of resources across different networks has led to siloed planning, making coordinated efforts more challenging. To address this, TfSE advocates for longer-term funding settlements to enable more effective planning.

To deliver the South East's Transport Strategy and SIP, TfSE and its constituent authorities must explore innovative funding solutions. This includes exploring options such as greater devolution, rail industry reform, and "beneficiary pays" models that create sustainable revenue streams. While promising, these approaches will require significant political effort and may encounter opposition, underscoring the need for a united and strategic approach.

Delivery must also reflect the need to make schemes affordable and accessible to all, ensuring that the benefits of investment are shared fairly across communities. TfSE will work with partners to understand the practical implications for local delivery capability and capacity and seek to support where ~~capability~~ gaps exist through its Centre of Excellence.

Devolution in the South East is now gathering pace, with areas such as Hampshire and the Solent and Sussex and Brighton identified as priorities for the next wave of devolved powers. Over time, all areas across the South East may evolve into Mayoral Strategic Authorities with significant responsibilities for transport, planning, and economic development. This shift represents a major opportunity to align regional and local priorities more effectively and deliver integrated outcomes. TfSE stands ready to support its constituent authorities throughout this transition – helping to build capacity, strengthen partnerships, and ensure transport remains central to future devolution arrangements. ~~The slower pace of devolution in the South East compared to other regions poses a risk of missed opportunities. The forthcoming Devolution Bill, which is expected to expand the role of combined authorities, presents a potential turning point. TfSE stands ready to support its constituent authorities in navigating these changes and capitalising on new opportunities as they emerge~~.

In the meantime, TfSE can play a crucial role in enhancing transport planning capacity across the region. This includes supporting the development of a Centre of Excellence, providing partners with access to its analytical framework, and offering resources to support early-stage scheme development. By fostering collaboration and building local capabilities, TfSE aims to empower the South East to deliver its ambitions.

TfSE's Approach to Delivery

Delivering this Strategy requires a coordinated, strategic approach to planning, prioritisation, and progress monitoring. To achieve this, TfSE has established a clear framework for translating the Strategy into actionable interventions and policies.

SIP and Policy Position Statements

The 2020 Transport Strategy provided the foundation for the SIP, which identifies the interventions and policies needed to achieve the Vision and Goals. Supporting this, TfSE has prepared Policy Position Statements that outline the global actions required to implement the SIP effectively. The SIP will be refreshed in 2025 to reflect the latest Transport Strategy.

Delivery Action Plan

This is a detailed Route Map for achieving the SIP, especially for schemes prioritised for progress within the next three years. It

clarifies leadership responsibilities, resource requirements, and TfSE's role in supporting delivery. Updated annually through partner collaboration, this plan remains dynamic and aligned with regional priorities.

Analytical Framework

TfSE's Analytical Framework underpins the evidence base for all strategic decisions, from decarbonisation and electric vehicles to freight and economic assessment. It is not just a support tool for delivery partners, but a core component of TfSE's approach to strategy development, prioritisation, and monitoring. The Framework will continue to evolve, ensuring decisions remain guided by robust, up-to-date data and analysis.

Prioritisation Framework

Recognising the complexity of delivering schemes through various funding streams, the Prioritisation Framework provides a structured methodology to rank SIP schemes against criteria such as strategic fit, deliverability, and impact. This ensures resources are directed where they will have the greatest benefit.

Support for Delivery Partners

TfSE works closely with partners to provide funding, resources, and technical tools for scheme development. Key initiatives include:

- Scheme Development Funding: Supporting the early stages of scheme development.
- Analytical Framework: Offering data-driven insights for evidence-based decisions.
- Centre of Excellence: Building capacity and technical expertise across the region.

Monitoring, Reporting, and Refreshing

Progress is systematically tracked through annual updates to the Delivery Action Plan and reported in TfSE's Annual Report. The State of the Region Report, published biennially, provides a comprehensive overview of how the South East is performing on key economic, social, and environmental metrics. These insights ensure alignment with strategic aspirations and inform future updates to the Transport Strategy, SIP, and Delivery Action Plan.

Roles and Responsibilities

The delivery of this strategy will require the collective effort of TfSE and its partners. TfSE's delivery approach is based on a clear understanding of the roles and responsibilities of each. The list below outlines how different delivery activities contribute to the broader strategic outputs necessary for achieving the Transport Strategy's Missions.

- **Central Government including Department for Transport (DfT):** Central Government, particularly the DfT, plays a critical role in enabling the delivery of TfSE's Strategy by providing funding, shaping supportive policy, and enacting regulatory changes. These elements are essential for implementing interventions and achieving the Strategic Goals outlined in the SIP. The DfT's support ensures alignment between national transport objectives and the priorities for the South East, enabling the delivery of transformative projects.

- **Strategic Authorities**: If the devolution landscape continues to develop, we expect Strategic Authorities, including Mayoral Combined County Authorities, will play an increasing role in transport and spatial planning and delivery.

- **Local Transport Authorities (LTAs):** LTAs are key to implementing TfSE's Strategy on the ground, as they manage local highways, public transport services, and

active travel networks. They play a vital role in developing and delivering transport projects, such as highways improvements, bus interchanges, and active travel schemes. By aligning spatial and transport planning, LTAs ensure that local development is coordinated with regional transport priorities. TfSE supports LTAs by offering technical assistance, funding for early-stage scheme development, and access to its Centre of Excellence.

- **Local Planning Authorities (LPAs)**: LPAs are instrumental in aligning spatial planning with TfSE's Strategy. They develop Local Plans that integrate housing, employment, and transport priorities, ensuring that growth is supported by sustainable transport infrastructure. By embedding TfSE's Vision into local policies, they help create well-connected communities that promote sustainable travel choices.

- **National Highways:** National Highways leads the delivery of improvements to the Strategic Road Network (SRN), which is critical to supporting regional connectivity and resilience. TfSE collaborates with National Highways to help shape the development of the Roads Investment Strategy, aligning investment with the strategic priorities of the South East. This partnership ensures that projects like junction upgrades and new road links address regional challenges such as congestion and freight movement.

- **Network Rail and Great British Railways**: Network Rail currently manages rail infrastructure in the region, while GBR is set to take on strategic functions in the medium term. TfSE will collaborate closely with central government to align national rail priorities with regional needs, focusing on enhancing rail connectivity and reliability. TfSE works with these bodies to ensure that the rail network supports the South East's economic and environmental goals,

including decarbonisation and improved access to international gateways.

- **Active Travel England and Sustrans**: Active Travel England and Sustrans are essential partners in promoting sustainable travel through active travel infrastructure and Public Rights of Way. They have worked with TfSE on the Development of our Regional Active Travel Strategy and Action Plan that will help achieve the Strategy's Decarbonisation and Inclusion and Integration Missions. By integrating active travel into transport planning, they support the creation of healthier, more connected communities.

- **Transport operators and port and airport owners**: Op Operators of public transport, ports, and airports contribute directly to the delivery of TfSE's Strategy by providing essential services and infrastructure. These stakeholders are vital in enhancing strategic connectivity, transitioning to zero-emission fleets, and improving access to international gateways. TfSE liaises with operators through our Transport Forum and seeks to address the operational challenges they face through our ongoing thematic work programme.

- **Industry bodies and interest groups**: Industry representatives and advocacy groups play a critical role in delivering TfSE's Strategy by providing insights, expertise, and support for key initiatives. Their involvement helps to ensure that transport interventions align with broader economic, social, and environmental objectives. By engaging with these groups, TfSE fosters collaboration and builds the case for investment in transformative projects that benefit the South East.

TfSE's Role

The lists below outline the key actions TfSE must take out until 2030 to achieve our Missions, and tackle known, cross-cutting

delivery challenges. These actions will evolve and become more focused as we progress delivery of the Strategy.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

The delivery of this Strategy will take the combined effort of TfSE and its partners.

The tables to the right and on the following page slide outline the key actions TfSE must take out until 2030 to achieve our Missions, and tackle known, cross-cutting delivery challenges. These actions will evolve and become more focused as we progress delivery of the Strategy.

TfSE is committed to keeping its Strategy relevant and effective. Following this refreshed Strategy, the SIP will be updated to align with the new Missions. TfSE also plans to refresh the Transport Strategy every five years, ensuring its approach remains adaptable to evolving challenges and opportunities.

To support the **Strategic Connectivity** Mission, TfSE will:

- Continue to support the development of the business cases for schemes in our SIP.

- Deliver on the recommendations of our studies into intermodal transfer of freight from road to rail and warehousing supply in the TfSE area.

- Work with government and local partners to develop a coherent pipeline of infrastructure investment, so that infrastructure planning across transport and utilities is delivered in a joined-up manner

- Work with National Highways and Great British Railways to help set priorities for road and rail network.

- Work with local authorities and Active Travel England to secure funding for investment that improves first / last mile connectivity to transport hubs and services by walking and cycling.

- Proactively work with government and our international gateways to identify, support, and deliver improvements to connectivity.

- Deliver the forthcoming South East Rail Strategy, which will support continued investment in the rail network

To support the **Resilience Mission**, TfSE will:

- Work with our partners to identify the specific role that TfSE can best play in enhancing the resilience of the transport network.

- Develop an evidence base on key resilience risks affecting the strategic transport network across the South East, and quantify the impacts of these risks

- Make the case to government for enhanced and consistent funding to improve the operational resilience and maintenance of strategic and local transport networks.

- With Network Rail, National Highways, Government, and local authorities, identify opportunities for targeted investment in improving the operational resilience of the Strategic Road Network, and Major Road Network and key rail links.

- Work with Network Rail, National Highways, government, local authorities, and our environmental stakeholders to understand the potential for nature-based solutions (e.g.

sustainable urban drainage systems) to improve the resilience of networks to extreme weather.

To support the **Inclusion and Integration** Mission, TfSE will:

- Work with our partners to ensure that the impacts on Transport Related Social Exclusion be embedded in scheme development at an early stage, including as part of statutory impact assessments.

- Work through the Wider South East Rail Partnership and our Bus Forum to deliver best practice in catering for the needs of to socially excluded groups in operations.

- Further develop our evidence base on social exclusion, specifically on the impacts of different intervention types on reducing social exclusion, including impacts on specific groups.

- Include methodologies that prioritise engagement with socially excluded groups in transport policy making and scheme development on the Centre of Excellence.

- Share best practice on the application of consistent approaches to integrated ticketing and fares as part of our Centre of Excellence.

To support the **Decarbonisation Mission** TfSE will:

- Work with other STBs to enhance the Carbon Assessment Playbook and further embed it in the local transport scheme assessment process.

- Continue work with the freight sector to identify and deliver initiatives to accelerate freight decarbonisation.

- Support the roll out of the Electric Vehicle Charging Infrastructure Visualiser Tool to help local authorities identify suitable locations for publicly available charging points.

- Continue work to support the roll out of dedicated charging infrastructure to accelerate the electrification of commercial vehicle fleets.

- Commence a dedicated workstream on combined transport and energy investment opportunities across the South East, exploring infrastructure improvements and service models required to deliver radical decarbonisation of both sectors.

- Work with Network Rail on options to support the decarbonisation of the railway where diesel trains still operate.

To support the **Sustainable Growth Mission**, TfSE will:

- Work with local planning authorities, local transport authorities, and Homes England to identify and roll out opportunities for forward funding sustainable transport investment as a means of enabling sustainable growth.

- Through the Centre of Excellence, work with highway authorities to adopt more widely the 'Healthy Streets' approach across the South East.

- Horizon scanning for new transport technologies, providing advice on their potential impacts on transport and wider society, and recommend policy interventions needed.

- Provide case studies and access to data and analytical tools on successful integration of land use and transport planning, focussing on enabling sustainable travel, as part of the Centre of Excellence.

To help address **challenges in delivery**, TfSE will:

- Develop a funding playbook for strategic transport infrastructure investment, to identify alternative funding sources for such investment based upon a beneficiary-pays Principle.

- Work with government to advocate for increased, consistent funding to deliver the ambitions set out in this Strategy and our SIP.

- Continue to develop the TfSE Analytical Framework and Centre of Excellence in response to delivery challenges identified by our partners.

Funding and Financing

Multiple sources of funding and financing are needed to deliver this Strategy.

The list below outlines the key funding and financing options that will be called on to deliver this Strategy. This builds on detailed work undertaken by TfSE in developing its SIP

Public finance is likely to remain the key source of funding for highway and railway infrastructure in the future. Looking further ahead, to manage demand and invest in sustainable transport alternatives, new funding models will need to be pursued in future to secure finance to implement schemes.

This could include beneficiary pays model, such as road user charging schemes, as a means of both managing demand in a 'pay as you go' model or as part of a 'mobility as a service' package, as well as providing much needed funding for investing in sustainable transport alternatives.

Where demand management tools are proposed, TfSE will work with partners to ensure they are fair and proportionate. — supporting behaviour change without disadvantaging those who rely on car travel for essential trips.

TfSE will continue to identify and secure additional sources of funding to help deliver this Strategy.

- **Funding**: Money provided by users, investors, and/or government, which does not need to be reimbursed. Sourced from: private sector, local government, regional government, and the UK government. Dependent on/linked to: developer contributions; levies (e.g. business); and charges (e.g. cordons).

- **Financing**: Money provided by banks or other financiers with an expectation of a return on their investment. Sourced from: banks, lenders, investors, and the Public Loans Work Board. Dependent on/linked to: Revenue (fares, tolls) and underwriting.

Programme for Delivery

The 2023 SIP outlines how the interventions within it could be delivered. This will be refreshed to reflect this Strategy.

An updated high-level programme illustrating the potential timelines for the interventions included in this Strategy is provided in Appendix C. This will be further developed as part of the SIP refresh.

Monitoring and Evaluation

TfSE has established processes to oversee the development, delivery and benefits realisation arising from its Strategy and SIP.

This includes monitoring a set of indicators, which are outlined in TfSE's SIP and State of the Region Report. The list below outlines how these indicators map to the five Missions outlined in this Strategy.

Strategic Connectivity

- From the SIP

- o Improved journey times and reliability on the Strategic Road Network, Major Road Network and local roads.

- o Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available.

- o No transport schemes or interventions result in net degradation of the natural capital of the South East.

- From the State of Region Report

  - o Rail and rail network reliability.

  - o Average speeds for road and rail between key East-West locations.

  - o One-hour public transport catchments to international gateways.

Resilience

- From the SIP:

  - o Reduced delays on the highways network due to poor weather.

  - o Reduced number of days of severe disruption on the railway network due to poor weather.

  - o Metrics relating to reduced delay on road network suffering from road traffic collisions.

  - o Reduced delays on the highways network due to poor weather.

  - o Reduced number of days of severe disruption on the railway network due to poor weather.

- o Metrics relating to reduced delay on road network suffering from road traffic collisions.

- From the State of Region Report:

  - o Road and rail network reliability.

  - o Percentage change in delays on the Southern Rail network caused by weather events.

  - o Average delay on key freight links.

  - o Road collisions per billion vehicle miles.

Inclusion and Integration

- From the SIP:

  - o Increase in the number of bus services offering 'Smart Ticketing' payment systems.

  - o Number of passengers using 'Smart Ticketing'.

  - o Number of passengers using shared transport.

  - o Reduction in NOx, SOx and particulate pollution levels in urban areas.

  - o A reduction in the indicators driving the indices of multiple deprivation in the South East, particularly in the most deprived areas in the South East region.

  - o Increase in the number of cross-modal interchanges and / or ticketing options in the South East.

  - o Reduction in the number of people killed and seriously injured by road and rail transport.

- From the State of Region Report:

  - o Accessibility scores in the TfSE geography.

- Transport Related Social Exclusion scores.

- Percentage of household income spent on transport.

- Inflation of public transport fares.

Decarbonisation:

- From the SIP

  - Reduction in carbon emissions by transport.

  - A net reduction in the number of miles undertaken per person each weekday.

  - A reduction in the mode share of the private car (measured by passenger kilometres).

  - Reduction in non-renewable energy consumed by transport.

- From the State of Region Report:

  - Transport carbon emissions total/per capita.

  - Percentage split of vehicles by fuel type.

  - Electric or hybrid cars licensed.

  - Number of EV charging points in the South East.

  - Charging devices per 100,000 of population.

Sustainable Growth:

- From the SIP

  - The percentage of new allocated sites in Local Plans supported by high frequency bus, mass transit or rail.

- Clear and quantified sustainable transport access and capacity for Local Plan allocated sites.

- Increase mode share of trips undertaken by ~~foot and cycle~~active travel.

- Increase number of bikeshare schemes in operation in the area.

- Increase in the length of segregated cycleways in the South East.

- Increase in the length of the National Cycle Network in the South East.

- From the State of Region Report:

  - Adult activity levels and public health outcomes tied to active travel.

  - Percentage of households with three or more cars.

  - Rail and bus trips per person per year.

  - Average distance of travel.

  - Percentage of household income spent on transport.

- Cross cutting indicators from the State of Region Report:

  - Mode share of trips per person per Year in the South East.

  - South East and UK GVA growth from 2020.

  - Biodiversity net gain.

Appendix 5

Integrated Sustainability Appraisal

Transport Strategy for the South East

June 2025

26 June 2026

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Non Technical Summary

Transport for the South-East (TfSE) is undertaking a refresh of its Transport Strategy first adopted in 2020. This report sets out the Integrated Sustainability Appraisal (ISA) undertaken for the Transport Strategy. The ISA aims to identify and mitigate environmental and social impacts at a strategic level. It is subject to public consultation alongside the Transport Strategy.

In terms of sustainability policy in England, the last five years since the Strategy was developed, has seen a growing emphasis on both environmental net gain and the need to decarbonise. Transport is the largest single contributor to greenhouse gas emissions in the UK. Development and operation of transport infrastructure and traffic have impacts on biodiversity and environmental quality (including air, water and soils).

The South East of England is Britain's gateway to the world. Its dynamic economy, scenic landscapes, rich cultural heritage, and proximity to London and mainland Europe make it one of the most prosperous and desirable regions for living, working, and visiting in Britain. While parts of the TfSE Region are densely populated, large areas are highly designated for the biodiversity, heritage and landscape value and important for the sustainable growth of the Region.

The Strategy has five 'missions' which set a route map for improving strategic connectivity, strengthening resilience, enhancing integration, decarbonising the transport system, and unlocking sustainable growth. They aim to deliver beneficial outcomes by reducing congestion and air pollution; providing affordable and accessible public transport; reducing the impacts of climate change; enabling better physical and mental health through active travel; and providing users with better access to jobs, education, leisure and other opportunities.

In order to deliver these missions, a number of interventions have been identified. The majority of these were previously assessed as part of work undertaken for the Region's Strategic Investment Plan. Interventions that require new transport infrastructure can have significant negative effects on natural capital, biodiversity, historic environment, landscape, water, soils, air quality, noise and greenhouse gases. However, they can also deliver positive effects, including on the same sustainability aspects. Positive effects include air quality, greenhouse gases, safety, health, equalities and the economy.

New interventions and measures proposed in the updated Strategy do not substantially change previous assessments undertaken. For many of the interventions, a precautionary approach is taken to the assessment. This takes into account the presence of sensitive environmental features and potential for construction and operational effects of different types of transport. Potential negative impacts predicted at this stage can be avoided or reduced through further project-level design and assessment. For larger projects with predicted significant effects in the Strategy, this will involve environmental impact assessment as part of consenting.

Health and equalities considerations, as well as information from a Habitats Regulations 'screening' of likely effects on protected sites for nature conservation have informed the overall assessment.

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1. Introduction

Transport for the South East (TfSE) is undertaking a refresh of its thirty-year Transport Strategy published in 2020[1]. The ambitious Vision for the Transport Strategy was to deliver a high-quality, reliable, safe and accessible transport network that offers seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and give residents and visitors the highest quality of life. After five years, the Transport Strategy is being refreshed to ensure strategic priorities are still being met in the changing policy, demographic, socio-economic and environmental context of the area.

The TfSE area is shown in **Error! Reference source not found.** and encompasses the entirety of Kent, Medway, Hampshire, the Isle of Wight, Surrey, East Sussex, West Sussex, Brighton & Hove, and the six Berkshire authorities (West Berkshire, Bracknell Forest, Reading, Slough, Royal Borough of Windsor & Maidenhead, and Wokingham).

Figure 1.1 TfSE Area
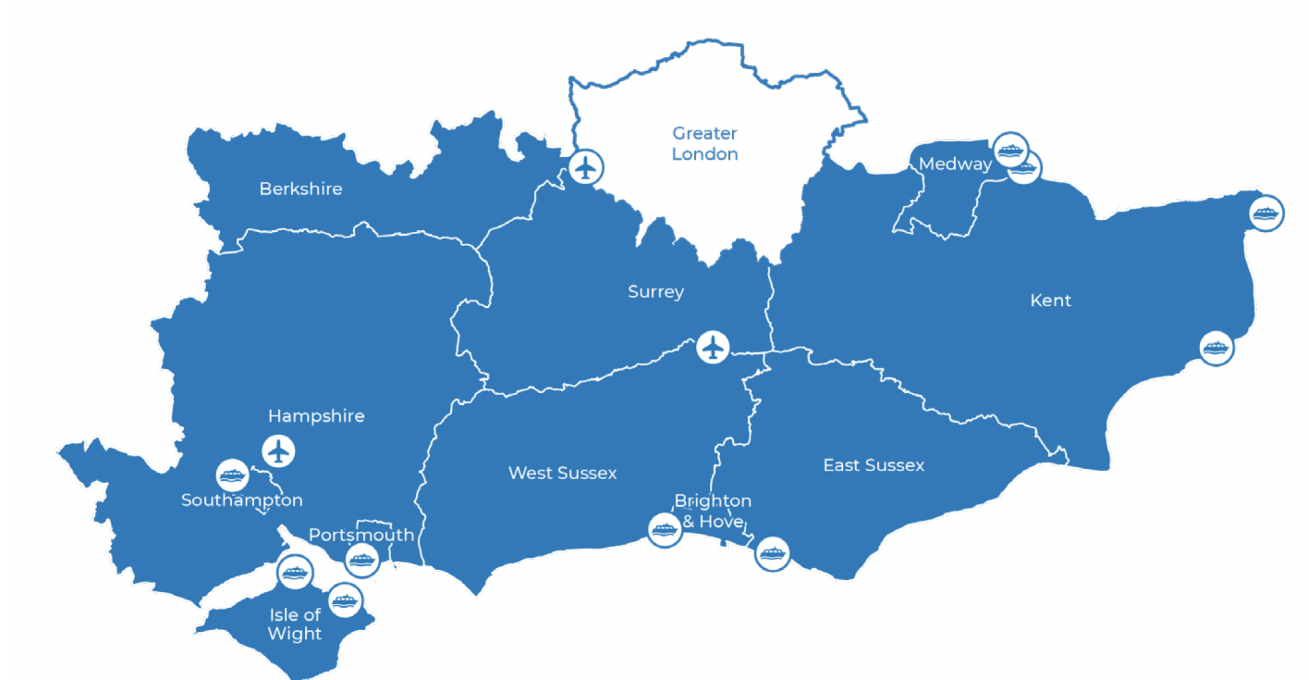
A map of the Transport for the South East area

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) is being undertaken as part of the strategy refresh. The ISA combines several sustainability appraisal processes, so that environmental and social impacts are identified and mitigated as part of strategy development. This Scoping Report sets out the first stage of the ISA process.

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[1] https://transportforthesoutheast.org.uk/our-work/transport-strategy/

The components of the ISA process are set out in Figure 1.1 below and each process is then briefly described.

Figure 1.2: Processes within Integrated Sustainability Appraisal
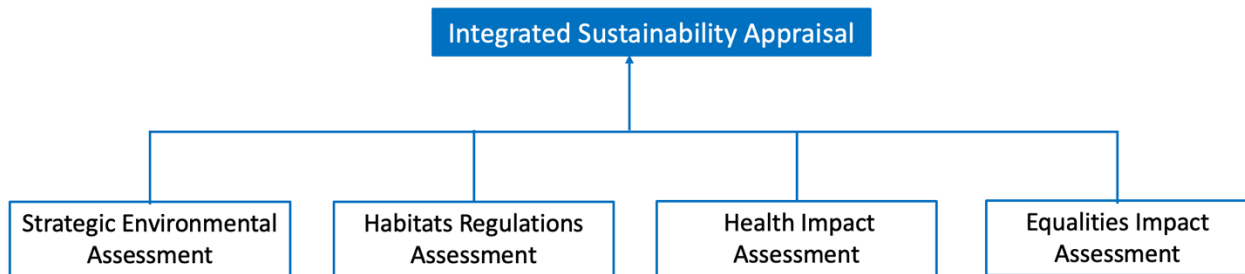
A diagram showing component processes of Integrated Sustainability Appraisal

Strategic Environmental Assessment (SEA)

SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the "Environmental Assessment of Plans and Programmes Regulations" (SI 2004/1633, known as the SEA Regulations). The SEA Regulations place an obligation on authorities to undertake SEA for certain plans and programmes which are likely to have significant effects on the environment.

Habitats Regulations Assessment (HRA)

HRA is undertaken under the Conservation of Habitats and Species Regulations 2017[2] (SI 2017/1012, known as the Habitats Regulations) for plans or projects which are not directly connected to the management of the site and would be likely to have a significant effect on a European Site designated for nature conservation, either alone or in combination with other plans. These comprise Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites.

Health Impact Assessment (HIA)

Health Impact Assessment is a process to identify the likely health effects of plans, policies or projects and to implement measures to avoid negative impacts and / or promote opportunities to maximise the benefits. An HIA is not a statutory requirement, however, Planning Practice Guidance[3] states that planning can create environments that support and encourage healthy lifestyles and that a HIA is a useful tool when there are expected to be significant impacts.

Equalities Impact Assessment (EqIA)

EqIA is undertaken under the Equality Act 2010 to ensure that plans, policies or projects do not discriminate or disadvantage people. It applies to people with the following 'personal protected characteristics': age, disability, gender, gender reassignment,

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[2] Updated by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019
[3] Ministry of Housing, Communities and Local Government, 2019, Guidance – Healthy and Safe Communities. https://www.gov.uk/guidance/health-and-wellbeing

marriage and civil partnership, pregnancy and maternity, race, religion or belief, and sexual orientation.

Purpose of Report

This report represents the draft ISA undertaken according to the SEA Regulations and best practice[4]. It documents the SEA process, as well as drawing on the results of the HIA, EqIA and HRA. It is subject to public consultation alongside the Transport Strategy.

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[4] Government guidance on Strategic Environmental Assessment and Sustainability Appraisal available at:
https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

2. TfSE Strategy Refresh

Background

Transport for the South-East (TfSE) published its thirty-year Transport Strategy in 2020[5], with a vision and three goals based around Economy, Society and the Environment. An Integrated Sustainability Appraisal[6], including SEA, HRA, EqIA and HIA was undertaken alongside the Strategy.

To identify the interventions that would be needed to deliver the Transport Strategy, five area studies were undertaken[7]:

- Outer Orbital Study
- Inner Orbital Study
- South Central Radial Study
- South East Radial Study
- South West Radial Study.

Each of the Area Studies investigated the issues, challenges and opportunities that were identified in the Transport Strategy in more detail. An ISA was undertaken for interventions in each Area Study[8].

The Area Studies identified a shortlist of interventions which have formed the basis for the Strategic Investment Plan.

Strategic Investment Plan

The Strategic Investment Plan (SIP) was submitted to Government in March 2023[9] and provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from now to 2050.

Place-based interventions comprise 24 multi-modal packages, including rail, mass transit (buses or ferries), active travel (e.g. walking, wheeling, cycling, horse-riding) and highways. These were previously assessed under the Area Studies ISAs.

The mass transit system supports multi-modal travel and seamless transfer between modes which includes rail and bus services. The SIP is also supportive of first and last mile improvements, to widen the area that benefits from mass transit interventions. To avoid increasing congestion, improve road safety, increase access to affordable transport

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[5] https://transportforthesoutheast.org.uk/our-work/transport-strategy/

[6] TfSE, Steer and WSP, April 2020: Integrated Sustainability Appraisal, Post Consultation Draft: https://transportforthesoutheast.org.uk/useful-documents/transport-strategy/

[7] https://transportforthesoutheast.org.uk/our-work/area-studies/

[8] The ISA for each area study is available on individual area study pages accessed via: https://transportforthesoutheast.org.uk/our-work/area-studies/

[9] TfSE, March 2023, A Strategic Investment Plan for the South East: https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/

options, and further support decarbonisation, highways opportunities in the SIP have a particular focus on those facilitating freight and bus movements to make the best use of the roads in the region.

These packages are a step-change away from traditional "predict and provide" capacity enhancements of previous decades. They 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. A Delivery Action Plan sets out those interventions to be delivered in the next three years[10].

In addition to specific interventions, the SIP introduced six global policy interventions (also see Figure 2.1 below):

- Decarbonisation
- Public transport fares
- New mobility
- Road user charging
- Virtual access
- Integration

Figure 2.1 Global Policy Interventions

1.1. Decarbonisation

We aspire to deliver a faster trajectory towards net-zero than current trends, including rapid adoption of zero emission technologies, to avoid the worst effects of human-induced climate change.

1.2. Public Transport Fares

We wish to reverse the real terms increase in the cost of public transport compared to motoring.

1.3. New Mobility

We see great potential for new mobility (e.g. electric bikes and scooters) to boost active travel in the South East.

1.4. Road User Charging

We encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures.

1.5. Virtual Access

The past two decades, amplified by the global Covid pandemic have shown how virtual working can help reduce demand for transport services.

1.6. Integration

We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing, and accessibility.

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[10] TfSE, June 2023, Delivery Action Plan:
https://transportforthesoutheast.org.uk/app/uploads/2023/10/20231004_TfSE_AreaStudies_DeliveryActionPlan_Report_1.7-Blue-titles-added-to-maps-003.pdf

Some of the interventions from the SIP, in addition to the global policy interventions have been further prioritised in the updated strategy.

Strategy Update

Since TfSE's first Transport Strategy, the context within which the strategy operates has changed. These changes broadly fall into three groups:

1) Changes to national and local policies
2) Changes to travel behaviour, resulting from the pandemic
3) Progress since the publication of the first strategy including Area Studies and SIP described above.

The vision statement has been developed in partnership with key stakeholders and sets out the overall direction of the Transport Strategy and forms the basis of the three goals and five missions that underpin it:

Our Vision is for the South East to offer the highest quality of life for all, and be a global leader in achieving sustainable, net-zero carbon growth.

To achieve this, we will develop a resilient, reliable, and inclusive transport network that enables seamless journeys and empowers residents, businesses, and visitors to make sustainable choices.

We will deliver this Vision by driving strategic investment and forging partnerships that deliver sustainable transport, integrated services, digital connectivity, clean energy, and environmental enhancement.

Our Vision is supported by three Goals that reflect the three pillars of sustainable development.

Economic Goal
Improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Social Goal
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

Environmental Goal
Protect and enhance the South East's unique natural and historic environment.

The Strategy comprises five key missions that TfSE will prioritise to achieve its Vision:

- Strategic Connectivity
- Resilience
- Inclusion and integration
- Decarbonisation
- Sustainable Growth

Each mission is linked to outcomes, in addition to a number of priorities and interventions. Further information can be found in Chapter 5 and Appendix A and B of this Report.

Relationship to other plans

Figure 2.1 below shows how this document sits at a regional level in relation to national and local plans. There are a number of key transport strategies and plans at the national level which have helped to drive the refresh of the Strategy. Chapter 4 also sets out key sustainability legislation and policy taken into account in the Strategy refresh.

The TfSE constituent local authorities will use the Strategy and associated plans in local planning. This includes the 16 Local Transport Authorities and associated Local Transport Plans.

The specific transport interventions set out in the Transport Strategy are also being delivered by other organisations, including National Highways and Network Rail. The policy framework for the delivery of these major schemes is the National Networks National Policy Statement (NPS)[11] and as such these major schemes have been assessed within the related Appraisal of Sustainability[12].

Figure 2.2 TfSE Strategy and relationship with other plans

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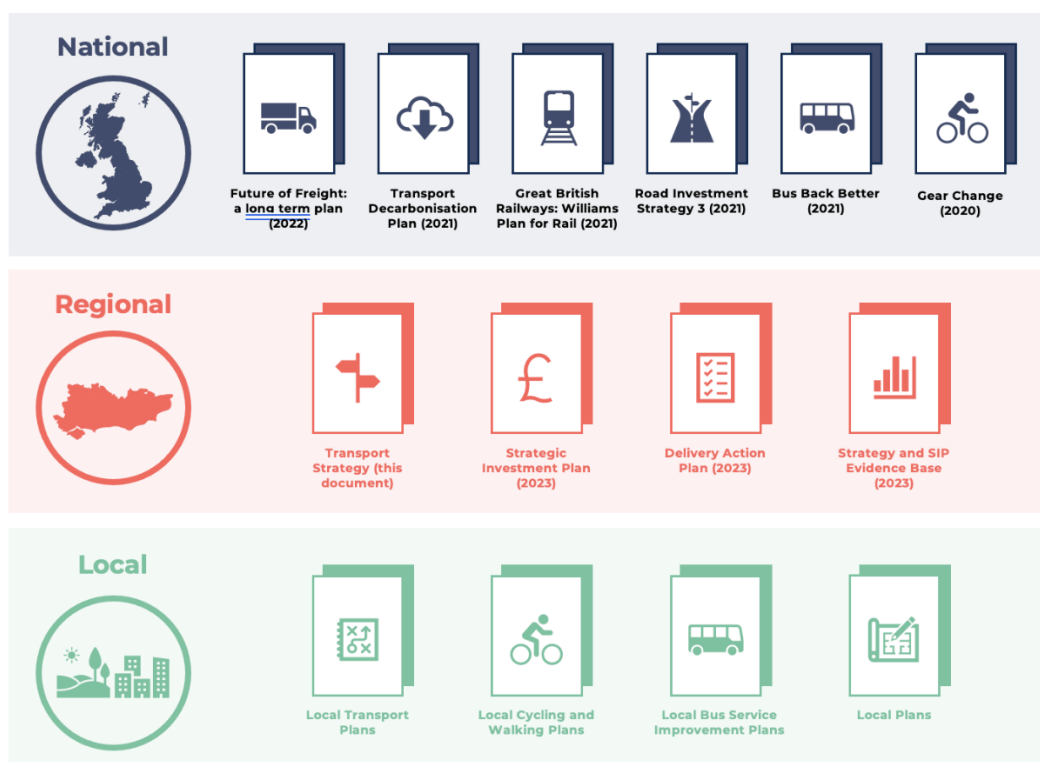
[11] Department for Transport, March 2024
https://assets.publishing.service.gov.uk/media/65e9c5ac62ff48001a87b373/national-networks-national-policy-statement-web.pdf

[12] Ramboll/ WSP, February 2024,
https://assets.publishing.service.gov.uk/media/66279715d29479e036a7e5e1/nnnps-aos.pdf

3. Methodology

The ISA methodology, tends to be driven by the SEA process and other sustainability assessments are incorporated into this. The stages set out in this section cover:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on scope;
- Stage B: Developing and refining strategic alternatives and assessing their effects;
- Stage C: Preparing the Environmental Report
- Stage D: Consulting on the draft plan or programme alongside the Environmental Report; and
- Stage E: Monitoring the significant effects of implementing the plan or programme on the environment.

Stage A Scoping

Consultation on the scope of the ISA was undertaken via a Scoping Report issued in August 2024 to the statutory bodies (Environment Agency, Historic England and Natural England). The Report set the scope and context of the ISA through:

- An overview of the development of the Strategy and reasons for update;
- The relevant updates to legislation and policy, baseline information and future trends, whilst identifying key issues and opportunities for the appraisal of the Strategy; and
- The framework to be used for the sustainability appraisal.

The Scoping Report responds to the requirements of Schedule 2 of the SEA Regulations (Box 1 below) and a brief summary is provided in Chapter 4.

> **Box 1. SEA Requirements covered in the Scoping Report.**
>
> a) *An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.*
> b) *The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.*
> c) *The environment characteristics of areas likely to be significantly effected.*
> d) *Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).*
> e) *The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation*

There were no responses to the consultation, the Scoping Report has been published for information alongside the Draft Transport Strategy.

Stage B: Assessment

The SEA Regulations require that the likely significant effects on the environment arising from the plan and its alternatives are described and evaluated (regulation 12(2)).

The Strategy has been refreshed from an updated Evidence base and a number of 'challenge statements' set out in the ISA Scoping Report representing issues and opportunities to be addressed. Chapter 2 of this report sets out how the Strategy has evolved. For the purposes of this assessment, the main alternatives are:

1) the 2020 Strategy, subsequent Area Studies and SIP; and
2) the refreshed Strategy and any new interventions introduced.

The SEA Regulations cover the effects on the environment on issues such as: *biodiversity, population, human health, fauna and flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage and landscape* (Schedule 2, paragraph 6).

While not specifically required by the SEA Regulations, sustainability objectives are a recognised way of considering the environmental, social and economic effects of a plan or programme and comparing the effects of alternatives. The objectives are developed using the sustainability issues identified in Chapter 3. The objectives were used to assess the TfSE Strategy and identify likely sustainability effects. Further information on the methodology used for assessment is provided in Chapter 5.

Stages C & D: Reporting and Consultation

This report sets out the results of the ISA, incorporating SEA, HIA, EqIA and HRA. It constitutes the "Environmental Report" under the SEA Regulations. The ISA accompanies the draft Strategy for public consultation and will also be sent to the consultation bodies.

A Statement will be prepared following the consultation period to summarise how responses to consultation and the results of the ISA has influenced the development of the Strategy, in addition to other information required under Regulation 16.

Stage E: Monitoring

Chapter 6 of this report sets out monitoring required under SEA Regulation 17. Key metrics are incorporated into TfSE's State of the Region Report[13], which is intended to be updated every two years using available data to monitor how the region is changing in relation to economic, social and environmental objectives.

Limitations and Assumptions

The ISA covers the TfSE Region and level of assessment undertaken is proportionate to the scale of the Strategy. At this level, it is not possible to assess interventions alongside

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[13] Transport for the South East State of the Region 2023 Report:
https://transportforthesoutheast.org.uk/state-of-region-report/

design information and a precautionary approach which uses sensitivity of the corridor combined with type of intervention is used as set out at Chapter 5.

The interventions assessed are delivered through Local Authority Transport Plans, or national bodies such as National Highways and Network Rail. Further assessment will need to be undertaken, particularly at a project level as part of delivery.

The assessment assumes that construction of any infrastructure follows existing best practice and applicable environmental legislation and guidance (for example legislation for protected species and construction best practise). Therefore, it is assumed that construction of small scale infrastructure including improving footpaths and cycleways, online bus, rail and highway (minor online works) infrastructure would generally not give rise to significant environmental effects, unless adjacent to a sensitive receptor such as a designated site. Larger infrastructure such as new railways, roads and dualling and offline mass transit may have some significant effects, and these are identified in the assessment.

4. Overview of the Environment

This chapter provides an environmental overview of the TfSE Region and a summary of the issues and opportunities associated with change over the plan period. The Scoping Report, also issued for consultation, provides further information, including a full review of the environmental characteristics, evolution of the environment, existing problems and relevant legislation, polices and plans, including any environmental protection objectives (Appendix A of the Scoping Report).

Policy Context

In terms of sustainability policy in England, the last five years since the Transport Strategy was first developed, has seen a growing emphasis on both environmental net gain and the need to decarbonise.

Goals set out within the national 25 Year Environment Plan[14] are focused on enhancing natural capital and ecosystem services, including enhancing the natural environment, clean air and water, mitigation and adaptation to climate change. This is also reflected in the requirement for environmental targets and biodiversity net gain in the Environment Act 2021. The interaction between green spaces and health is also noted.

Nature Positive 2030[15] was produced in 2021 by the UK's five statutory nature conservation bodies and sets out how pledges to protect 30% of land and seas for nature by 2030 can be achieved. Local Nature Recovery Strategies[16] need to be prepared by authorities to identify priorities for nature recovery and propose associated actions in identified locations by March 2025. Despite these commitments, there are continuing trends of biodiversity decline.

Section 245 of the Levelling-Up and Regeneration Act 2023 states that public bodies, while performing their functions in relation to or so as to affect a National Park or National Landscape, have a duty to 'further the purposes' of these landscapes.

The Department for Transport released its plan to decarbonise transport in 2021[17]. Decarbonising all forms of transport comprised increasing cycling and walking, zero emissions buses and coaches, zero emissions cars, vans, motorcycles and scooters, decarbonising railways, maritime and aviation sectors. It also included multi-modal decarbonisation covering change in fuels, freight and logistics, the role of technology and places.

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[14] HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment https://www.gov.uk/government/publications/25-year-environment-plan
[15] Joint Nature Conservation Committee, Natural England, Natural Resources Wales, NatureScot and the Northern Ireland Environment Agency, 2021, Nature Positive 2030: https://jncc.gov.uk/our-role/the-uk/nature-positive-2030/
[16] Defra, 2023, Local Nature Recovery Strategies Policy Paper: https://www.gov.uk/government/publications/local-nature-recovery-strategies/local-nature-recovery-strategies
[17] Department for Transport, 2021, Decarbonising Transport, A Better Greener Britain: https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf

Overview of the TfSE Region

The region is densely populated along the northern border surrounding London and its south coast, including conurbations such as Southampton and Brighton. There are also a network of towns along major rail corridors to London, including Ashford, Basingstoke, Burgess Hill/Haywards Heath, and Newbury/Thatcham.

Outside these areas, population density is relatively low and the region is highly designated for its biodiversity, heritage and landscape interests. There are in the region of 300 internationally designated and 1,250 nationally designated sites for nature conservation. Canterbury Cathedral is a World Heritage Site and there are two World Biosphere Reserves (Brighton & Lewes Downs, Isle of Wight), defined by UNESCO as 'learning places for sustainable development', in particular interactions between social and ecological systems. There are approximately 2,200 nationally important Scheduled Monuments , in addition to over 50,000 Listed Buildings, designated for their heritage value. Two National Parks (New Forest and the South Downs) cover approximately 20% of the total TfSE area, in addition there are eight National Landscapes in the region.

There are numerous other environmental designations, in addition to other valuable assets, such as clean air, water resources and high quality agricultural soils. Environmental protection and enhancement is an important part of sustainable growth.

Sustainability context

From a review of relevant policy and baseline information in the TfSE Region, including trends over time, sustainability issues and opportunities were identified for the Strategy. Sustainability objectives were then formulated to guide the assessment.

Table 4.1 below sets out the sustainability issues, opportunities and objectives used for the assessment of the Strategy.

Table 4.1 Sustainability Appraisal Framework

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Natural Capital and Ecosystem Services	• Transport policy and its implementation can impact or enhance environmental targets, including net gain. • There is an opportunity to integrate a natural capital and ecosystem services approach into development of transport policy and its implementation.	ISA 1: To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.
Biodiversity	• There is potential for impacts to designated sites for nature conservation as well as the potential to contribute to wider nature decline, through impacts on habitats and species. • Any impact on biodiversity will need to meet requirements for net gain, this may be challenging for delivery of some projects. • There is also potential to support nature recovery, for example through changing travel behaviour, or supporting improvements in priority areas.	ISA 2: To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain.
Historic Environment	• Direct and indirect impacts on the significance of internationally, nationally and locally designated and non-designated heritage assets, including their settings. • Opportunities to enhance the historic environment, including engagement through improved access.	ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.
Landscape and Townscape	• There is huge development pressure on designated landscapes in the TfSE area, including their setting, and transport could directly and indirectly affect these. • There is also potential for erosion of landscape and townscape quality. • Transport infrastructure, particularly active travel, can provide greater opportunities to connect people with the natural environment.	ISA 4: To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Water Environment	• Increased urban run-off from infrastructure and traffic flows affects quantity and quality of surface water run-off. Design of transport infrastructure can help improve water resources.	ISA 6: To protect and enhance surface and groundwater quality.
Air Quality	• Emissions to air affects human health, in addition to biodiversity. • Emissions from transport, including highways, ports and airports are sources of key air pollutants, including nitrogen and particulate matter in the TfSE area. Transport policy therefore has a role to play in meeting air quality targets.	ISA 7: To protect and enhance air quality by reducing transport related emissions.
Climate Change and GHG Emissions	• Transport is the largest contributor to the UK's greenhouse gas emissions and has a key role to play in mitigating climate change. • Climate change (extreme heat, flooding and storms) can impact transport infrastructure and there are opportunities to improve resilience.	ISA 8: To reduce greenhouse gas emissions and maximise resilience to climate change.
Noise and Vibration	• There is a concentration of transport hubs and networks in the TfSE area, which can lead to environmental noise exposure affecting both people and wildlife. • There are opportunities for reducing road noise, through both technology and reducing road traffic.	ISA 9: To reduce exposure to transport related noise and vibration.
Soils and Resources	• There is potential for deterioration in quality of, and loss of soils, including the best and most versatile agricultural land from transport policies and projects. • Transport policy has potential to maximise use of existing transport infrastructure, there is also potential use of resources and generation of waste in transport-related construction.	ISA 5: To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective
Population and Equalities	• The TfSE area has a growing population and associated increase in use of transport infrastructure. • Access to affordable and efficient transport and accessibility of different types of transport is important for different groups of people including the elderly, young people, less able bodies, those on lower incomes, in urban centres or geographically isolated.	ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.
Health	• While regionally, the TfSE area as a whole performs well in terms of health indicators, there are localised issues, including areas of high deprivation, exposure to transport-related air pollution and noise. • Transport has a role in improving both physical and mental health. Active travel in particular can promote physical exercise, reduce obesity levels and provide opportunities for access to greenspace.	ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.
Community Safety	• High levels of serious injuries and fatalities on the TfSE road network compared to the rest of the UK. • There are opportunities to increase active travel through improved safety in design. • Crime levels on public transport are a concern and may be a barrier, for example females travelling after dark.	ISA 12: To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.
Economy	• Transport is an important factor in productivity in the TfSE area. • There are opportunities to provide better links to education and employment, including urban areas and coastal towns.	ISA 13: To promote a strong economy through the transport network with better access to opportunities.

5. Assessment

The assessment identifies likely effects arising from missions, priorities and associated interventions to be delivered under the Strategy. This approach ensures that all significant effects are captured, whereas reliance on missions and priorities alone may under-represent impacts in delivery.

This approach also means that the assessment is relatively high level as it uses previous ISA work for interventions in the SIP. The methodology draws on transport typologies and sensitivity of corridor described below, and project design information is limited. The assessment also identifies where new interventions are proposed to meet priorities.

The assessment of interventions within the SIP is based on:

1) A sensitivity assessment - Using the approximate locations provided, each of the interventions was mapped using GIS against the indicators such as environmentally protected sites as well as socio-economic information.
2) A typology assessment – based on 15 different types of transport such as new highways, on-line highway improvements, active travel, enhanced bus services etc.

Adjustments were made to align with the ISA Objectives and information from other assessment processes. Considerations for equalities and health assessments are set out in Appendix A. The results of the HRA are reported in a separate document and have been incorporated into this assessment. The HRA screening process has reached a similar conclusion to the previous HRA undertaken for the Transport Strategy. Further detailed assessment is necessary to satisfy the requirements of the Habitats Regulations. Further design information on the interventions and consultation with Natural England would be required.

This means that the assessment of individual interventions may not reflect further detail that may be available at other tiers in the hierarchy (see Figure 2.1), such as Local Transport Plans or project level assessments. However, it does mean that the assessment is based on a worst-case scenario as it hasn't yet applied design evolution anticipated to reduce impacts.

The full assessment is presented in Appendix B. New interventions are identified as alternatives to those previously presented in the SIP. They are considered alternatives under the SEA Regulations as they introduce new aspects as part of the Strategy refresh. Appendix B sets out whether priorities will be implemented in the short-term (ST) or long-term (LT). Interventions such as timetabling and service provision are generally short to medium term and reversible. Effects associated with implementation of infrastructure are considered long-term and permanent.

A summary of the significant positive and significant negative effects for each of the Missions is presented below. This is followed by a summary of effects for each of the sustainability objectives.

Strategic Connectivity

Mission Statement: *We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.*

Significant negative effects are likely for the short-term priority to deliver or initiate well-developed schemes that enhance road and rail connectivity, and longer-term priorities for upgrading the region's key coastal corridors and improving journey times between London and key coastal communities. These arise for environmental objectives (natural capital, biodiversity, historic environment, landscape, water, soils, air quality, noise, greenhouse gases) for some of the major road and some of the major rail schemes in the SIP. This includes the A27 Arundel Bypass, the A27 Lewes to Polegate, and some of the A27 junction improvements, in addition to new rail links to Medway and Heathrow. It should be noted that a precautionary approach has been taken and some effects may be addressed through detailed design. Effects are less like lot be significant for some of the on-line infrastructure modification schemes or those in a less sensitive location. There are also opportunities to improve highway and rail corridors for biodiversity and nature recovery.

Significant positive effects are also predicted for air quality, safety and the economy for the short-term priority to deliver or initiate well-developed schemes that enhance road and rail connectivity, particularly where these reduce congestion and remove level crossings. Safety improvements to the A21 are also significant for the long term priority to improve journey times between London/M25 and coastal communities. Disadvantaged groups (equalities) and the economy will benefit from fare incentives to use public transport for long distance transport and isolated groups from improving access to islands and peninsulas (health, equalities). Positive effects on these objectives are also anticipated where highways schemes reduce congestion and intervention move freight from highways to rail, improving air quality, and have safety and economic benefits.

The short-term priority to reinstate international rail services and **new intervention** on the existing Ebbsfleet and/or Ashford line would not require new infrastructure so no effects on the majority of environmental objectives are predicted, although there may be increased rail noise and reduced noise from highway traffic. This would also have positive effects on air quality and greenhouse gas emissions. **Significant positive** effects were anticipated on the economy through increased connectivity for business and tourism.

Resilience

Mission: *We will safeguard the South East's connectivity and work to maintain and enhance the reliability and resilience of our transport systems for future generations.*

While they improve resilience, including during climate change related events, priorities such as developing alternative corridors, tackling pinch points, delivering the Kent Bifurcation Strategy and other resilience measures can lead to **significant negative effects**. This is where significant new highway or rail works are proposed (e.g. Lower Thames Crossing, A29 Realignment, A22 Uckfield Bypass Dualling and Corridor

Improvements, Kent Lorry Parks, reopening of the Spa Valley Line), such as leading to potential habitat loss/ severance, impacts on species, loss or damage to heritage assets, including their setting, visual intrusion into high quality landscapes, loss of soils and natural resources, and pollution to water or increase in flood risk. For highways schemes in particular, while easing congestion improves air quality, schemes can also induce traffic with significant negative effects on air quality, noise and greenhouse gas emissions.

Significant positive effects are also predicted for some of these priorities, particularly in relation to objectives for the economy, safety, health and equalities (South West and Brighton mainline, Lower Thames crossing). Significant positive effects were also predicted for climate resilience (ISA8) for short-term priorities related to highways maintenance and utility works, infrastructure renewal, planning for future risks, in addition to long-term priority related to resilience of Region's power networks. These priorities also had positive effects on objectives for community safety and the economy, no effects on other objectives were predicted.

Environmental effects from the **new** intervention to renew the bridge to Hayling Island are unknown as will depend on the nature of the renewal, for example structural repairs to the existing bridge or an entirely new bridge. The bridge is in a sensitive location crossing the Chichester and Langstone Harbours Ramsar, SAC and SPA and is also adjacent to the Chichester Harbour National Landscape. Other sustainability objectives are likely to remain unchanged as a result of a bridge renewal. Lane rental schemes are likely to have positive effects in relation to minimising road works, reducing congestion and improving air quality, safety and economy.

Inclusion and Integration

Mission: *We will create an inclusive and integrated transport network in the South East that offers affordable, safe, seamless, door-to-door connectivity for all users.*

While the mission aims to improve connectivity for all users, **significant negative effects** on natural capital, biodiversity and the historic environment are predicted for some of the ferry services and highway interventions. This is largely due to sensitivity of location (e.g. Solent and Thames Estuary) and potential for disturbance to wildlife, decrease water quality, and small scale works in the marine environment. For larger-scale infrastructure (A21 dualling or bypasses in East Sussex), while improving safety, there are likely be effects on biodiversity and natural capital from habitat loss and severance, which can be challenging to provide environmental net gain, and loss or impact on setting of designated and non-designated assets.

Significant positive effects are predicted for equalities, safety, health, air quality and the economy. Geographically isolated groups in areas such as North and East Kent, islands, coastlines and peninsulas will benefit from better connectivity. Similarly providing affordable transport and integrated ticketing enables more people to use public transport. Mass transit interventions such as those for the Sussex Coast, Eastbourne/ Wealden, Hastings/ Bexhill and South East Hampshire are likely to reduce traffic emissions, improve access to employment and facilities, and provide significant mental health benefits.

The **new priority for better design of infrastructure and services**, such as providing accessible step-free stations and hubs, for socially excluded groups had significant positive effects on equalities, and also positive effects on health for these groups and the economy as may better enable the workforce. There was no effect on other sustainability objectives.

Decarbonisation

Mission: *We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.*

Significant negative effects were confined to major rail infrastructure in potentially sensitive corridors for natural capital, biodiversity, and/ or historic environment including HS1 link to Medway, New Strood Rail Interchange and Waterside Branch Line. At this stage the effects are precautionary and may be reduced by project level design.

There were numerous **significant positive effects** associated with delivery of rail schemes, mass rapid transport and active travel schemes. These were a result of modal shift and benefits for air quality, equalities, health, safety and the economy.

Priorities which promoted low emissions technology had **significant positive** effects on air quality and greenhouse gas emissions, including rolling out EV charging infrastructure, low emissions vehicles, and use of alternative fuels. Priorities which support road user charging were also predicted to have significant positive effects.

New interventions involving decarbonisation of the Thames Valley Branch Line and electrification of the line between Newbury and Taunton may involve some small scale habitat loss, with potential minor impacts on heritage and landscape depending on level of intrusion from new infrastructure.

Sustainable Growth

Mission: *We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.*

Like the decarbonisation mission, **significant negative effects** were confined to major rail infrastructure in potentially sensitive corridors for natural capital, biodiversity, and/ or historic environment including HS1 link to Medway, New Strood Rail Interchange and Waterside Branch Line. At this stage the effects are precautionary and may be reduced by project level design.

There were numerous **significant positive effects** associated with delivery of rail schemes, mass rapid transport and active travel schemes. These were a result of modal shift and benefits for air quality, equalities, health, safety and the economy.

Priorities to deliver integrate land-use and transport planning, focusing development in areas with existing or planned infrastructure is likely to have **significant positive** effects on health and well-being from active travel, including benefits of walking or cycling to onward travel by public transport. Expanding public transport and concessionary fares

and subsidy schemes will encourage more people to use public transport with significant positive effects on equalities and the economy.

There were no new interventions under this mission.

Results of the ISA

Table 5.1 below sets out the results of the ISA for each of the Sustainability objectives.

Table 5.1 Results of the ISA

ISA Topic	Summary of Assessment
Natural capital, ecosystem services	**ISA 1: To maintain and enhance the provision of ecosystem services from the region's natural capital and deliver environmental net gain.** The assessment of the Strategy refresh has resulted in mixed effects on natural capital. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP can affect natural capital and ecosystem services. Infrastructure such as a new HS1 rail link to Medway, Southern access to Heathrow, A27 Improvements at Arundel, Lewes to Polegate, Lower Thames Crossing and Kent Lorry Park are more likely to affect a range of services such as food production, flood alleviation and water quality. **Negative effects** are also predicted for smaller-scale habitat loss and disturbance. **Positive effects** through natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost of severed through a lack of maintenance or through other development.
Alternatives	There is some uncertainty around the effects of bridge renewal to Hayling Island and effects on habitats and water resources. There may be minor effects from electrification of the Newbury to Taunton on the South West Main Line relating to overhead lines and any associated infrastructure.
Biodiversity	**ISA 2: To protect and enhance habitats, species, valuable ecological networks and ecosystem functionality in the region, including through nature recovery and biodiversity net gain.** The assessment of the Strategy refresh has resulted in mixed effects on biodiversity. Potential for **significant negative effects** were identified where short and long-term priorities for major road and rail infrastructure from the SIP has the potential to affect biodiversity. Examples include new HS1 rail link to Medway, Southern access to Heathrow, A27 Improvements at Arundel, Lewes – Polegate and Kent Lorry Park. They could result in significant disturbance during construction (noise, vibration and dust) as well as the loss of land, which could both lead to damaged and segregated habitats. Coastal environments are particularly sensitivity, so potential effects such as disturbance of wildlife and impacts on water quality from ferry services (e.g. new Sheerness to Hoo, Medway to Swale) is also predicted on a precautionary basis. **Negative effects** are predicted for smaller-scale habitat loss and disturbance.

ISA Topic	Summary of Assessment
	Active travel schemes across the region associated with priorities for integration and sustainable growth have potential to result in **positive effects**. Although new routes could involve small scale loss of habitat (potentially larger with strategic mobility hubs), they could also be designed to enhance biodiversity, e.g. through creation of linking corridors, though new habitat would take time to establish. As with all linear infrastructure, habitat fragmentation could occur, but the scale of walking and cycle paths means any fragmentation would be minor due to the width of paths. Improvements to existing routes, as well as highway and rail corridors, create an opportunity to enhance habitats and ecological networks.
Alternatives	New interventions proposed in this strategy do not substantially change the previous assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to Chichester and Langstone Harbours Ramsar, SAC and SPA but this will need to be undertaken in accordance with the Habitat Regulations and potential for disturbance from electrification between Newbury and Taunton from overhead lines.
Historic Environment	**ISA 3: To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement, including setting of assets and provision of access.** The assessment of the Strategy refresh has resulted in mixed effects on the historic environment. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in sensitive areas or involves large-scale earthworks. There is potential for effects on buried (designated and non-designated) archaeology and historic landscapes but also on the setting of other historic assets such as scheduled monuments, listed buildings, historic parks and gardens, conservation areas and undesignated assets of importance. Risks are greater for schemes such as A27 Arundel, Flimwell and Hurst Green Bypasses, Kent Lorry Park and Lewes – Polegate. Minor **negative effects** can occur from refurbishment or small-scale interventions due to components such as lighting, signage and overhead lines, which can also have a visual impact, particularly in areas of high heritage value (such as schemes near Arundel, Lewes and Brighton). There is potential for **positive effects** where reduced congestion, particularly in urban areas can improve setting and reduce deposition of particulate matter from traffic emissions on built heritage (A2 Dover access, additional rail freight paths to Southampton). Place-making interventions such as those at Canterbury and Medway can also improve cultural interpretation or access.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to setting of heritage assets (Scheduled Monuments or marine deposits) as this will be dependent on project design. There may be minor negative effects from

ISA Topic	Summary of Assessment
	electrification between Newbury and Taunton on the South West Main Line, mainly from visual intrusion from overhead lines.
Landscape and townscape	**ISA 4: To protect and enhance the quality of the region's distinctive landscapes/ townscapes and provide opportunities to connect people with them.** The assessment of the Strategy refresh has resulted in mixed effects on landscapes and townscapes. **Significant negative effects** have potential to arise where major road and rail infrastructure from the SIP is proposed in corridors which potentially affect the South Downs National Park and National Landscapes, in addition to undesignated locally important landscapes. These can arise from loss of greenfield land and vegetation, but also components such as lighting, signage, and overhead lines. Risks are greater for schemes such as A27 Junctions and offline improvements at Arundel and Lewes – Polegate, new HS1 rail link to Medway, and Eastbourne upgrade. The Waterside Branch Line could have significant negative effects on the New Forest National Park. **Negative effects** on visual amenity can also arise from small-scale interventions. However, **positive effects** may also arise from rail and other mass transit interventions by reducing vehicular traffic in landscapes, and related reduction in noise and visual disturbance. Place-making in urban centres (Canterbury and Medway) and active travel interventions across the region improve connections between people and townscapes/ landscapes.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to Chichester Harbour National Landscape as this will be dependent on project design. There may be minor negative or positive effects from installation of infrastructure to support electrification between Newbury and Taunton on the South West Main Line, mainly from visual intrusion.
Soils and resources	**ISA 5: To promote the use of brownfield land and existing infrastructure, protecting soils and increasing resource efficiency.** The assessment of the Strategy refresh has resulted in mixed effects on soils and resources. **Significant negative effects** were identified for the A27 Arundel and Lewes – Polegate interventions from the SIP. They are likely to result in large scale loss of soils, and potentially affecting best and most versatile agricultural land.

ISA Topic	Summary of Assessment
	There is potential for deterioration in quality of, and loss of soils for other schemes, for example, the A29 Realignment, A27 Tangmere, A27 Fontwell, A27 Worthing and A27 Arundel interventions are all located in areas of high agricultural land value and have therefore resulted in **negative** effects. For several of the priorities and associated interventions, effects are **uncertain**, mainly due to the level of scheme information available. If development makes use of existing infrastructure, including the road network through reallocation of road space, there's potential for **positive effects,** however, if land take is required along with significant infrastructure and resources, there's potential for **negative effects**. The majority of infrastructure is likely to result in the use of resources and production and disposal of waste in construction.
Alternatives	New interventions and measures proposed in this strategy do not change the assessment. As new interventions are likely to be minor and associated with existing infrastructure, no effects on soils and resources were identified.
Water environment	**ISA 6: To protect and enhance surface and groundwater quality.** The assessment of the Strategy refresh has resulted in mixed effects on the water environment. **Significant negative effects** are predicted for large scale road schemes (such as A27 Polegate-Lewes and A27 Arundel), which have potential to increase surface water runoff and flood risk; and have impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water during operation are likely to be limited as interventions generally do not consume large amounts of water. Smaller-scale interventions may have effects similar to those listed above but are less likely to be significant and/or more able to be mitigated. Interventions such as new or an increase in ferry operations (e.g. new Sheerness to Hoo, Medway to Swale) may also have minor **negative** effects on water quality during construction of facilities and potentially operation. There is potential for **positive effects** from highway improvements, which provide opportunities to improve existing drainage network, reducing polluted run-off and potential for contamination as standards are upgraded.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There is some uncertainty around the effects of bridge renewal to Hayling Island in relation to the marine environment. There are unlikely to be effects from other new interventions as these are based on existing infrastructure.
Air quality	**ISA 7: To protect and enhance air quality by reducing transport related emissions** The assessment of the Strategy has resulted in mixed effects on air quality.

ISA Topic	Summary of Assessment
	Significant negative effects were identified for previous interventions included in the SIP comprising the A27 Arundel bypass, A27 Lewes to Polegate, and potentially the Kent Lorry Park long term solution, which could potentially increase vehicular traffic and associated emissions. For other smaller-scale highways schemes in the SIP, **minor negative effects** were predicted. **Mixed positive and negative effects** were common, where interventions are delivered in order to reduce congestion, these improve local air quality at junctions and pinchpoints, or reallocate lanes for public transport, but may also induce vehicular traffic. Examples include Smart Motorways M3 Junction 9, A34 Safety enhancements and A27 Junctions.
	Significant positive effects were predicted for mass transit interventions which are likely to induce high levels of modal shift such as Southampton Mass Transit, Future Phases South East Hampshire Rapid Transit, and Netley Line Service Enhancements. Significant positive effects were also identified for some of the rail schemes which reduce traffic congestion, such as removing level crossings at Totton and Mount Pleasant. Rail schemes also improve air quality through encouraging modal shift, although some interventions are likely to increase emissions during construction (e.g. HS1 Link to Medway, Crossrail extension). Other interventions that support modal shift and have **positive** effects include active travel, and use of public transport. These will contribute to improving air quality (e.g. M27 Junction 5 / Southampton Airport Strategic Mobility Hub, Kent, Medway and East Sussex Mass Transit, Medway Active Travel Enhancements).
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. Enhancements to the existing Ebbsfleet Rail infrastructure and decarbonisation/ electrification of rail lines will have positive effects on air quality.
Climate change and greenhouse gases	**ISA 8: To reduce greenhouse gas emissions and maximise resilience to climate change.** The assessment of the Strategy refresh has resulted in mixed effects on climate change and greenhouse gases. **Significant negative effects** were identified for bypass and dualling schemes on the A27 and A21 which could increase uptake of vehicular traffic and lead to negative cumulative effects from the Strategy. Large- scale construction for some interventions is also likely to have greater impacts from embodied carbon. For some highways interventions reallocation of road space for public transport (e.g. bus priority measures) and active travel (e.g. cycle lanes) may also have **positive effects** as encourage alternative modes. Examples include Basingstoke Mass Rapid Transit and Blackwater Valley Mass Rapid Transit. For many transport corridors, there are areas at risk from flooding and erosion, particularly on the south coast, and a precautionary **negative effect** is predicted, although the Resilience mission seeks to address this. Climate change generally negatively effects the operation of the rail and road network through flooding, snowfall, high temperatures and

ISA Topic	Summary of Assessment
	wind. The West Coastway CMSP (Long distance) and M275 Junction 1 are examples of interventions located in areas prone to flooding. Climate change adaptation measures would need to be specific to each development. Similar to air quality, the impact of mission priorities and associated interventions on greenhouse gases and climate change effects, would also give rise to **positive effects** where there is modal shift, cumulatively these are likely to be significant. Active travel, smart motorways, and public transport interventions will contribute to reducing greenhouse gas emissions. Priorities to reduce fares for long distance transport, road user charging, research on alternatives fuels and decarbonisation would have **significant positive effects**.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The intervention to improve highway maintenance would have significant positive effects in relation to climate resilience, enabling infrastructure to better withstand climatic events.
Noise	**ISA 9: To reduce exposure to transport related noise and vibration.** The assessment of the Strategy refresh has resulted in mixed effects on noise. **Significant negative effects** were identified for the A27 Arundel and Lewes – Polegate interventions from the SIP due to introduction of new sources of traffic noise. However, there may be **positive effects** from transport schemes such as active travel which could potentially support a modal shift and contribute to improving noise pollution. Efficient rail travel has the potential to reduce noise pollution through the reduction in traffic noise and easement of congestion. However, there is the potential at certain locations for noise levels to increase, with the introduction of more services at a higher speed. The assessment of some interventions in the SIP has identified a number of uncertain effects on noise and vibration. The frequency of new services is not yet known, but if there is a large increase in capacity the level of noise could be significantly increased.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There are likely to be positive effects from Thames Valley Branch Line decarbonisation and Newbury – Taunton electrification, and potentially some minor negative effects from increased services.
Equalities	**ISA 10: To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.**

ISA Topic	Summary of Assessment
	The assessment of the Strategy refresh has identified generally **positive effects** on equalities, Appendix A sets out further information to support the assessment. Most missions, priorities and interventions will provide greater connectivity to transport users, in particular missions for strategic connectivity, inclusion & integration and sustainable growth, will help communities gain greater access to jobs, services and facilities. **Negative effects** on equalities are associated with similar assessment for air quality and noise as set out above and may disproportionally affect older people, infants and people with some disabilities. **Significant positive effects** are predicted for geographically isolated groups from ferry enhancements, including to the Isle of White and Southampton to Ryde. In addition, disadvantaged groups and people less likely to own a private vehicle, such as the elderly or young people, will benefit from transport interventions such as Reading Mass Transit, A4 Reading-Newham-Slough and Blackwater Valley mass rapid transport schemes. Affordable fares, concession schemes and integrated ticketing also enable these groups to better access jobs, services and leisure opportunities.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The priority for better design for people with reduced mobility (e.g. the elderly, disabled or pregnant women) would contribute to significant positive effects.
Health	**ISA 11: To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.** The assessment of the Strategy refresh has resulted in mixed effects on health, Appendix A sets out further information to support the assessment. **Negative effects** on health are associated with a similar assessment to air quality and noise as set out above. There are distinct health risks associated with exposure to particulates or sources of transport noise for sensitive or vulnerable groups. There is potential for minor negative effects at certain locations, for example the A27 Junctions. However, the majority of missions, priorities and interventions in the Strategy will have **positive effects** on health. **Significant positive effects** are predicted from active travel interventions which encourage physical activity, reducing health conditions such as obesity. **Significant positive effects** would arise from some ferry enhancements, due to access to education, work, social, leisure and cultural opportunities which in turn contribute to overall health and wellbeing. Other public transport interventions including strategic mobility hubs, mass rapid transport and rail schemes have positive effects, some of which are significant. For example, there are **significant positive effects** predicted for Eastbourne/Polegate Strategic Mobility Hub, Hastings / Bexhill Mass Rapid Transit, and Newbury / Thatcham Bus

ISA Topic	Summary of Assessment
	Enhancements as well as other schemes. These have benefits such as active travel for first mile/ last mile, in addition to well-being from the socio-economic benefits listed above.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. There are positive effects from Thames Valley Branch Line Decarbonisation and Newbury – Taunton electrification. In addition, the improved wellbeing from the priority to provide better accessible design for people with reduced mobility (e.g. the elderly, disabled or pregnant women) would contribute to positive effects.
Community Safety	**ISA 12: To promote safe transport through reducing accidents and improving safety of active travel and personal security, particularly on public transport.** The assessment has generally identified **positive** effects on community safety as new interventions will be built to a high standard of safety. There may be some mixed effects as a precautionary approach, for example where there are personal safety concerns where design has not sufficiently progressed. Level crossings present a safety risk for all users and Network Rail believe that the best way of reducing level crossing risk is to eliminate the crossing completely by closing it. **Significant positive effects** were predicted for removal of level crossings (Mount Pleasant and Totton). Several highway interventions have been designed to improve road safety, including A21 Safety Enhancements, A22 Corridor Schemes . Other highway interventions will enable safe active travel interventions to be brought forward. Active travel schemes would also result in **positive** effects. Provision of off-road routes for cyclists and pedestrians will reduce the number of collisions involving them. People are more likely to choose active travel for journeys if there are suitable networks to travel on.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The enhancement to the Ebbsfleet Rail Line and highways maintenance, and electrification/decarbonisation of rail all contribute to safety.
Economy	**ISA 13: To promote a strong economy through the transport network with better access to opportunities.** The assessment of the Strategy refresh has identified generally positive effects. **Significant positive effects** are likely to arise from affordable public transport fares, road and rail schemes such as the A27 Arundel bypass, A27 Lewes to Polegate, Lower Thames Crossing, Brighton Main Line 100mph operations, Sussex Coast Mass Rapid Transit, Eastbourne / Polegate Strategic Mobility Hub, Southampton Mass Transit, Waterside Branch Line, as well as other interventions.

ISA Topic	Summary of Assessment
	Positive effects are predicted where interventions may enhance long term economic prosperity by facilitating the building of a strong, low carbon economy, and by providing reliable and affordable transport choice to support growth. Economic centres would benefit from increases in rail passenger numbers and more reliable rails services achieved though upgrades to stations, electrification and improved interchanges. Access to employment centres could be enhanced through transport improvements, encouraging continued economic growth. Greater connectivity and capacity across the SE Region may also help to facilitate increased tourism opportunities, contributing further to the local and regional economy.
Alternatives	New interventions and measures proposed in this strategy do not substantially change the assessment. The enhancement to the Ebbsfleet Rail Line, Hayling Island Bridge renewal, and electrification/decarbonisation of rail all contribute to providing greater access to social and economic opportunities.

Review of cumulative effects

The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arising from multiple sources within the Strategy are covered in Table 5.1 above. However, cumulative effects can also arise where several policies, plans or projects have a combined effect on an objective.

A review of plans and policies identified sources of potential cumulative effects and these are set out in Table 5.2 below.

It should be noted that at the strategic level, this list is not exhaustive and cumulative effects arising from individual projects and plans should be revisited as part of project level assessment. For example, noise, dust and visual have a combined effect which can only be determined at the project level.

Table 5.2 Sources of cumulative effects at a strategic level

Policy or Plan	Potential for cumulative effects
TfSE Transport Strategy	There is potential for cumulative regional impacts on all topics from development of multiple corridors. The nature and extent of the effects will depend on final schemes selected but, in particular, there is potential for cumulative effects from multiple new road or rail schemes.
National Networks National Policy Statement, DfT, 2024	The National Networks NPS supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing dual and single carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of strategic rail freight interchanges will also be developed. The Appraisal of Sustainability for the National Networks NPS recognises that some developments will have adverse local impacts on noise, emissions, landscape / visual amenity, loss of greenfield/ agricultural land, biodiversity, cultural heritage and water resources. A number of the interventions covered in the Strategy will also fall under the NPS, but there may be additive effects for additional interventions not covered in this Strategy.
Airports National Policy Statement, DfT, 2018	Expansion at London Heathrow in addition to making best use of existing aviation capacity (e.g. London Gatwick) is likely to increase transport requirements for all modes. The Appraisal of Sustainability for the Airports NPS identifies a number of significant adverse effects on communities, quality of life, biodiversity, noise, soil, water, air quality, carbon, waste and resources, historic environment and landscape.
Other nationally significant infrastructure in the Region	The National Networks NPS and Airports NPS are described above. However, further nationally significant infrastructure projects also have potential for cumulative effects across the Region, during construction and operation. The Planning Inspectorate publishes a list of potential projects: https://national-infrastructure-consenting.planninginspectorate.gov.uk/project-search
Local Plans	Local plans are prepared by the Local Planning Authority (LPA), usually the Council or the national park authority for the area. They provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities. Allocations for

	economic and residential development are likely to stimulate transport demand and conversely improvements in economic transport corridors are likely to stimulate development. Sustainability Appraisals undertaken for Local Plans have similar topics to those listed for this ISA and identify potential for significant effects.
Local Transport Plans	Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, like the Transport Strategy they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period. Sustainability Appraisals undertaken for Local Transport Plans have similar topics to those listed for this ISA and identify potential for significant effects.

The review of plans and policies has identified a number of areas for cumulative effects:

- **Natural Capital and Ecosystem Services** – There is potential deterioration in quality, and severance / loss of connectivity of ecosystems and green infrastructure, with consequent reductions in ecosystem service provision. This may be particularly prevalent where there is development from a number of sources (e.g. from local plans) close to population centres, or that stimulated by transport corridors.
- **Biodiversity** – There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory wildlife sites and habitats. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. Net gain over multiple development plans may be difficult to achieve.
- **Historic Environment** – There is potential for cumulative direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. This is in addition to cumulative effects on undesignated and unknown assets, the latter being potentially important.
- **Landscape and Townscape** – There is potential for cumulative direct and indirect impacts on designated landscapes and townscapes, including their settings. There is also potential for cumulative erosion of the character and quality of the South East's landscapes and townscapes.
- **Soils and Resources** – There is potential for cumulative deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. There would be a cumulative use of resources and production and disposal of waste in construction.
- **Water Environment** – There is potential for cumulative increase in surface water runoff and flood risk; and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water are likely to be limited.
- **Air Quality** – There may be cumulative benefits from transport initiatives in the SE in improving air quality, but increased uptake of vehicular traffic (especially in the short term) may worsen air quality in some areas.
- **Climate Change and Greenhouse Gases** – There may be cumulative benefits from transport initiatives in the South East in reducing greenhouse gases, but increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic. Climate change

adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented region-wide.

- **Noise and Vibration** – There are likely to be cumulative effects arising from noise of increased development, particularly transport related development such as road and rail, with cumulative effects on health and wellbeing, tranquillity and wildlife.
- **Health** – There may be cumulative effects, both positive and negative (depending on schemes implemented), from multiple transport schemes on health outcomes related to social isolation, physical inactivity and obesity. There may also be cumulative effects on health relating to air quality and noise.
- **Equalities** – There may be cumulative benefits from the integration of multiple transport interventions enabling more reliable and comfortable public transport, which is accessible by walking and/or cycling.
- **Community Safety** – There may be cumulative benefits (depending on scheme design) on fear of crime and transport related accidents, due to opportunities to improve safety standards on all forms of transport.
- **Economy** – there are likely to be cumulative economic benefits in relation to development in the South East due to links between transport and productivity in the Region.

6. Mitigation and Monitoring

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

The SEA Regulations also require that monitoring is undertaken so that the significant effects of implementation can be identified and remedial action taken. The monitoring also helps measure the performance of the environmental outcomes of the Strategy and includes metrics from the TfSE State of the Region Reporting[18]. Monitoring appears in italics in Table 6.1 below.

Table 6.1 Mitigation and Monitoring

Topic	Mitigation/ Monitoring	Delivery mechanism
Natural Capital and Ecosystem Services	• Design of new transport to take into account natural capital and ecosystems services. • Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. • *Monitoring: Environmental net gain metrics (minimum of 10%)*	EIA Project level design Biodiversity net gain calculation
Biodiversity	• Optioneering and design of infrastructure should avoid or minimise impact on designated sites, habitats and species. • Linear infrastructure can provide long distance, strategic, nature recovery networks if managed in such a way as to promote biodiversity. • *Monitoring: Biodiversity net gain metrics (minimum of 10%)*	Ecological impact assessment (including as part of EIA) Biodiversity net gain calculation Project level design
Historic Environment	• Optioneering and design of infrastructure should avoid or minimise impact on heritage assets and designations, including setting. • Staged archaeological evaluation and *archaeological monitoring.*	Heritage impact assessment (including as part of EIA) Archaeological investigation and monitoring.

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[18] https://transportforthesoutheast.org.uk/state-of-region-report/#:~:text=This%20first%20iteration%20of%20the,Transport%20for%20the%20South%20East.

Topic	Mitigation/ Monitoring	Delivery mechanism
Landscape and Townscape	• Optioneering and design of infrastructure should avoid or minimise impact landscape/ townscape, historic environment and nature conservation designations. • Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure. • *Monitoring: Local authority green infrastructure mapping*	Landscape and visual impact assessment (including as part of EIA) Project level design Local Plan evidence base
Soils and Resources	• Optioneering and design to minimise greenfield land-take. • *Monitoring: Loss of Best and most versatile agricultural land to transport infrastructure.*	EIA Project level design
Water Environment	• Optioneering and design to take into account quality of water resources and areas of flood risk. • Sustainable Drainage Schemes and natural flood risk management measures. • Environmental net gain to improve quality of aquatic systems. • *Monitoring: Transport related reasons for not achieving good ecological status.*	Flood Risk Assessment Project level design River basin management plans. Water Framework Directive assessments
Air Quality	• Design to increase opportunities for active travel, public transport and rail freight. • *Monitoring: NOx and particulate pollution levels in urban areas.* • *Monitoring: Mortality linked to air pollution*	Included in Strategy Missions Local authority air quality monitoring TfSE State of the Region Report
Climate Change and GHG Emissions	• Efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging). • Carbon emissions modelling for Local Transport Plan and individual projects. • Optioneering and design to avoiding areas of flood and erosion risk. • Use of materials for construction and maintenance to incorporate climate resilience and design life. • *Monitoring: CO2 emissions from transport.* • *Monitoring: Mode share of trips per person per year.* • *Monitoring: Percentage change in weather events affecting the rail network*	Included in Strategy Missions Environmental assessment Carbon assessment (and major projects) Carbon accounting (e.g. for major construction projects) Project level design and procurement TfSE State of the Region Report
Noise and Vibration	• Choice of materials and project level design (route options, bunding, screening etc). • *Monitoring: Number of noise important areas in the South East*	Noise assessment Project level design

Topic	Mitigation/ Monitoring	Delivery mechanism
Population and Equalities	• Accessibility for all including those with reduced mobility considered in design. • Affordability considered in public transport and new mobility interventions. • *Monitoring: Transport-related social exclusion (TRSE) metrics.*	Included in Strategy Missions Project level Equalities or Diversity Impact Assessment TfSE State of the Region Report
Health	• Integrate opportunities for active travel in design. • *Monitoring: mode share of walking and cycling.* • *Monitoring: Adult activity levels*	Included in Strategy Missions TfSE State of the Region Report
Community Safety	• Community and personal safety measures, such as lighting, information provision and layout, considered in design. • *Monitoring: Number of people Killed and Seriously Injured by road transport.*	Project level design
Economy	• No mitigation required. • *Monitoring: TfSE transport and the economy metrics.*	Included in Strategy Missions. TfSE State of the Region Report

Appendix A – Health and Equalities Assessments

Equalities Information to Support Assessment

Introduction

An Equality Impact Assessment (EqIA) considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010: to advance equality of opportunity between people who share and people who do not share a relevant protected characteristic.

This assessment looks at the following 'equalities groups' which cover both protected characteristics under the Act and other groups (*):

- Gender
- Religion
- Age
- Disability
- Race
- Pregnancy and maternity
- Deprivation*
- Social isolation*

Protected characteristics for gender reassignment and sexual orientation have not been included in the assessment due to a lack of available data relating to effects on these groups. Marriage and civil partnership is not included because the parts of the act covering services and public functions, premises and education do not apply to that protected characteristic[19]. For the purposes of this assessment deprivation covers deprived groups across all equalities categories listed, for example people with disabilities are more likely to also suffer from deprivation as they may be less economically active.

The sections below provide an overview of these groups in the South East from the Strategy Evidence base and then looks at the implications the Strategy outcomes and delivery on them.

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[19] https://www.gov.uk/government/publications/public-sector-equality-duty-guidance-for-public-authorities/public-sector-equality-duty-guidance-for-public-authorities

Snapshot of the South East

According to the 2021 Census population for the South East was 9,278,100, growth of 7.25% over a 10-year period from 2011[20]. The percentage of the population aged 65+ is slightly higher in the South than for England as a whole (19.5% compared with 18.4%) and slightly lower for the 20-35 age bracket (18% compared with 19.6%). 51.1% of the population is female and 48.9% male.

Ethnic and religious background data are set out in Table A.1 & Table A.2 below.

Table A.1 Ethnic Diversity in the South East

Ethnic group	% South East	% England
Asian, Asian British or Asian Welsh	7	9.6
Black, Black British, Black Welsh, Caribbean or African	2.4	4.2
Mixed or Multiple ethnic groups	2.8	3
White	86.3	81
Other ethnic group	1.5	2.2

Table A.2 Religion in the South East

Religion	% South East	% England
No religion	40.2	36.7
Christian	46.5	46.3
Buddhist	0.6	0.5
Hindu	1.7	1.8
Jewish	0.2	0.5
Muslim	3.3	6.7
Sikh	0.8	0.9
Other religion	0.6	0.6
No religion	40.2	36.7

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[20] ONS Local Statistics (2024). South East: https://www.ons.gov.uk/visualisations/areas/E12000008/ (included in this area are Buckinghamshire, Oxfordshire and Milton Keynes but indicative of issues in the TfSE study area)

In terms of disability under the Equality Act (mental or physical impairment that has a substantial and long-term effects on ability to do normal day-to-day activities), 16% of the population in the South East identified themselves as disabled in the 2021 Census.

The TfSE Evidence base notes that in relation to Indices of Multiple Deprivation (IMD), socioeconomic outcomes tend to be weaker in the east of the region and strongest in the north-west. Areas with the highest deprivation are primarily urban, especially concentrated in larger southern towns in cities, such as South Hampshire, Brighton and Folkestone. A band of more deprived rural areas runs north-south through central Kent. The least deprived areas are mostly peripheral to the region's major economic hubs, especially those with strong connections to London in the North West of the area.

Assessment

The assessment looks at:

1) at a plan level, whether the missions are likely to affect equalities groups by reviewing relationship between the desired outcomes for each mission against the equalities groups to ensure they aren't disproportionally or differentially affected; and

2) at a strategic project level, reviewing whether the types of interventions in the Strategy are likely to have effects on equalities groups. These considerations were then used to support the assessments at Appendix B.

The following key is used to determine the relationship between outcomes and the effects on equalities groups for the first part of the assessment.

Symbol	Definition
✓	Outcome is likely to have a positive effect on the equalities group in comparison with the general population.
O	Outcome is unlikely to have an effect on the equalities group in comparison with the general population.
✗	Outcome is likely to have a negative effect on the equalities group in comparison with the general population.

Table A.3 and A.4 below set out the results of the assessment, a summary of the results is presented below.

Outcomes are predicted to either have no effect on equalities groups or a positive effect. None of the outcomes were predicted to have a negative effect.

Outcomes which increased customer confidence, reduced severance and improve the public realm were likely to benefit all equalities groups, as they may have less confidence using the transport system and benefit from safe spaces for social interaction. Outcomes that give rise to reduced emissions (through reduced congestion, modal shift or decarbonisation) are likely to have greater benefit to groups who may be more sensitive to air pollution than others due to respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people. In addition, areas of

deprivation are often associated with urban environments which are more likely to suffer from poor air quality. Outcomes that increase public transport, benefit groups that are less likely to own a private car and rely on alternative transport modes. These groups include the elderly, young people and economically-deprived. Economic outcomes have greater potential to benefit deprived or socially isolated groups.

Depending on design, types of project intervention (highways, rail, active travel etc), may have positive and negative effects on equalities groups. These are reflected in the ISA assessments in Appendix B.

Table A.3 Equalities Assessment of Outcomes

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Strategic Connectivity								
The key outcome is to **increase the modal share of both passenger and freight journeys using sustainable travel options on strategic corridors** between the South East's major economic centres and international gateways. This will enable the South East's population and economy to grow while minimising the adverse impacts of transport on society and the environment.	0	0	✓	✓	✓	0	✓	0
Reduce congestion, **improve air quality, reduce severance, improve safety,** and contribute to the overall **satisfaction of transport users**. In turn, it should **strengthen public transport demand and revenues**, placing the bus and rail industries on a more sustainable financial footing.	0	0	✓	✓	✓	0	✓	0
Extend access to employment opportunities as well as commercial and public services to wider population catchments, particularly in rural and coastal areas, ensuring economic growth and inclusivity across functional economic zones.	0	0	0	0	0	0	✓	✓
Resilience								
The key outcome of this mission is to **reduce the effects of disruption on the strategic transport network**. By tackling these disruptions, we can deliver good punctuality and reliability across the network.	0	0	0	✓	✓	0	0	0
Reliable journeys are critical to user confidence, and reducing delays will enhance the overall performance of both passengers and freight customers. Ensuring more predictable and reliable journey times will also support economic productivity, as businesses and individuals rely on consistent travel and delivery schedules.	0	0	✓	✓	✓	0	0	0
Reduce disruption to all users of the transport network from planned engineering works and maintenance. While such works are necessary to ensure	0	0	✓	✓	✓	0	0	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
the continued safety, reliability, and improvement of the network, they often lead to service delays, cancellations, and inconveniences for all transport network users.								
Contribute to greater customer satisfaction. When users experience fewer delays, smoother journeys, and consistent service levels, they are more likely to trust and depend on public transport. This not only benefits residents but also supports the South East's economic growth by attracting businesses and visitors to the region.	O	O	✓	✓	✓	O	O	O
Reduce the cost of transport to users and, in the long-term, government. Costs arising from compensation claims, damage to infrastructure and vehicles should be easier to control with a more resilient transport system. A more efficient, cost-effective system benefits all stakeholders by freeing up resources to invest in further enhancements and expansions.	O	O	O	O	O	O	✓	O
Inclusion and Integration								
Increased customer satisfaction across all user groups, ensuring that everyone can access and use the transport network confidently and comfortably	✓	✓	✓	✓	✓	✓	✓	✓
Increased proportion of accessible and step-free stations and hubs, making the entire network more inclusive for users with mobility needs, parents with pushchairs, and the elderly.	O	O	✓	✓	✓	O	O	O
Improved safety across the transport network, aiming for a "Target Zero" for killed and seriously injured incidents. This will be achieved through better infrastructure design, enhanced safety measures, and targeted initiatives that prioritise the safety of all users, especially vulnerable road users.	O	O	✓	✓	✓	O	O	O
Higher percentage of the population engaged in physical activity, supported by better active travel options (walking and cycling) and enhancements to the public realm. This will contribute to healthier lifestyles and reduce reliance on private vehicles for short trips.	O	O	O	O	O	O	✓	O

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Improved air quality by encouraging a shift from private car use to more sustainable modes of transport, such as walking, cycling, and public transport, thereby reducing emissions and pollutants.	O	O	✓	✓	✓	O	✓	O
Reduction in severance and improvement of the public realm, creating more cohesive communities where residents can move safely and comfortably through shared spaces. This includes addressing barriers like busy roads and railway lines that can divide communities and hinder access to services.	✓	✓	✓	✓	✓	✓	✓	✓
Reduced real-term percentage of household income spent on housing and transport costs, ensuring that residents have affordable access to housing and mobility options, making the region more equitable.	O	O	O	O	O	O	✓	O
Decarbonisation								
The key outcome of this mission is to achieve net-zero carbon emissions by transitioning to zero-emission vehicles and energy, increasing the use of sustainable travel modes, and reducing the overall reliance on fossil fuel journeys across the South East.	O	O	✓	✓	✓	O	✓	O
By 2050, we aim for 100% of private vehicles to be zero-emission, with intermediate targets of 35% by 2030 and 80% by 2040. Similarly, all buses will need to be zero-emission by 2035, and rail services decarbonised by 2050. Some local authorities in the South East want to move faster than the milestones set at a national level.	O	O	✓	✓	✓	O	✓	O
Promoting active travel for short journeys and **increasing the mode share of both bus and rail for longer journeys.** This is especially important in the shorter term as it will help limit our emissions while most cars are still powered by fossil fuels.	O	O	O	O	O	O	✓	O

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
Freight transport must also play its part in achieving decarbonisation. Through increased rail freight use, optimised logistics, and adapting clean technology and fuels, we will contribute to overall emission reductions in this critical sector. This will also help to ease pressure on the region's roads while supporting sustainable economic growth.	0	0	✓	✓	✓	0	✓	0
Establish the South East as a leader in this field, attracting overseas investment and creating new jobs in the region	0	0	0	0	0	0	✓	0
Decarbonisation								
The key outcome of this mission is that any major development is supported by **improvements to transport infrastructure and services, especially for sustainable transport.**	0	0	✓	0	0	0	✓	0
Ensure all major developments (e.g. 3,000 dwellings or an expansion of more than 20%, or a major generator/attractor of demand e.g. hospital, stadia) **have high quality public transport services (2-4 services per hour) and high-quality active travel infrastructure.**	0	0	✓	0	0	0	✓	0
Increase the percentage of the population and jobs within a 1,500-metre radius of a public transport access point offering a metro-level service frequency of at least 4 services per hour.	0	0	0	0	0	0	✓	0
Ensure a higher percentage of the population can reach all key services within a 30-minute travel time, whether by public transport, walking, cycling, or driving. This includes access to healthcare, education, shopping, and leisure facilities.	0	0	✓	0	0	0	✓	0
Promote the development of well-connected new and growing places by **aligning housing and employment growth with high-quality public transport and active travel corridors**, as well as good highway access. This will support the creation of vibrant, sustainable communities where residents and businesses can thrive.	0	0	0	0	0	0	0	0
Increase the percentage of new dwellings within 10 minutes of metro-level public transport services and high-quality active travel routes. Ensuring that new	0	0	0	0	0	0	0	0

Outcomes	Gender	Religion	Age	Dis-ability	Pregnancy	Race	Deprivation	Isolation
developments are located in places that offer residents a wide range of sustainable travel options.								

Table A.4 Equalities assessment of transport typologies

Type of intervention	Equalities considerations for assessment of interventions
Highways	Road users, including both private car and public transport users, will benefit from more capacity and greater journey time reliability through the re-distribution of traffic. Strategic improvements to roads are likely to have a beneficial impact on public transport and will therefore benefit people using these facilities to access education, employment and/or health services, particularly those beyond their local neighbourhood. These include younger and older people, people with disabilities, as well as the unemployed. However, the provision of new roads may also increase air pollution. This is particularly detrimental to people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people, who may be more sensitive to air pollution. Highway works may also result in beneficial or adverse impacts for active travel users should journey lengths, barriers to travel, or levels of perceived severance change. This is relevant to those with limited mobility, including older people, those with disabilities which restrict mobility, and parents/carers using push chairs.
Rail	Rail users will benefit from more capacity and potentially faster train times or more frequent services, leading to greater journey reliability. Improved availability and accessibility of public transport in the region will benefit those without a personal car (this includes people those who may be unable to drive a car due to their age or poor health). Strategic improvements are likely to have a beneficial impact on people using rail networks to access education, employment and other services beyond their local neighbourhood, particularly younger and older people, people with disabilities, as well as the unemployed.

Type of intervention	Equalities considerations for assessment of interventions
	Improvements to stations and carriages can better accommodate those with limited mobility (such as the disabled, elderly and people using push chairs). Ensuring information is available both visibly, audibly and in multiple languages is important for those with sight or hearing impairments or those who may not understand the English language. By providing alternative options to freight transportation via rail will reduce road congestion. This may also improve local air quality with a reduction in freight vehicles on the road network, and particularly benefit people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution.
Bus and mass transit	Improved availability and accessibility of public transport in the region will benefit those without a personal car (this includes those who live in more deprived areas and the unemployed), or who may be unable to drive a car due to their age or poor health. Improved quality and service of public transport may attract more users, reducing private car use. This would have knock on benefits of a cleaner environment by reducing air pollution, particularly for people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution. Improvements of access to bus and light rail stops/stations will accommodate those with limited mobility (such as the disabled, elderly, and parents/ carers using push chairs). Ensuring information is available both visibly, audibly and in multiple languages is important for those with sight or hearing impairments or those who may not understand the English language. Bus and tram stops should be designed to accommodate users who need seating, such as the elderly or those with a disability.
Ferry	All users would benefit from greater connectivity from both new and improved services. This would particularly benefit geographically isolated groups in coastal areas or on islands, enabling greater access to education, employment, health services and leisure. Increased tourism can also benefit deprived groups in these areas. Design of services, particularly where these are for foot passengers, need to be accessible for those with reduced mobility, including the elderly and some disabilities.
Active travel (walking & cycling)	The provision of new cycling and walking infrastructure could encourage the public to opt for a sustainable travel option instead of vehicle reliant services. This could lead to improved air quality in urban areas, which would benefit people with respiratory illnesses, certain disabilities, pregnancy and maternity, younger and older people who may be more sensitive to air pollution.

Type of intervention	Equalities considerations for assessment of interventions
	The modal shift from private cars to active travel will provide health benefits to those who choose this option. New and improved cycleways and walkways facilitate exercise and for those who may have felt they cannot walk/cycle in their area due to a lack of access to safe walk and cycle routes. Access to green areas or open space may be facilitated because of new/improved cycle and walkways which also provides health benefits. However, people with limited mobility (such as persons with a disability which restricts participation and the elderly) may not experience the benefits from active travel (walking and cycling), depending on the level of use that is possible for them. Developments should cater for all levels of mobility so as not to exclude people who are unable to participate in active travel, for example ensuring walkways and are step-free, non-slip and visually appropriate to enable wheelchairs users, and those with reduced mobility or limited vision to access routes.
Other (ticketing, information, mobility hubs)	The provision of public transport facilities could improve mobility in the region and accessibility to employment, education and / or health services for people who live outside urban areas or who cannot make door-to-door trips by public transport. Supporting people without access to private cars to use alternative modes of travel (taxis, private hire vehicles, public transport, active travel) will benefit people who cannot drive due to health reasons or their age, as well as those that do not own their own car. The provision of public transport schemes would particularly benefit people suffering deprivation, as well as socially isolated individuals needing access to community services and facilities. Improving the quality of streets, public realm, and wayfinding signage will benefit all groups of people. It is assumed that design standards will be adhered to and specific consideration of certain types of disability such as wheelchair users, the deaf and blind would be given when designing improvements to public realm to ensure that there is no potential for adverse impacts on these vulnerable users. Safety in design should consider the needs of people with limited mobility and ensure that neighbourhood facilities are accessible to all users, as well as acknowledge the potential for localised crime, which may be targeted at faith, race or gender groups. Consideration should be given to all travel users to ensure everyone is included in any campaigns to promote behaviour change. For example, over reliance on web-based information, or e-ticketing, might disadvantage older people or people on low incomes who do not have regular internet access.

Health Information to Support Assessment

Introduction

A wide range of factors can contribute to a person's health including the physical, social and economic environment, in addition to a person's individual characteristics and behaviours. The World Health Organisation states that to a large extent, factors such as where we live, the state of our environment, genetics, our income and education level, and our relationships with friends and family all have considerable impacts on health, whereas the more commonly considered factors such as access and use of health care services often have less of an impact[21].

Transport interacts with a number of these factors including:

- **Environmental conditions** – usually this includes aspects such as transport noise and air quality. Exposure to air pollution can also cause a range of health impacts, including effects on lung function; exacerbation of asthma; increases in respiratory and cardiovascular disease and lung cancer. Interactions between health and transport noise have shown that this can cause both physical and wellbeing effects. These include hypertension, cardiovascular disease, sleep disturbance stress and annoyance.
- **Socio-economic conditions** – Transport is an important facilitator of social inclusion and wellbeing. Transport barriers can be intimately related to job opportunities. If transport is (or is perceived to be) too expensive, then people are not able to make the journeys they need to get into work or move into education/training.
- **Lifestyle factors** – Transport can influence physical and mental health. Regular physical activity, including walking and cycling, provides significant benefits for health through improving muscular and cardiorespiratory fitness, maintaining healthy body weight and reducing risk of a range of conditions and diseases. It also improves mental health by reducing symptoms of anxiety and depression. Transport can increase anxiety through aspects such as driver stress and isolation, poor information and connectivity on public transport.

The sections below provide an overview of health in the South East from the Strategy Evidence base and then sets out the health effects of delivering the Strategy to be included in the ISA.

Snapshot of the South East

The 2021 census showed that 50% of residents in the South East considered themselves to be in 'very good health', 34% in 'good health' 11.8 in 'fair' health, 3.3 % in 'bad' health

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[21] https://www.who.int/news-room/questions-and-answers/item/determinants-of-health#:~:text=The%20determinants%20of%20health%20include,person's%20individual%20characteristics%20and%20behaviours.

and 0.9% in 'very bad' health. Selected indicators of health in the South East are shown in Table A.5 below.

Table A.5 Indicators of Health in the South East[22]

Indicator	Period	Region	England
Life expectancy at birth (male)	2022	80.6	79.3
Life expectancy at birth (female)	2022	84.1	79.2
Under 75 morality rate from cardiovascular diseases	2023	62.1	77.4
Killed and seriously injured (KSI) on England's roads	2023	89.8*	91.9*
Percentage of physically active adults	2021/22	70.5%	67.3%
Percentage of adults (aged 18 plus) classified as overweight or obese	2021/22	62.7%	63.8%
Year 6 prevalence of obesity (10-11yrs)	2022/23	19.4%	22.7%
Deprivation score	2019	15.5	21.7
% of people in employment	2022/23	78%	75.7%

* Value is estimated per vehicle miles

The data shows that in terms of life expectancy and circulatory diseases, the South East is generally better than the national average. While childhood obesity is generally lower than the average, it is increasing.

The Health Profile for South East England 2021[23] states that mental health and wellbeing have deteriorated. Between 2019/20 and 2020/21, the proportions of people in the South East reporting high anxiety, low happiness, low satisfaction and low worthwhile all increased compared to the previous five years. The percentage of adults overweight or obese continued to rise from 59.7% in 2015/16 to 61.5% in 2019/20, with the highest percentages in Medway, Portsmouth and Kent. The prevalence of high blood pressure in the South East has shown little change from 13.6% in 2015/16 to 14.1% in 2020/21. High blood pressure is associated with heart and kidney disease and strokes.

Assessment

At a strategic project level, the health assessment reviews whether the types of interventions in the Strategy are likely to have effects on health. These considerations were then used to support the assessments at Appendix B.

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[22] Office for Health Improvement and Disparities (2024) Local Authority Health Profiles: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132701/pat/6/par/E12000008/ati/302/are/E10000011/yrr/3/cid/4/tbm/1 (this data also includes additional local authorities (Bracknell Forest, Buckinghamshire, Reading, Slough, Windsor & Maidenhead and Wokingham) but indicative of TfSE)

[23] Office for Health Improvement & Disparities (2022) Health Profile for the South East of England 2021: https://fingertips.phe.org.uk/static-reports/health-profile-for-england/regional-profile-south_east.html (indicative of issues in the TfSE study area)

Table A.6 Health assessment of transport typologies

Type of intervention	Health considerations for assessment of interventions
Highways	New roads would likely increase capacity and number of vehicles moving through areas which may increase air quality and noise impacts on health for nearby receptors. Online improvements will help to ease congestion, reducing driver stress, but could also lead to an increase in capacity. In the long-term emissions also affect health and well-being through the impacts of climate change. The creation and expansion of the road network may not promote the use of active transport methods which may have negative effects on physical activity and health. Road schemes should aim to safely incorporate and expand footpath and cycleway infrastructure wherever possible to promote more active means of transport including the strategic road network. Design should reduce any severance from road schemes by enhancing access for all users, including pedestrians, horse riders, and people with disabilities or health conditions. Highway works are likely to benefit from improved road safety as they will be designed to modern standards. The provision of new roads may lead to increased access to areas of employment.
Rail	New railway lines may increase impacts on health related to noise and air quality by bringing transport routes closer to receptors, however the overall effect of rail on noise and public health is considerably lower than roads. Rail improvements encourage modal shift and may afford benefits to health of the South-East population with improvements to air quality. Electrification and decarbonisation of rail reduces potential impacts on air quality and noise levels. Long-term this also benefits health and well-being through the impacts of climate change. Public transport interventions often increase users' total physical activity levels (e.g. by walking/cycling to rail stations) which may have benefits to health, access and physical activity. There is also potential to improve well-being through social interactions. Measures such as secure cycle storage should be included in any station upgrade to encourage active travel. An increase in uptake of rail services within the South East has the potential to reduce the number of vehicles on roads which may have a positive effect on road safety. New rail lines, service and station improvements will increase accessibility and access, also providing greater access to employment.
Bus and mass transit	Improvements to bus services and provision of mass-transit has the potential to increase the attractiveness and reliability of travelling by public transport for passengers. Any increase in bus usage, as well of use of new light rail transit schemes, could have beneficial effects on air quality and noise as well as road safety, with a potential reduction in the number of vehicles on roads in the South East. Electrification of buses or trams reduces impacts on health, through air quality and noise levels. Long-term this also benefits health and well-being through reducing the impacts of climate change.

Type of intervention	Health considerations for assessment of interventions
	Public transport interventions often increase users total physical activity levels (e.g. by walking/cycling to and from bus/tram stops) which may have benefits to health, access and physical activity. There is also potential to improve well-being through social interactions.
Ferry	Improvements to ferry services, including new routes has the potential to increase the attractiveness and reliability of travelling by ferry for passengers. Modal shift from using private vehicles has beneficial effects on health in relation to air quality and noise. Long-term, reducing emissions (including through electrification) also benefits health and well-being through reducing the impacts of climate change. Public transport interventions often increase users total physical activity levels (e.g. by walking/cycling to and from ferry terminals) which may have benefits to health through access and physical activity. There is also potential to improve well-being through social interactions.
Active travel	New or improved cycle and pedestrian infrastructure will encourage active travel and improve safety for pedestrians and cyclists which may also indirectly result in a reduction in road congestion by providing attractive and reliable alternatives. In addition, modal shift to more active transport may have benefits to health-related conditions associated with noise and air quality in the South East, particularly around major urban centres and transport hubs. Long-term this also benefits health and well-being through reducing the impacts of climate change. Walkable environments should be prioritised in new residential developments and should be integrated into existing pedestrian networks, providing physical activity and social interaction. Improving walking and cycling networks between urban areas and greenspace, including the surrounding countryside will also provide physical and mental health benefits. Walkways and cycleways should be improved and designed, to enable access and health benefits of all users, including those with reduced mobility.
Other (ticketing, information, new mobility)	Integrated ticketing and provision of information will reduce journey anxiety. Access to bike or scooter schemes, in addition to provision for active travel at mobility hubs will support positive health effects described above.

Appendix B ISA Assessments

Assessment tables are provided as a separate document and use the following key:

Key to Effects	
++	Potential for significant positive effects
+	Potential for minor positive effects
-	Potential for minor negative effects
- -	Potential for significant negative effects
+/-	Potential for both positive and negative effects
?	Uncertain effects
0	Negligible or no effects