Government Office
for the South East

Regional Transport Strategy (Chapter 9 of Regional Planning Guidance for the South East RPG9)

July 2004

GOVERNMENT OFFICE
FOR THE SOUTH EAST

Regional Transport Strategy (Chapter 9 of Regional Planning Guidance for the South East RPG 9)

This document replaces Chapter 9 of the Government's Regional Planning Guidance for the South East (RPG9) published in March 2001. It is available in electronic form as part of the updated RPG9 on www.go-se.gov.uk.

As part of RPG9, the Regional Transport Strategy provides the spatial framework for the preparation of Local Transport Plans as well as other strategies and programmes, and is material to decisions on individual planning applications and appeals.

RPG9 will become a statutory document under the terms of the Planning and Compulsory Purchase Act 2004.

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Contents

Page

Principles and Policies 5

Ch. 9 Regional Transport Strategy 11

The Problems of Success 11

Manage and Invest 13

Key Management Issues 14

The Rural Dimension 15

Regional Hubs 16

Regional Spokes 18

Airports 19

Water Transport 21

Public Transport 23

Mobility Management 24

The Role of Charging 25

Parking Provision for New Developments 26

Travel Plans and Advice 27

Rail Freight 28

Freight and Site Safeguarding 29

Inter-Modal Interchanges 29

Priorities for Investment 30

Implementation and Delivery Partnerships 33

Monitoring Indicators and Targets 34

Annex 1 Maps 36

Map 1 International and Inter-regional Corridors 36

Map 2 Regional Hubs and Spokes 37

Map 3 Trans-European Transport Outline Plan 38

Annex 2 Investment Framework Tables 39

Glossary of terms 39

Table 1. Thames Gateway 41

Table 2. Western Policy Area 42

Table 3. South Hampshire and Isle of Wight 43

Table 4. Sussex Coast and Towns 44

Page

Table 5. East Kent (including Ashford) 45
Table 6. Milton Keynes and Aylesbury 46
Table 7. Inter-regional connections around/through London 47
Table 8. Implementation of Transport policies 48

Principles and Policies

This strategy aims to achieve a transport system which progressively reaches the standards of the best in North West Europe, by:

1 promoting management of and investment in the system, fully utilising existing transport capacity before justifying investment in additional capacity;

2 rebalancing the structure and use of the transport system in favour of more sustainable modes; and

3 supporting the regional spatial strategy, particularly managing and investing in interregional corridors and delivering urban renaissance and sub-regional objectives.

This approach, as expressed in the following policies, should also inform local authorities and other agencies in preparing relevant regional and local strategies.

Policy T1: Manage and Invest

Relevant regional strategies, development plans and Local Transport Plans should ensure that their management policies and proposals:

i are consistent with, and supported by, appropriate mobility management measures;

ii achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities;

iii encourage development that is located and designed to reduce average journey lengths.

Investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:

i supporting the function of the region's international gateways and inter-regional movement corridors (see Map 1, page 36);

ii developing the network of regional hubs and spokes (see Map 2, page 37);

iii facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development.

Policy T2: Key Management Issues

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that facilitate sustained economic growth, environmental enhancement and promote social inclusion by giving priority to:

i maintenance of the existing transport system;

ii improvements to the overall level of safety;

iii improvements in the overall level of access by addressing issues in a way that takes into consideration gender, ethnicity, disabilities and age;

iv reducing the environmental impact of movement on the natural and built environment;

v ensuring where possible that the location, design and construction of all new transport infrastructure projects enhances the environment and communities affected.

Policy T3: The Rural Dimension

Local Transport Plans covering areas which are not wholly urban should:

i take a co-ordinated approach to encouraging community-based transport in areas of need;

ii include a rural dimension to transport and traffic management policies, including looking for opportunities to improve provision for cyclists and pedestrians between towns and their nearest villages;

iii develop innovative and adaptable approaches to public transport in rural areas that reflect the particular and longer-term social and economic characteristics of the region.

Policy T4: Regional Hubs

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional hubs by:

i giving priority to measures that increase the level of accessibility by public transport, walking and cycling;

ii encouraging the development of concentrations of higher density land uses and/or mixed land uses that require a high level of accessibility so as to create 'living centres';

iii giving priority to the development of high quality interchange facilities between all modes of transport;

iv considering the applicability of the transport access and interchange aspects of the hub concept at the local level.

Policy T5: Regional Spokes

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional spokes by:

i giving priority to providing a level of service that supports delivery of the spatial strategy;

ii supporting the role of regional hubs as a focus of economic activity;

iii delivering an improvement in journey reliability that supports the rebalancing of the transport system in favour of non-car modes;

iv supporting the gateway function.

Policy T6: Airports

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that:

i support the development of Gatwick and Heathrow Airports within levels of growth agreed prior to the publication of the Aviation White Paper, though these will need to be reassessed in the light of the framework established by the White Paper;

ii take account of airport operator master plans produced in accordance with the Aviation White Paper;

iii encourages Southampton Airport to sustain and enhance its role as an airport of regional significance.

Airport Surface Access Strategies should set out ways of achieving a modal shift in favour of public transport.

Policy T7: Ports

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals for infrastructure that maintains and enhances the role of the following ports:

i ro-ro – Dover, Channel Tunnel, Portsmouth, Newhaven, Ramsgate and Southampton;

ii 'niche' markets – Southampton, Portsmouth, Shoreham, Newhaven, Dover and the Medway ports;

iii deep-sea containers – Southampton, and Thamesport.

Policy T8: Ports – Short Sea Services

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that encourage the development of short sea shipping connections linking the region into the wider European network, and between the following ports:

- Southampton
- Portsmouth
- Newhaven
- Dover
- Ramsgate
- Medway Ports

Policy T9: Public Transport

Local Transport Plans should include policies and proposals that foster an improved and integrated network of public transport services that give priority to:

i delivering better local bus services in partnership with operators by making more use of Bus Quality Partnerships;

ii rapid transit systems within larger urban areas;

iii increasing the opportunities for interchange between the public transport network and all other modes of transport;

iv promoting demand responsive transport services to sectors and areas with low accessibility.

The Regional Assembly should work with other Regional Assemblies, Local Transport Authorities and transport delivery agencies to develop:

i scheduled coach and express bus services along spokes and inter-regional corridors together with associated interchange facilities;

ii rail services to provide better inter and intra-regional connections.

Policy T10: Mobility Management

The policies and proposals set out in development plans and Local Transport Plans to achieve a rebalancing of the transport system should be based on a package of measures drawn from the following:

i an integrated and comprehensive travel planning advice service;

ii the allocation and management of highway space used by individual modes of travel;

iii the scale of provision and management (including pricing) of car parking both off and on-street, in association with District Councils;

iv the scope and management of public transport services;

v the extent and quality of pedestrian and cycling routes;

vi charging initiatives;

vii intelligent transport systems;

viii incentives for car sharing;

ix local services and e-services to reduce the need to travel;

x changes in ways of working that alter the extent and balance of future demand for movement.

Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.

Policy T11: Charging

Local transport authorities should make appropriate use of the powers available under the Transport Act 2000 to introduce new charging initiatives where they consider these are required in order to support delivery of the regional spatial and transport policy frameworks.

Policy T12: Parking

Development plans and Local Transport Plans should, in combination:

i adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements;

ii set maximum parking standards for B1 land uses within the range 1:30m^2 and 1:100m^2;

iii set maximum parking standards for other non-residential land uses in line with PPG13, seeking to reduce provision below this in locations with good public transport;

iv include policies and proposals for the management of the total parking stock within regional hubs that are consistent with these limits;

v apply guidance set out in PPG3 on residential parking standards, reflecting local circumstances.

Policy T13: Travel Plans and Advice

Local authorities should ensure that their development plans and Local Transport Plans identify those categories of major travel generating developments for which travel plans should be sought through the development control process.

Local Transport Authorities should also consider piloting the concept of transport planning advice centres for regional hubs in their Local Transport Plan.

Policy T14: Rail Freight

The railway system should be developed to carry an increasing share of freight movements. Priority should be given in other relevant regional strategies, development plans, and Local Transport Plans to providing enhanced capacity for the movement of freight by rail on the following corridors (in priority order):

i Southampton to West Midlands;

ii Dover/Channel Tunnel to and through/around London;

iii Great Western Main Line;

iv Portsmouth to Southampton/West Midlands Corridor.

Policy T15: Freight and Site Safeguarding

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that:

i promote the most appropriate mechanism for securing the efficient distribution of goods, including making more use of Freight Quality Partnerships;

ii safeguard wharves, depots and other sites that are, or could be, critical in developing the capability of the transport system to move freight, particularly by rail or water;

iii safeguard and promote sites adjacent to railways ports and rivers for developments, particularly new inter-modal facilities and rail connected industry and warehousing, that are likely to maximise freight movement by rail or water;

iv encourage development with a high generation of freight and/or commercial movements to be located close to inter-modal facilities, rail freight facilities, or ports and wharves.

Policy T16: Inter-Modal Interchanges

The Regional Assembly should work jointly with the Strategic Rail Authority, Highways Agency, Freight Transport Association, and local authorities, to identify broad locations within the region for up to 3 inter-modal interchange facilities. These facilities should be well related to:

i rail and road corridors capable of accommodating the anticipated level of freight movements;

ii the proposed markets;

iii London.

Policy T17: Priorities for Investment

The investment programmes of delivery agencies as they affect the South East are set out in Tables 1-7, together with potential projects considered to be of regional importance by the Regional Assembly.

The Regional Assembly should work with the Government Office, local authorities, the Strategic Rail Authority, the Highways Agency, statutory environmental bodies, public transport operators, the business community and other key stakeholders to deliver and keep under review the investment proposals of regional or sub-regional significance.

Development plans should include policies that safeguard delivery of:

i the specific investment proposals set out in Tables 1 to 7;

ii other major projects where they are required to support delivery of the regional spatial and transport policy frameworks, or of the Communities Plan growth agenda.

As far as possible, the location, design and construction of all new transport infrastructure projects should enhance the environment and communities affected.

Policy T18: Delivery Partnerships

The Regional Assembly will encourage and support the development of innovative integrated management partnerships to improve the delivery of transport services at a sub-regional level.

9. Regional Transport Strategy

9.1 This revised Regional Transport Strategy (RTS) replaces Chapter 9 of Regional Planning Guidance for the South East (RPG9) in relation to the South East region. The review of the strategy has been undertaken on the basis that the overall strategy and development principles set out within RPG9 remain unaltered. The revised RTS is subject to, and should play a full part in the delivery of the overall strategy in RPG9, including its spatial and environmental policies and the key development principles in Chapter 3 of the Regional Planning Guidance. Other parts of RPG9 remain unchanged in relation to the South East region or are in the process of being updated through other partial reviews.

The Problems of Success

9.2 South East England is the largest English region with a population of over eight million. It has the fastest growing regional economy in the United Kingdom and has the largest regional Gross Domestic Product (GDP) outside of London. Despite this impressive economic performance there remain pockets of severe deprivation throughout the region, often relatively poorly connected. Conversely, in the most economically buoyant parts of the region severe congestion, particularly on the road and rail networks, gives rise to unreliable and protracted journeys that reduce business performance and productivity for the region as a whole.

9.3 The region enjoys the benefits of proximity to wider markets. The region's role as the gateway to the rest of Europe and its internationally significant infrastructure is set out in Chapter 2 of RPG9. The movement associated with this role places substantial pressure on the region's transport system as a whole. The influence of London is substantial and means that in general the region's transport connections with London are well developed while orbital routes are less so.

9.4 The region's gateway function means that the transport system in the South East plays a pivotal role in the wider transport system of North West Europe. Delivery of the European Commission's "Spatial Vision for North - West Europe" is inextricably linked to the efficient and effective operation of the region's transport system. Indeed the vision for North West Europe identifies the Dover Straits and the M25 Corridor as key bottlenecks on the transport system serving the area.

9.5 The Commission's Transport White Paper announced a two-stage revision of the Trans-European Network (TENS) guidelines (see Map 3, page 38). The first stage is aimed at a limited adaptation of the existing guidelines with the aim of concentrating on the elimination of bottlenecks on the routes already identified. The second stage of the process will include a more extensive revision of the TENS guidelines aimed in particular at introducing the concept of 'motorways of the sea', developing airport capacity and including corridors in recent admission and candidate countries. The objective will be to concentrate on a primary network made up of the most important infrastructure for international traffic and cohesion across Europe. As the gateway to the United Kingdom the South East is likely to be crucially affected by any proposed modifications to the guidelines. The TENS review must take into account the gateway function arising from the internationally and nationally significant infrastructure, in particular international ports, airports and the Channel Tunnel.

9.6 The pressures associated with the South East's gateway role and proximity to London are having an adverse impact on the region's built and natural environment that cannot be ignored. The overarching vision of Regional Planning Guidance is the need to bring about an urban renaissance in order to improve the quality of life for those in urban areas and to protect the countryside. This vision will have significant implications for transport planning.

9.7 Decisions relating to the spatial distribution of land uses, and the mix of land uses and design will have implications for the nature of future demand for travel and the way in which the transport system will need to be developed. Building upon the vision set out for the spatial framework, this RTS sets out to deliver the following:

"Our vision is a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner: a regional transport system which progressively reaches the standards of the best in North West Europe."

9.8 Translating this vision into a set of regionally specific objectives that integrates spatial and transportation planning at the regional level, the RTS must seek:

a to facilitate urban renaissance and foster social inclusion by rebalancing the structure and use of the transport system. In particular by bringing forward measures that encourage modal shift and significantly improve the attractiveness of local public transport services;

b to reduce the wider environmental, health and community impact associated with the transport system by bringing forward measures to positively manage the transport system in ways that reduce our dependence on the private car;

c to improve transport infrastructure within and to the Thames Gateway to maximise regeneration potential and encourage economic development;

d to improve strategic road and rail links within and to the Western Policy Area to maintain economic success;

e to improve road and rail links along the South Coast to improve spatial connectivity and realise economic opportunities to reduce disparities within the region;

f to support economic development in East Kent through investment in improved accessibility;

g to take forward transport infrastructure proposals required to support development in the growth areas of Milton Keynes and Aylesbury, and Ashford;

h to develop road and rail links that improve inter and intra-regional connectivity;

i to improve and develop more sustainable transport connections to the region's key ports, airports and international rail stations as a basis for the enhancement of its gateway function to Europe and the rest of the world;

These objectives should be read in the context of RPG9's key development principles set out in chapter 3 of RPG9.

Manage and Invest

9.9 The strategy that flows from this vision and supporting objectives requires the integration of increased investment and more active management of the capacity and use of the transport system into a single strategy: 'Manage and Invest'. In setting out a long-term regional framework, the Regional Transport Strategy provides the context within which other relevant regional strategies, including those of South East England Development Agency (SEEDA), Highways Agency (HA) and Strategic Rail Authority (SRA), should be developed.

The key components of 'manage' are:

- seeking greater utilisation of capacity on the existing transport system, eg by more active management of the road network and intelligent transport systems, and by route capacity utilisation of the form now envisaged by the Strategic Rail Authority;
- managing demand on the transport system, particularly on the road network, eg through limiting capacity, promoting sustainable modes, parking policy, travel planning and possible fiscal measures; and
- influencing the pattern of activities and specifically new developments, so that more people have the opportunity to work and shop etc closer to their home location.

This will require revenue as well as capital investment; for example, in demand responsive transport and possibly coach and express buses, as well as capital investment in new network and interchange infrastructure.

Ultimately the challenge is to achieve economic growth without the concomitant increase in traffic which has historically been associated with economic growth.

9.10 Achieving a more sustainable pattern of development is dependent upon accepting that the transport system within the South East is a resource that has a finite capacity at any point in time. Whilst this capacity will be increased as a consequence of the investment already programmed as part of the Government's Transport Strategy, this RTS reflects the fact that the scale of that increase will be constrained both by the level of financial resources available and the need to achieve a better integration between economic, environmental and social objectives.

9.11 The focus of the spatial strategy on delivering an urban renaissance will encourage and support a rebalancing of both the structure and the use of the transport system that is essential if better use is to be made of this finite resource. The regional hub forms one of the basic building blocks underpinning this RTS, providing the opportunity to focus the development of quality transport services in a way that supports urban communities and urban renaissance. For each hub to perform its functional role within the regional or subregional context requires a network of corridors, or spokes, that are of an appropriate scale and capacity.

9.12 Efficient movement between the region and other regions is crucially important to regional economies. This is particularly the case with London connections, as of all rail journeys made from, to or within the South East, 65% have an origin or destination within the Greater London area. Traffic flows on the M25 contain a high volume and proportion of long distance traffic, emphasising the important inter-regional role of the M25. Other strategic movement corridors that are inextricably linked to the efficient working of the international gateways and are multi-modal, or capable of becoming so, are the Eastern Corridor (M20/CTRL), Western Corridor (A34/via Reading rail), M4/Great Western Main Line, and M23/Brighton Main Line. Largely for contextual purposes, rather than to inform regional priorities, these routes are shown on Map 1. There are also other inter-regional

routes of importance which are not shown, such as the M3/A303 corridor, M27 (Southampton – Portsmouth), and the East West (Oxford East) route which is related to the Milton Keynes South Midlands growth area for RPG9 Review.

9.13 Realising the full potential offered by the opportunities to rebalance the transport system provided by the spatial strategy requires the concept of mobility management to be embraced as an integral element of this RTS. Mobility management encourages an approach that embraces the need to develop the transport system in a way that considers more positively the inter-relationship between all elements of the transport system. It creates an integrated approach to managing the demand for movement that capitalises on the opportunities created through the spatial strategy by seeking to adjust, over time, people's pattern of travel in a way that reduces our dependence on the car and lorry whilst maintaining overall levels of access to services and facilities.

Policy T1: Manage and Invest

Relevant regional strategies, development plans and Local Transport Plans should ensure that their management policies and proposals:

i are consistent with, and supported by, appropriate mobility management measures;

ii achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities;

iii encourage development that is located and designed to reduce average journey lengths.

Investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:

i supporting the function of the region's international gateways and inter-regional movement corridors (Map 1);

ii developing the network of regional hubs and spokes (Map 2);

iii facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development.

The 'management' component is specifically taken forward through policies T10-13, T15 and T18; also T1, T2, T4, T6 and T9. The 'invest' component is taken forward through policies, T3, T5, T7, T8, T14, T16, T17; also T1, T2, T4, T6 and T9.

Key Management Issues

9.14 By focusing on the need to rebalance the use of the transport system away from its current dependence on the car and lorry, this RTS reflects policies set out elsewhere in Regional Planning Guidance that seek to reduce the impact of the transport system on both the natural and built environments.

9.15 Maintaining the existing transport system as an asset is to the benefit of all the region's residents. The increased level of resources made available by the Government to local authorities is beginning to reduce the maintenance backlog on the highway network. A high priority should be attached to delivering the programme of maintenance and renewals across the rail network if the intensity of services on the network in South East England is to be operated reliably.

9.16 Safety, both actual and perceived, has an influence on people's lives in a variety of ways. The fear of crime acts as a deterrent to walking, cycling and public transport use, particularly at night and within urban areas. In looking to develop the transport system a high priority should be given to ensuring that measures address individual's fear and experience of road traffic accidents, fears of crime when travelling, particularly on foot and public transport, and fear for one's own safety when walking, cycling or motorcycling. Particular attention should be given to the opportunities for good design, supplemented by security measures, to help reassure individuals.

9.17 Government has set a national target of a 40% reduction in the number of people killed or seriously injured in road accidents. It has also set a target of a 50% reduction in the number of children killed or seriously injured and a 10% reduction in the slight casualty rate. Local Transport Plans should reflect the requirement to achieve these targets.

9.18 The development of the transport system should seek to embrace an approach that promotes equal opportunities. Three issues are pertinent in considering equal opportunities. Firstly, the proportion of women who are dependent on the availability of public transport still tends to be higher than amongst men, and for women personal safety associated with the use of public transport is a concern. Secondly, the potential implications for different ethnic groups arising from a particular approach to the development of the transport system should be taken into consideration. Thirdly, greater sensitivity to the particular requirements of individuals with disabilities is needed. Account should also be taken of the particular needs of the young and elderly, especially in the light of forecast demographic changes.

Policy T2: Key Management Issues

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that facilitate sustained economic growth, environmental enhancement and promote social inclusion by giving priority to:

- **i maintenance of the existing transport system;**
- **ii improvements to the overall level of safety;**
- **iii improvements in the overall level of access by addressing issues in a way that takes into consideration gender, ethnicity, disabilities and age;**
- **iv reducing the environmental impact of movement on the natural and built environment;**
- **v ensuring where possible that the location, design and construction of all new transport infrastructure projects enhances the environment and communities affected.**

The Rural Dimension

9.19 Chapter 5 (Quality of Life in Town and Country) of RPG9 provides the spatial planning context within which an improvement in the quality of life for rural communities should be pursued. In the South East over 20% of the population lives in rural areas and it is therefore important to provide access to a proportionate amount of public transport. With an above average level of car ownership in rural areas, even among those on lower incomes, the car will continue to provide the primary mode of travel, although there is scope for improving the travel choice in rural areas. There is, however, unlikely to be a single model for delivering the flexible and responsive transport services required to meet the diverse needs of rural communities.

9.20 The guiding principles of this RTS should be used as the basis for addressing the rural transport issues, with the development of detailed solutions best undertaken at the local level. However, there are difficulties faced by Local Transport Authorities (LTAs) in making provision such as flexible bus services, because of legislative constraints and lack of revenue funding. In addition, the problem of rising operating costs and falling passenger numbers and revenue underlines the need for Local Authorities to address the issue at a strategic level.

9.21 An additional problem, caused by poor public transport accessibility in rural areas, is traffic growth. The rate of traffic growth on rural roads is faster than on any other area of the highway network. Rural communities are particularly sensitive to increasing traffic volumes and speed, which deters non-motorised users and contributes to the slower reduction in road fatalities on the network.

Policy T3: The Rural Dimension

Local Transport Plans covering areas which are not wholly urban should:

i take a co-ordinated approach to encouraging community-based transport in areas of need;

ii include a rural dimension to transport and traffic management policies, including looking for opportunities to improve provision for cyclists and pedestrians between towns and their nearest villages;

iii develop innovative and adaptable approaches to public transport in rural areas that reflect the particular and longer-term social and economic characteristics of the region.

Regional Hubs

9.22 The focus of the spatial strategy will encourage and support the concentration of future development in existing urban areas in such a way as to enable a more polycentric structure for the region to be realised. The role of this RTS is to identify those existing larger urban areas that are of regional significance and where the potential to build upon existing transport networks to achieve a higher level of accessibility by non-car modes provides the opportunity for the urban area to support the spatial strategy by being the focus for economic development: the regional hub. In setting the long-term regional framework for the region, the strategy also identifies locations that, within the time horizon to 2016, have the potential to be developed as regional hubs of regional significance.

9.23 More particularly, these regional hubs are those settlements where the provision of (or potential to provide) a range of multi-modal transport services supports the concentration of higher order economic activity. As highly accessible settlements of regional significance they should be the focus for development and investment in the transport system that leads to an increase in the overall level of accessibility by all modes between regional, subregional and local hubs along transport spokes. They should aspire to become "living centres"; accommodating higher density development, the economic and social needs of the settlement, and links to the local economic area. Regional hubs (as shown on Map 2) were identified on the basis of the following criteria:

- Political/administrative significance
- Historical/cultural significance
- Commercial/economic significance

- Population
- Transport connections
- Strategic interchange opportunities
- Proximity of major port, airport or rail terminal, and
- Future growth potential.

9.24 The concept of hubs as centres of economic activity and transport services is one that is applicable at all levels of the planning framework. Local Transport Authorities on a subregional level could identify urban areas that provide lower order functions that could justify their identification as sub-regional hubs. The application of the hub concept to rural communities reinforces the importance of local service provision and the need to develop flexible transport services in rural areas.

9.25 Regional hubs should be the focus for investment in order to achieve a high level of accessibility. Investment priorities should focus on improving the overall level of public transport accessibility, together with the overall quality of the walking and cycling environment, as part of a comprehensive programme to develop an integrated transport system serving the regional hub.

9.26 Within regional hubs priority should be given to the development of high quality interchange facilities. Usually the town centre should be regarded as the prime focus of the hub, although there may be specific locations such as railway stations and/or bus interchanges where the 'living centre' approach could be applied. Proposals within Local Transport Plans for such facilities should be developed in co-ordination with the development of detailed spatial strategies for the urban areas. Three particular changes are required in order to make a reality of hubs in the South East:

- improved quantity and quality of bus access to the hubs
- the provision of safe walking routes and signing of those routes within towns
- more effective co-location of rail and bus stations where hubs are served by rail.

9.27 Spatial strategies should recognise the higher level of accessibility by encouraging higher density and mixed-use development at these locations. The integration of spatial and transportation planning in this way represents the practical application of the Transport Development Area concept in a way that creates 'living centres' within the regional hub.

9.28 In some instances, a high level of public transport accessibility may not in itself warrant identification of that location as a regional hub, but the high level of accessibility and interchange is of regional significance. The role of these transport interchanges should be protected and enhanced where possible through the investment priorities and management strategies of service providers. More specifically, transport interchanges should be identified where present and future public transport interchange opportunities of regional significance exist. Transport interchanges should seek to maximise travel opportunities and be predominantly based around public transport access (bus/rail/coach/taxi). Unlike hubs they are essentially about inter-connectivity, especially by rail. Although their higher level of accessibility may support some economic activity in the immediate vicinity of interchanges, it is unlikely to be of regional or even sub-regional significance.

9.29 The concept of hubs can also be usefully applied at a more local level. Clearly the balance between service provision, development density and the transport requirements will vary according to the level at which this is applied. For example, a local approach could entail defining local hubs and identifying improvements that could be made to the means of access from their rural hinterlands and to interchange with inter-urban public transport.

Policy T4: Regional Hubs

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional hubs by:

i giving priority to measures that increase the level of accessibility by public transport, walking and cycling;

ii encouraging the development of concentrations of higher density land uses and/or mixed land uses that require a high level of accessibility so as to create 'living centres';

iii giving priority to the development of high quality interchange facilities between all modes of transport;

iv considering the applicability of the transport access and interchange aspects of the hub concept at the local level.

Regional Spokes

9.30 In order that the full potential of the regional hubs as centres of economic activity within a more polycentric structure might be realised, they must be supported by a network of regional spokes: transport corridors designed to support the regional hubs through appropriate linkages that enhance accessibility by public transport.

9.31 As corridors of movement the regional spokes should be considered on a multi-modal basis. The regional significance of these corridors of movement should be reflected in the management of the infrastructure by the responsible delivery agencies, including the Highways Agency, Strategic Rail Authority and Local Transport Authorities. The balance between transport modes and the level of service that should be sought in respect of each spoke will need to reflect the priorities of the spatial strategy and the opportunities that exist within each mode to accommodate the resultant demand for movement. It should be noted that not only corridors with an existing rail link qualify as spokes. Where there is no rail infrastructure or a parallel road corridor, consideration should be given to provision for alternative public transport modes on the highway network. Consideration also needs to be given to improving safety for cyclists and pedestrians as well as providing enhanced rail links and adjustments to road space to facilitate high quality bus and coach services.

9.32 Where it is identified that there is a requirement for investment to be made in a regional spoke, priority should be given to measures that enhance the overall level of accessibility by public transport. Investment in the highway network is likely to remain part of the overall package of measures to support the development of the regional spokes, primarily focussed on enhancing safety and/or providing for a choice of modes in accordance with the principles of mobility management set out in policy T10, rather than increasing highway capacity. Carefully targeted capacity improvements to address existing congestion may be appropriate where they support both the functionality of the spoke and the development principles set out in Regional Planning Guidance.

9.33 The national and European significance of those regional spokes that provide access to the region's key international gateways should be taken into account where appropriate.

Policy T5: Regional Spokes

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional spokes by:

i giving priority to providing a level of service that supports delivery of the spatial strategy;

ii supporting the role of regional hubs as a focus of economic activity;

iii delivering an improvement in journey reliability that supports the rebalancing of the transport system in favour of non-car modes;

iv supporting the gateway function.

Airports

9.34 The Government sets out the framework within which airport infrastructure is developed. The background to this RTS Airports policy was set out in the 1985 White Paper: Airports Policy. A new White Paper on Aviation was published in December 2003 following on from consultation on the South East and East of England Regional Air Services Study (SERAS).

9.35 This White Paper, entitled " The Future of Air Transport", sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the background of wider developments in air transport. For the South East the main conclusions relevant to the RPG9 area are:

- There is an urgent need for additional runway capacity in the South East
- There is no strong case for the development of a second international hub airport alongside Heathrow.
- The first priority is to make best use of the existing runways, including the remaining capacity at Stansted and Luton.
- Provision should be made for two new runways in the South East by 2030.
- The first new runway should be at Stansted, to be delivered as soon as possible (around 2011 or 2012).
- The further development of Heathrow is supported, including a further new runway and additional terminal capacity to be delivered as soon as possible (within the 2015 – 2020 period) after the new runway at Stansted, but only if stringent environmental limits can be met. An urgent programme of work and consultation will be started to examine this issue further and to consider how best use can be made of the existing airport.
- The Government will not seek to overturn the 1979 planning agreement preventing construction of a second runway at Gatwick before 2019.
- In the case the conditions attached to the construction of a third Heathrow runway cannot be met, and since there is a strong case on its own merits for a new wide-spaced runway at Gatwick after 2019, land should be safeguarded for this.
- The option for two new runways at Gatwick is not supported.
- The option to develop a new airport at Cliffe is not supported.
- There is scope for other existing South East airports, including London City, Norwich, Southampton and some smaller airports, such as Manston, to help meet local demand, and their further development is supported in principle, subject to relevant environmental considerations.

- No other proposals put forward during the consultation for new airports at alternative locations are supported.

The appropriate planning and transport bodies will need to take into account new or revised airport master plans produced by the airport operators in accordance with the White Paper, along with the policies set out in the White Paper. The implications of the White Paper are not considered within this RTS but will need to be considered as part of the comprehensive review of Regional Planning Guidance.

9.36 Airports have become major transport interchanges and traffic generators attracting a range of related and non-related developments. The concentration of this economic activity and high level of accessibility means that airports should be treated as regional hubs in their own right in addition to their role as gateways. As such it is also vital to ensure multimodal access to airports; the development of connecting coach services will be of major importance, particularly in the period before new rail routes such as Crossrail can be implemented.

9.37 Although located just outside the region, Heathrow Airport has a substantial spatial and economic linkage with South East England. Within levels of growth agreed pre White Paper, Heathrow Airport will have the capacity, with Terminal 5 operational, to accommodate 89m passengers per annum (mppa). The surface access strategy for the airport emphasises the key role that public transport plays in meeting the airport's needs and sets a challenging modal split target. Heathrow aims to achieve a target of 40% of passengers to the airport using public transport by 2007, compared with 35% in 2001, and with a longer- term aim of 50%. With the construction of Terminal 5 the pressures on the transport system serving the airport will increase and additional investment in public transport will be required. The Strategic Rail Authority is continuing to investigate a strategy for rail services to the airport. As part of this work consideration is being given to the importance of delivering Crossrail, Heathrow/Staines Rail link (including Airtrack), and the west-facing connection onto the Great Western Main Line.

9.38 Gatwick Airport is the second busiest airport in the United Kingdom, with the potential to accommodate up to 40mppa within the existing planning framework. The surface access strategy has set a challenging target to maximise the use of public transport in recognition of the extensive network of rail and bus links serving the airport that endows Gatwick with a high level of accessibility. Priority should be given to developing the Fastway network, improvement works to Gatwick Station and the Brighton Main Line, and the enhancement of public transport linkages with the Sussex coastal area, in particular the area to the east of Brighton. Gatwick's access targets are geared to enable the airport to grow to its committed capacity. They include a doubling of airport employees using local buses by 2008 and 40% of passengers using public transport for journeys to and from Gatwick by 2008, compared with the present level of 32%.

9.39 Southampton Airport serves an important role as a business airport for central southern England, and has experienced very substantial passenger growth from low cost leisure operations. The airport's location adjacent to the Southampton to Waterloo rail corridor, and close proximity to the M27 motorway ensures a high level of accessibility that is reflected in part by the station's use as a parkway. Priority should be given to implementing measures identified through the M27 Integrated Transport Study and South Coast Corridor Multi-Modal Study that will improve access to the airport and its railway station. The accessibility of this regional hub should be taken into consideration in future spatial development proposals, although development pressures in the surrounding area will need careful management in order to ensure that the airport can continue to make an effective contribution to both the local and regional economy.

Policy T6: Airports

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that:

i support the development of Gatwick and Heathrow Airports within levels of growth agreed prior to the publication of the Aviation White Paper, though these will need to be reassessed in the light of the framework established by the White Paper.

ii take account of airport operator master plans produced in accordance with the Aviation White Paper.

iii encourage Southampton Airport to sustain and enhance its role as an airport of regional significance.

Airport Surface Access Strategies should set out ways of achieving a modal shift in favour of public transport.

Water Transport

Inland Waterways

9.40 The scope for inland waterways to play a significant role within the transport system serving South East England is limited because of the level of infrastructure available. Where waterways exist, their primary role will be to support leisure and tourist activities. Proposals to develop the contribution of inland waterways should be developed within the context set out in the Regional Spatial Planning Strategy for Tourism.

Ports

9.41 The region's ports play a vital role in supporting the UK economy. As a key link in the overall distribution chain serving the economy the ports are dependent upon the quality of the landside infrastructure providing onward connection. This RTS gives guidance on how port-related movements fit within the operation of the region's transport system and the priorities for developing landside infrastructure. However, it will remain for the port sector to bring forward and justify proposals for future investment in individual pieces of port infrastructure. The focus of this RTS lies with the key gateway ports and ports that are of regional or sub-regional significance, this includes the parts of the Port of London that are located within the South East. The potential role of the region's smaller ports should be considered in structure and local plans.

9.42 Port trade has grown significantly in several sectors in recent years, most significantly in deep-sea container traffic, roll-on roll-off services (ro-ro) and passenger ferry markets. The scale of future growth will be influenced by a number of external factors. However, a reasonable planning scenario would appear to be that port trade will continue to grow substantially over the period to 2016.

9.43 Priority should be given to improving rail access to the region's deep-sea container port facilities at Southampton and Thamesport in order to support existing operations. Priority should be given to improvements in terms of physical infrastructure and gauge clearance and also in terms of availability of paths. Further work will be required in order to develop a better understanding of the deep-sea container sector and the need for additional capacity.

9.44 The primary focus for ro-ro services will continue to be across the Dover Straits, using either cross channel ferry services operating via the Port of Dover or shuttle services operating through the Channel Tunnel. Restoration of a rail connection into the Port of Dover, together

with improvements to road access along the A2 corridor should be given priority in the medium term. In the longer term consideration will need to be given to the capacity of the road and rail corridors serving both the Port of Dover and the Channel Tunnel and to the need for a Thames Crossing east of Dartford.

9.45 Cross channel ferry services operating out of Portsmouth are of significance for South East England, the South West and the Midlands. The proposal to establish an inter-modal freight facility on the site of the former Hilsea Gas Works would provide the opportunity to increase the modal share of freight movements by rail but would need to be accompanied by physical infrastructure and gauge clearance works if its full potential is to be realised. Newhaven and Ramsgate Harbours offer opportunities to develop ro-ro operations that, while more limited in the scale of their operation, should be developed as complementary to the principal ro-ro operations.

Policy T7: Ports

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals for infrastructure that maintains and enhances the role of the following ports:

i ro-ro – Dover, Channel Tunnel, Portsmouth, Newhaven, Ramsgate and Southampton;

ii 'niche' markets – Southampton, Portsmouth, Shoreham, Newhaven, Dover and the Medway ports;

iii deep-sea containers – Southampton, and Thamesport.

9.46 The geographical location and network of port infrastructure in South East England provides the opportunity to encourage the development of short sea shipping services as a real alternative to land transport. The region's gateway ports should be promoted as part of the network of 'motorways of the sea' promoted by the European Commission. It is vital that local authorities liaise with port operators to safeguard existing facilities or land for future rail or short sea interchanges in preparing development plans and in carrying out their development control.

Policy T8: Ports – Short Sea Services

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that encourage the development of short sea shipping connections linking the region into the wider European network, and between the following ports:

- **Southampton**
- **Portsmouth**
- **Newhaven**
- **Dover**
- **Ramsgate**
- **Medway Ports**

Public Transport

9.47 The spatial strategy and this RTS recognise the opportunities that the focus on delivering an urban renaissance provides in terms of rebalancing the structure and use of the transport system. Critical to achieving this is the need to give higher priority to providing a greatly enhanced and integrated network of public transport services.

9.48 The role of scheduled local bus services is a seriously underdeveloped and neglected element of the transport system in the region. Greater use should be made of Quality Bus Partnerships as a means of raising the standard of existing services. Local Transport Plans should set out proposals for working with the bus industry to develop the network of scheduled services, particularly within regional hubs, such that a higher level of public transport accessibility might be achieved overall.

9.49 A distinctive feature of the transport system in the region is the role of the coach network, focused on the national coach hubs at Heathrow and Gatwick Airports and commuter coach services from the region into London. Priority should be given to encouraging the development of a stronger network of scheduled and commuter coach services that build upon these existing operations in a way that complements the network of regional spokes.

9.50 The significance of the rail system to the region is reflected in the investment priorities set out by the SRA in its Strategic Plan, where expanding the role of the rail network is consistent with an emphasis on improved management. Priority should be given to improving rail access to the key international gateways, the development of rail services that provide an alternative to orbital road movements and the enhancement of services to regional hubs where this improves the overall level of accessibility. The priorities should inform and be informed by the SRA's Regional Planning Assessments and Route Utilisation Strategies.

9.51 Strategic park and ride facilities should be examined to cater for modal interchange as part of an inter-urban trip or to serve a variety of trips within overlapping catchment areas. These might be:

- rail-based parkway schemes such as Southampton Airport, which with expansion, could usefully serve trips to destinations in South Hampshire; or
- inter-urban bus and coach interchange points, close to motorways. This latter type of facility might also assist 'park and share' schemes promoted in some travel plans.

Examples of broad locations emerging from the results of the Multi Modal Studies include: M4 junction 11 south of Reading; and M40 junction Handy Cross, High Wycombe.

Policy T9: Public Transport

Local Transport Plans should include policies and proposals that foster an improved and integrated network of public transport services that give priority to:

i delivering better local bus services in partnership with operators by making more use of Bus Quality Partnerships;

ii rapid transit systems within larger urban areas;

iii increasing the opportunities for interchange between the public transport network and all other modes of transport;

iv promoting demand responsive transport services to sectors and areas with low accessibility.

The Regional Assembly should work with other Regional Assemblies, Local Transport Authorities and transport delivery agencies to develop:

i scheduled coach and express bus services along spokes and inter-regional corridors together with associated interchange facilities;

ii rail services to provide better inter and intra-regional connections.

Mobility Management

9.52 Fundamental to this RTS is the requirement to rebalance the transport system in favour of non-car modes. The adoption of an integrated approach to investment in, and management of, the transport system will enable the link between economic growth and the growth in car-based traffic to be gradually broken, while at the same time increasing the overall level of accessibility to goods and services. This RTS places a strong and particular emphasis on the need to bring forward measures that should, over time, achieve a significant change in the overall pattern of movement, with a higher proportion of journeys being undertaken on foot, by cycle or public transport (bus, rail and rapid transit).

9.53 The output from the multi-modal studies has confirmed the need to look beyond transport measures to solve the region's transport problems. It is therefore essential that the detailed policies and proposals brought forward within the framework set by this RTS are integrated with other policy frameworks, most notably for spatial planning, health and education.

9.54 Co-ordination is necessary between the Highways Agency and Local Transport Authorities in respect of road management measures or metering on motorway access roads that could have implications for queuing on the local road network. Co-ordination is also crucial with all such measures across local authority boundaries – particularly across the outer London boundary – to avoid wasteful competition between centres based on ease of access by car. This needs to include district authorities, both planning and transport authorities and the Highways Agency. At a strategic level the Pan-Regional Forum across London, the South East and East has an important role in this respect.

9.55 The Highways Agency play a pivotal role in delivering the change needed. They are developing various methods to 'lock in the benefits' of increased capacity and optimise the use of the road network. For example, by giving priority to coaches and express buses on slip roads accessing the motorway and possibly freight vehicles. In addition, intelligent transport systems are being developed. For example traffic control, variable messaging, public transport information, fleet management and driver control.

9.56 Further work is required in order to develop regionally specific advice on the application of methods used to measure accessibility levels and how they might be applied in determining an appropriate balance between the elements items set out under policy T10.

Policy T10: Mobility Management

The policies and proposals set out in development plans and Local Transport Plans to achieve a rebalancing of the transport system should be based on a package of measures drawn from the following:

i an integrated and comprehensive travel planning advice service;

ii the allocation and management of highway space used by individual modes of travel;

iii the scale of provision and management (including pricing) of car parking both off and on-street, in association with District Councils;

iv the scope and management of public transport services;

v the extent and quality of pedestrian and cycling routes;

vi charging initiatives;

vii intelligent transport systems;

viii incentives for car sharing;

ix local services and e-services to reduce the need to travel;

x changes in ways of working that alter the extent and balance of future demand for movement.

Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.

The Role of Charging

9.57 The outputs from the multi-modal studies, in particular the South Coast Corridor Multi-Modal Study and ORBIT, have confirmed the significant and potentially crucial role that charging can play as part of a comprehensive package of measures designed to achieve a rebalancing of the transport system. Indeed both ORBIT and the Thames Valley Multi-Modal study with its particular focus on the Western Policy Area, acknowledge the potential benefits of some form of area wide charging.

9.58 While the proposed area-wide charging scheme put forward by ORBIT requires a revision to national legislation, the proposals put forward as part of the overall package of measures by the South Coast Corridor Multi-Modal Study are capable of being implemented under the terms of the Transport Act 2000. In preparing their Local Transport Plans for submission to Government in 2005 Local Transport Authorities in the South Hampshire and Isle of Wight and Sussex Coast and Towns sub-regions should consider in greater detail the potential role of the charging initiatives identified by the multi-modal study.

9.59 The Regional Assembly should consider both the regional implications of the Secretary of State's national road pricing feasibility study, and its own role in co-ordinating feasibility work on charging at a sub-regional level. Local Transport Authorities should consider undertaking feasibility work on future workplace parking levies and congestion charging schemes, both of which are possible under the Transport Act 2000. Such feasibility work could be undertaken where:

- car based travel is having an adverse impact on the quality of life and the environment,
- there is congestion and/or a high traffic growth on rural and suburban roads; and
- public transport alternatives are available or have the potential for early improvement.

Policy T11: Charging

Local transport authorities should make appropriate use of the powers available under the Transport Act 2000 to introduce new charging initiatives where they consider these are required in order to support delivery of the regional spatial and transport policy frameworks.

Parking Provision for New Developments

9.60 Planning Policy Guidance Note 13: Transport (PPG13) requires development plans to set maximum levels of car parking for broad classes of development. PPG13 encourages the adoption of more rigorous parking standards where this is considered appropriate.

9.61 South East England exhibits a wide range of social and economic circumstances that necessitates a flexible approach to identifying appropriate levels of parking provision. Such an approach should provide a level of accessibility by private car that is consistent with the overall balance of the transport system at the local level. Nevertheless, the constraints that will continue to exist in terms of the capacity of the transport system, when coupled with the need to rebalance the use of the transport system, means that overall local authorities should seek a level of parking provision that is tighter than that set out in PPG13.

9.62 In determining what should be an appropriate level of parking provision for new development, local authorities should take into account:

- the relationship with adjoining authorities – with authorities taking into consideration the levels of parking provision adopted in adjoining or competing areas and the spatial and physical relationship between adjoining areas. Areas close to the London boundary or with a strong spatial or economic relationship with London should set maximum parking standards at the lower end of the prescribed range (ie closer to or at 1:100m^2),
- the level of activity – in those parts of the region, such as the Western Policy Area and any other areas of economic pressure, where traffic congestion is a key concern, local authorities should set tighter parking standards ie preferably within the lower half of the range set out in Policy T12. Local authorities should, as part of an approach which supports urban renaissance, consider the application of tighter levels of parking provision as a means of achieving greater benefits in terms of better use land and reduced pressure on the highway network; and
- the size of the settlement – local authorities should take into account that regional hubs, by virtue of being the larger areas in the region, are more likely to be capable of supporting an attractive and viable public transport service thereby enabling tighter levels of parking provision to be encouraged.

9.63 In considering levels of parking, local authorities should also consider the need to reinforce land use policies by adopting a consistent level of parking provision for town and city centre locations and peripheral locations identified through the sequential approach.

9.64 Proposals to increase the provision of car parking at railway stations should be considered favourably, particularly at the principal stations associated with regional hubs. In proposing an increase in car parking at rail stations, an assessment should be undertaken of the management regime required in order to maximise the increase in accessibility to rail services and minimise the local impact of any increase in traffic. Local authorities should consider safeguarding land specifically to accommodate an increase in car parking at rail stations. However, any increases in rail station parking should be part of an integrated surface access strategy whereby provision for public transport, cycling and walking is also enhanced.

9.65 The maximum levels of parking provision set out in PPG13 do not apply to development proposals below the relevant thresholds. Local authorities are advised to identify ceilings for the level of parking provision at small developments, but to use their discretion in setting detailed levels so as to reflect local circumstances. By virtue of the thresholds, this locally based approach will cover most development in rural areas.

9.66 Current national guidance on the level of parking provision appropriate for residential developments is set out in Planning Policy Guidance Note 3: Housing (PPG3). The

concentration of development and emphasis on urban renewal, however, creates opportunities to apply RPG9 flexibly with both higher and lower levels of parking provision being considered in light of local circumstances.

Policy T12: Parking

Development plans and Local Transport Plans should, in combination:

i adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements;

ii set maximum parking standards for B1 land uses within the range 1:30m^2 and 1:100m^2;

iii set maximum parking standards for other non-residential land uses in line with PPG13, seeking to reduce provision below this in locations with good public transport;

iv include policies and proposals for the management of the total parking stock within regional hubs that are consistent with these limits;

v apply guidance set out in PPG3 on residential parking standards, reflecting local circumstances.

Travel Plans and Advice

9.67 Travel plans are an integral element of the mobility management approach. They can be a positive measure in enabling economic activity and growth in the region. Local authorities can play a leading role in engaging the public, business community, health sector, education sector and transport industry in a meaningful partnership that promotes the co-ordinated development and implementation of travel plans.

9.68 Local authorities should actively support travel plan initiatives taken by private sector companies and other organisations. Local authorities should implement their own travel plan as a priority. They should also put in place mechanisms to monitor the benefits of travel plans in order that the measures set out within them might be amended in light of practical experience.

9.69 Local Transport Authorities should work with partners, including transport providers and the business community, to identify opportunities to establish integrated travel planning advice centres serving the regional hubs that provide:

- comprehensive and independent professional advice on the development and implementation of individual travel plans;
- co-ordination of travel plans as a means of achieving economies of scale that would support the introduction of new and innovative mobility management measures;
- co-ordination of initiatives and dissemination of best practice;
- local real-time travel information services;
- individual journey planning advice.

9.70 The ROMANSE (Road Management System for Europe) project in Southampton uses the internet, radio bulletins and variable message signs to inform the travelling public of real time traffic and travel information. Real time travel information is also provided in other

parts of the South East, such as Reading where a web site includes current and predicted car parking availability and traffic monitoring web cams.

Policy T13: Travel Plans and Advice

Local authorities should ensure that their development plans and Local Transport Plans identify those categories of major travel generating developments for which travel plans should be sought through the development control process.

Local Transport Authorities should also consider piloting the concept of transport planning advice centres for regional hubs in their Local Transport Plan.

Rail Freight

The Gateway Function

9.71 The primary generators of long-distance movement arising from the region's gateway function are the ports and the Channel Tunnel. Improved rail access into the gateway ports would enhance the opportunity for rail freight to compete with road haulage. Improved rail access would also enhance the ports' potential role as access points to the proposed European network of short sea shipping routes. In addition, there is a need to protect paths on the rail network that benefit freight movements and to address bottlenecks on the network that adversely affect freight movements.

9.72 London remains a key bottleneck for rail freight movements originating from a number of the gateway ports. Work undertaken by the Thames Gateway Strategic Executive as part of the development of a transport vision for the Thames Gateway has identified the context within which a potential Lower Thames Crossing might be considered. The Highways Agency and the SRA have taken forward separate work to look at the issues affecting the networks in the area and to report to Transport Ministers.

9.73 The potential for increased rail freight movements from the Port of Southampton and, potentially the Port of Portsmouth, has already been recognised by the commitment of the SRA to provide improved gauge clearance on the route through to the West Midlands. However, realisation of the full potential of this enhancement will only be possible once further infrastructure works in the West Midlands are implemented.

9.74 Although Heathrow and Gatwick Airports account for over 80% of the total national air freight market, the total volume carried is currently not expected to be sufficient to justify dedicated rail services.

Policy T14: Rail Freight

The railway system should be developed to carry an increasing share of freight movements. Priority should be given in other relevant regional strategies, development plans, and Local Transport Plans, providing enhanced capacity for the movement of freight by rail on the following corridors (in priority order):

i Southampton to West Midlands;

ii Dover/Channel Tunnel to and through/around London;

iii Great Western Main Line;

iv Portsmouth to Southampton/West Midlands Corridor.

Freight and Site Safeguarding

9.75 The majority of freight movements within the region are made by road and this will continue to be the case due to the mode's flexibility and general suitability to accommodate a wide range of movements and consignments.

9.76 The capacity of the highway network is at present insufficient to accommodate the demand for road-based freight movement, resulting in unreliable journey times. This unreliability in turn affects business efficiency. In considering the future allocation of highway space, consideration should be given to giving higher priority to road freight vehicles.

Policy T15: Freight and Site Safeguarding

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that:

i promote the most appropriate mechanism for securing the efficient distribution of goods, including making more use of Freight Quality Partnerships;

ii safeguard wharves, depots and other sites that are, or could be, critical in developing the capability of the transport system to move freight, particularly by rail or water;

iii safeguard and promote sites adjacent to railways, ports and rivers for developments, particularly new inter-modal facilities and rail connected industry and warehousing, that are likely to maximise freight movement by rail or water;

iv encourage development with a high generation of freight and/or commercial movements to be located close to inter-modal facilities, rail freight facilities, or ports and wharves.

Inter-Modal Interchanges

9.77 Work undertaken by the SRA has identified the need for between three and four inter-modal interchange terminals to serve London and South East England. This suggests that to support development of rail in the general freight market, a small number of large new interchanges will be required with both intermodal capacity and rail connected warehousing. To be efficient these must be large enough to accommodate longer trains with modern wagons, rapid means of cargo transfer, handling and storage. They may also need to provide activities such as warehousing, stockholding or processing, all of which may be regarded as adding value to the process of modal transfer.

9.78 Potential sites for these terminals will need to meet a number of criteria. In particular they must:

- be of sufficient size and configuration to accommodate an appropriate rail layout, transfer operation and added value activities;
- be already rail connected or capable of rail connection at a reasonable cost;
- have adequate road access or the potential for improved road access;
- be situated away from incompatible land uses.

Areas of search for potential sites should be identified in partnership with the SRA and Highways Agency for more detailed discussion with local authorities.

Policy T16: Inter-Modal Interchanges

The Regional Assembly should work jointly with the Strategic Rail Authority, Highways Agency, Freight Transport Association, and local authorities, to identify broad locations within the region for up to 3 inter-modal interchange facilities. These facilities should be well related to:

i rail and road corridors capable of accommodating the anticipated level of freight movements;

ii the proposed markets;

iii London.

Priorities for Investment

9.79 The investment priorities for this RTS are presented in Annex 2. They reflect the priorities of the spatial strategy set out in Regional Planning Guidance. Although these tables largely focus on priorities for capital investment, revenue expenditure is also required to achieve the desired objectives. For example, to fund measures to influence change in travel behaviour.

9.80 The tables set out the status of the most regionally significant schemes and measures, with committed schemes at the top and proposals for investigation at the bottom. Within each category projects which best address the core principles and policies of this strategy, generally public transport based, are placed above other projects. Those schemes which are denoted as committed include projects which the Government or other funders have agreed to support, and those which Government has committed to support subject to satisfying specific statutory conditions or obtaining a contribution from a third party. All Government supported schemes are subject to value for money and affordability tests and most are also subject to the completion of statutory procedures. Specific transport infrastructure projects will be based on a balanced assessment of economic, environmental, and social considerations, in line with the principles of sustainable development. The Regional Assembly is taking forward work to establish a methodology which will enable a hierarchy of regional priorities to be identified from the projects within the investment tables.

Thames Gateway (see Table 1, page 41)

9.81 The Thames Gateway is a national and regional priority for regeneration and growth requiring substantial improvement in the transport system to realise the scale of growth required. As a priority improvements to road and rail links within and to the Thames Gateway are required in association with measures to develop the international gateway function and improve inter and intra-regional connectivity.

9.82 The Thames Gateway is the single largest regeneration opportunity in North West Europe. Through the Thames Gateway Strategic Executive, the Government has established a partnership with public, private and voluntary sector interests that is focused on realising the potential of the sub-region. Within South East England, the Strategic Executive's focus lies on four 'zones of change': Kent Thameside, Medway, Sittingbourne/Sheerness and Isle of Grain. The Thames Gateway Kent Partnership has been established to co-ordinate programme delivery.

9.83 The full development potential of the Gateway will only be achievable on the basis of public transport orientated development with the spatial focus being higher density development focused on regional hubs. A traditional car based approach would only enable two-thirds of the potential to be realised, would lead to higher levels of congestion and, in any event,

would be unlikely to be environmentally acceptable. The preferred approach will need to be supported by the development of an 'integrated management' delivery of investment across all modes.

Western Policy Area (see Table 2, page 42)

9.84 This area is one of the most prosperous in the UK, characterised by increasing pressure on local infrastructure, land resources and house prices. Improvements to the functionality of strategic road and rail links within and to the area, a reduction in the impact of congestion, and improved alternatives to the car, are all important to maintaining economic success.

9.85 Given the pressures that exist on the transport system within this sub-region, maintaining economic success in the future will be dependent upon both reducing the dependence on the car and an improved inter-urban public transport system. In the latter context, addressing the capacity constraints associated with Reading Station has a national as well as regional significance.

9.86 Delivery of the necessary step change in the development and management of the transport system is likely to require the adoption of an 'integrated management' approach to the delivery of investment across all modes, supported by the consistent application of a strong suite of supporting mobility management measures.

South Hampshire and Isle of Wight (see Table 3, page 43)

9.87 The Solent area is economically and socially diverse, with travel and economic activity focussed on the two cities of Southampton and Portsmouth. The high levels of congestion on the M27 and A27, and economic development objectives for the whole area, underline the importance of better road and rail links along the corridor. Investment here should seek to improve spatial connectivity and realise economic opportunities, with measures to encourage modal shift and significantly improve the attractiveness of using local public transport services.

9.88 A Priority Area for Economic Regeneration, the investment framework for this sub-region builds upon the Secretary of State's decisions on the South Coast Corridor Multi-Modal Study and the earlier M27 Integrated Transport Study. A comprehensive package of more local measures was identified through the multi-modal study process and local authorities should give priority to bringing these, or equivalent measures, forward for delivery. The local authorities in the sub-region have identified the need to develop an 'integrated management' approach to the operation and development of the transport system across all modes through their engagement in the Solent Transport Partnership. This Partnership should continue to develop a longer term strategy for the Solent area which takes account of the Secretary of State's decisions on the first phase of the South Hampshire Rapid Transit System.

The Sussex Coast and Towns (see Table 4, page 44)

9.89 The coastal towns and communities contain significant pockets of deprivation associated with the decline of the traditional tourist industry and mismatch between labour and jobs. The Crawley/Gatwick area acts as a focus for economic activity and the focus of a high quality transport system for development and linkage to the coastal towns and adjoining regions. Improved road and rail links along the coastal corridor are important to realising economic opportunities and improving spatial connectivity, and, towards that end, a number of important schemes in the investment tables seek to reduce delays and unreliable

journeys along the south coast. Measures to encourage mode shift and significantly improve the attractiveness of local public transport services were identified in the South Coast Multi Modal study as essential components of the corridor strategy. Other public transport proposals that promote mode shift and which can facilitate delivery of the spatial strategy, such as reinstating the Lewes to Uckfield line, should be considered for inclusion in the South East Plan.

9.90 Realising the regeneration potential of this Priority Area for Economic Regeneration will be dependent upon the co-ordinated development of complementary strategies in a number of policy areas, supported by investment in the transport system that improves connectivity and encourages a rebalancing of the transport system in favour of non-car modes.

East Kent and Ashford (see Table 5, page 45)

9.91 This area includes an arc of nine coastal towns including Thanet, with one of the highest levels of unemployment in the UK, together with the growth area of Ashford. The M2, M20 and A20, together with the completion of the Channel Tunnel Rail Link, will provide high quality rail and road connections to London and the Continent which investment plans should continue to protect and develop in concert with improvements to inter and intra-regional links. Measures to encourage modal shift and significantly improve the attractiveness of local public transport services should also be carried out.

9.92 The 'international gateways' of the Port of Dover and the Channel Tunnel are both located within the sub-region and act as foci for economic activity as well as being infrastructure of international significance. The need for high quality access to the international gateways is both a regional and national priority and recent evidence suggests that there will be continued and substantial growth in cross channel traffic. At the sub-regional level, realising the regeneration potential of East Kent will be dependent upon improving the overall level of accessibility.

9.93 Ashford is one of the three identified growth areas in the South East region, reflecting in part its locational advantages. Although the completion of the M20 and the construction of the international rail station has helped begin the realisation of this potential, the South Ashford Transport Study and the more recent Ashford Area Growth Study have served to highlight the potential constraint caused by deficiencies in the transport system. The RTS Partial Review into the Ashford Growth Area will address transport management and investment issues associated with the growth of Ashford.

Milton Keynes and Aylesbury (see Table 6, page 46)

9.94 Milton Keynes is also in one of the three growth areas in the region, being part of the cross regional Milton Keynes – South Midlands growth area, as recognised in RPG9 and the subsequent area study. The transport management and investment needs of this area will be considered as part of the Alterations to Regional Planning Guidance arising from the Public Examination into the sub-regional strategy. It is one of the few planned new towns with capacity for significant growth but currently with limited public transport provision. North south rail and road connections are good and greatly superior to east west connections, but local connections to the M1 and accessibility within the town are a matter of concern. Connections to Aylesbury, an expanding town, are not well developed, and the importance of the right east west links to achieving economic success and growth within the general area are identified in a study commissioned by regional and local partners.

9.95 The management and investment requirements for the area should be developed to accommodate growth, maximise the capacity of existing infrastructure, and increase public

transport and walking and cycling options. In addition the central and cross boundary location of the area underlines the need to develop inter and intra-regional connections.

Inter-Regional Connections around/through London (see Table 7, page 47)

9.96 The ORBIT Study supported the development of a network of high quality coach routes to provide an alternative for car journeys on orbital routes not currently well served by public transport. This should be taken forward by the Regional Assembly in the light of the strategic partnership and airports focussed coach pilot work set out in Policy T9.

9.97 The major investment schemes are not prioritised within themselves or against mobility management or financial measures. A key objective of this strategy is to rebalance the structure and use of the transport network through a combination of improved management and investment. The revenue demands associated with better utilisation of existing capacity, managing demand and influencing the pattern of activities and new development, are a first stage priority. The Regional Assembly should develop a methodology to provide regional objectives and priorities for transport investment and management across all modes in time to inform the preparation of the Regional Spatial Strategy.

Policy T17: Priorities for Investment

The investment programmes of delivery agencies as they affect the South East are set out in Tables 1-7, together with potential projects considered to be of regional importance by the Regional Assembly.

The Regional Assembly should work with the Government Office, local authorities, the Strategic Rail Authority, the Highways Agency, statutory environmental bodies, public transport operators, the business community and other key stakeholders to deliver and keep under review the investment proposals of regional or sub-regional significance.

Development plans should include policies that safeguard delivery of:

i the specific investment proposals set out in Tables 1 to 7;

ii other major projects where they are required to support delivery of the regional spatial and transport policy frameworks, or of the Communities Plan growth agenda.

As far as possible, the location, design and construction of all new transport infrastructure projects should enhance the environment and communities affected.

Implementation and Delivery Partnerships

9.98 Table 8 sets out the likely delivery mechanisms for each of the policies in this RTS. In order for this RTS to achieve its stated objectives it will be essential that the investment programmes of the lead organisations are co-ordinated. In its capacity as regional planning body for the South East, the Regional Assembly will play a key role in monitoring and managing implementation of the Regional Transport Strategy, extending across all policy areas.

9.99 In addition to conventional sources of capital and revenue, there are some alternative funding options which are open to local authorities. These include PFI (Private Finance Initiative), developer contributions, European Union sources, as well as the potential of locally-initiated charging schemes.

Transport Infrastructure and Service Providers

Rail infrastructure is primarily owned and managed by Network Rail on a for dividend basis. Passenger rail services are operated by the private sector with public sector support through franchise agreements, managed on behalf of the Secretary of State by the Strategic Rail Authority. Freight operations are operated on a largely commercial basis.

The motorway and trunk road network is the responsibility of the Department for Transport and the Highways Agency, whilst all other public roads are managed and maintained by local transport authorities.

Bus and road freight services are provided by independent companies although some bus services are provided under contract to local authorities and are subject to public sector financial support.

9.100 As well as identifying investment priorities at a regional level necessary to support delivery of the spatial strategy it is important for the RTS to consider the role of delivery mechanisms.

9.101 The key focus of this RTS is the need for investment in the transport system to be co-ordinated across all modes. The concept of mobility management is integral to achieving this rebalancing and will require the use of an 'integrated management' approach to the delivery of transport investment across all modes.

9.102 The concept of an 'integrated management' method will require the establishment of new and innovative partnerships, most likely at a sub-regional level, between public and private sectors. The authorities in South Hampshire are currently pioneering such an approach. The Regional Transport Co-ordination, and Progress and Reporting Groups can play a key role in harnessing the resources to implement key transport projects at the regional level. At a sub-regional level, the South Hampshire model – The Solent Transport Partnership - is a good example of private/public partnership and could be extended to other sub regional areas.

9.103 The opportunity to create such partnerships will not necessarily exist in every sub-region initially. However, delivery of a public transport orientated pattern of development in both the Thames Gateway and Thames Valley sub-regions may require a similar approach to be adopted.

Policy T18: Delivery Partnerships

The Regional Assembly will encourage and support the development of innovative integrated management partnerships to improve the delivery of transport services at a sub-regional level.

Monitoring, Indicators and Targets

Monitoring

9.104 Drawing upon the results of the work undertaken reviewing the availability of existing baseline data sets, the performance of this RTS will be monitored using the following set of headline indicators:

- mode of travel to work

- mode of travel to school
- km travelled per person per year by mode
- number of people killed and seriously injured (total and children) as the average for the current five years
- freight mode share by tonne/km
- growth rate of road traffic volume, and
- improvements in rural transport

Achievement against these indicators for local transport will be measured in terms of the local/central government shared priority for transport;

- Improved access to jobs and services, particularly for those most in need, in ways which are sustainable, and
- Improved public transport, reducing problems of congestion, pollution and safety.

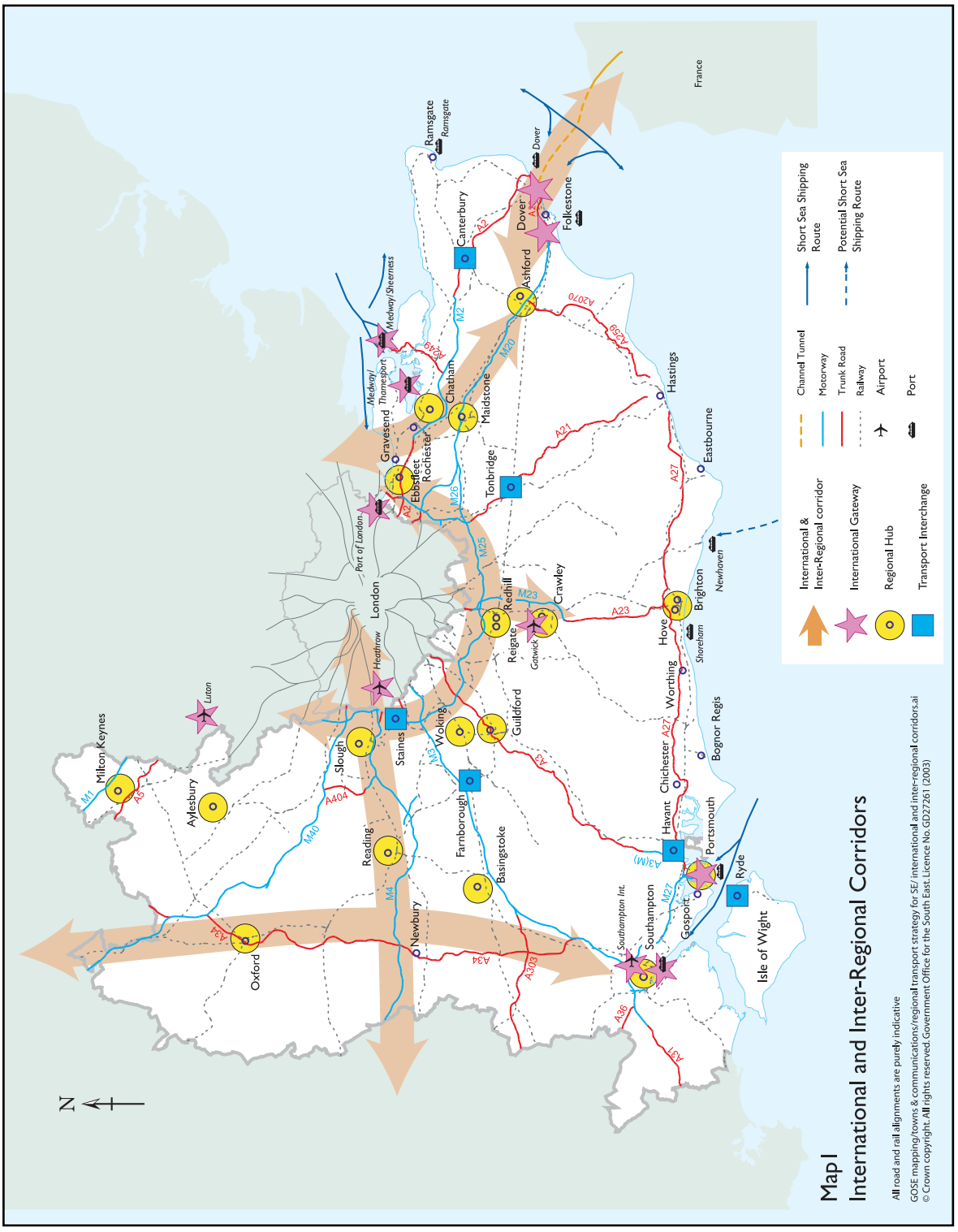
Target directions for the listed indicators include increasing the proportion of journeys undertaken by walking, cycling and public transport, reducing the rate of growth in car traffic, increasing the proportion of freight by rail, increasing the number of rural transport initiatives, and, cutting across all of these, reducing deaths and injuries.

9.105 These headline indicators form part of the wider RPG and Sustainable Development Framework (SDF) monitoring process and will feed directly into the annual monitoring report published for the region.

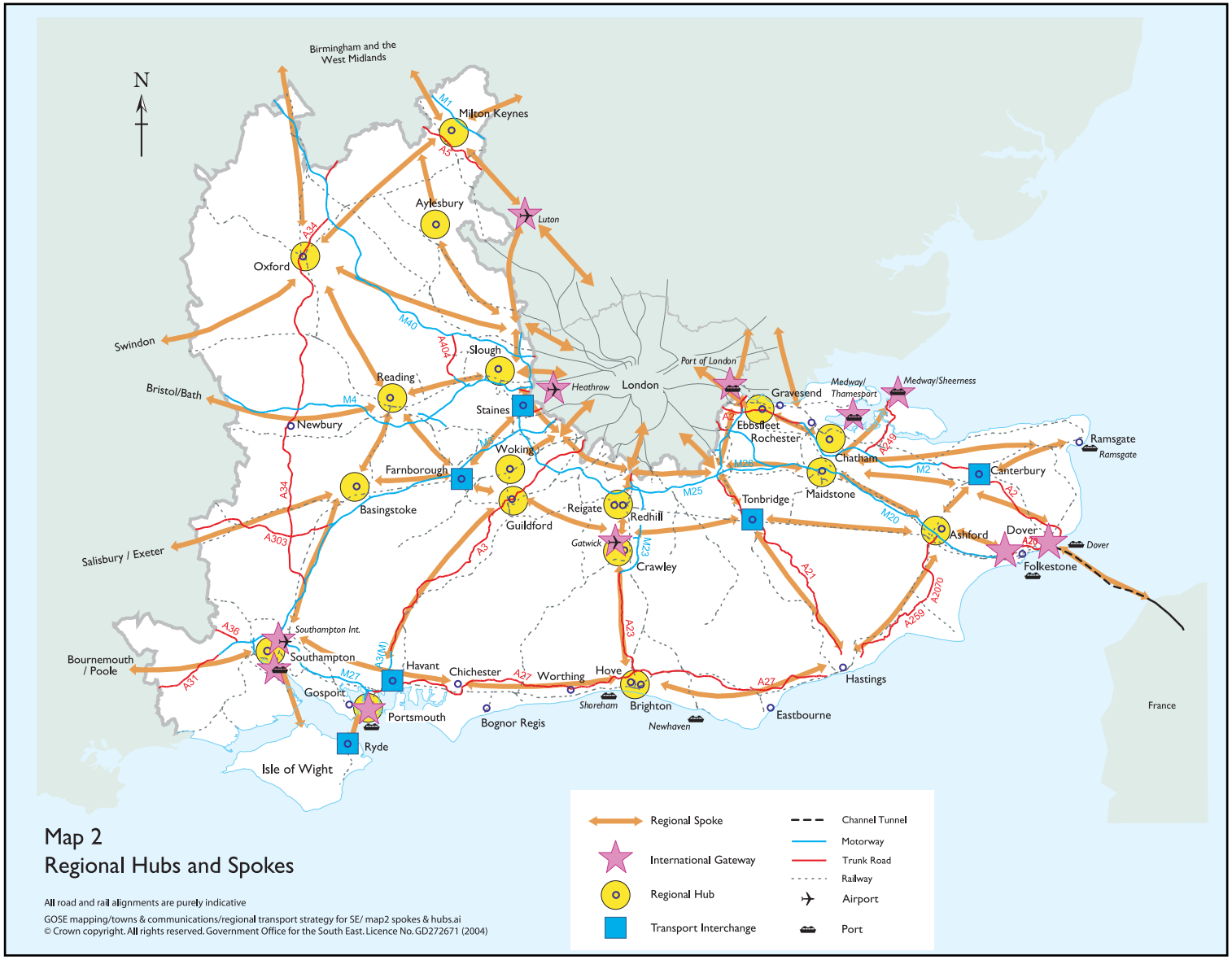
9.106 The headline indicators have been specifically selected in a format that will subsequently allow them to form the basis on which to set regionally specific targets.

Annex 1: Maps

Map 1 - International and Inter-Regional Corridors



Map 2 - Regional Hubs and Spokes



Map 2
Regional Hubs and Spokes

All road and rail alignments are purely indicative

GOSE mapping/towns & communications/regional transport strategy for SE/ map2 spokes & hubs.ai

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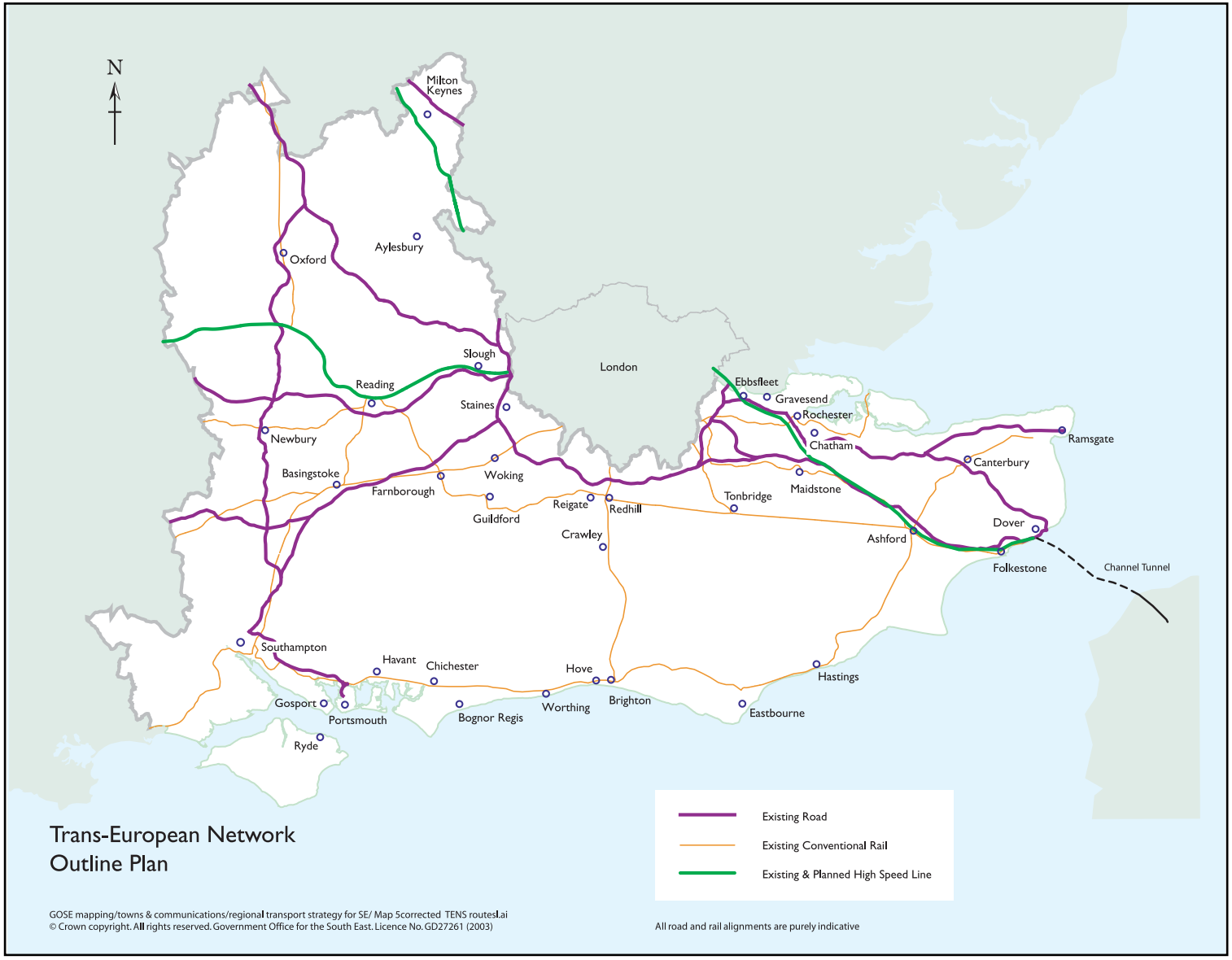
Map 3 - Trans-European Transport Network Outline Plan (2010 Network)



Annex 2: Tables

Glossary for Tables in Annex 2

AT Forum ..... Airtrack Forum

B&HCC ..... Brighton and Hove City Council

BAA ..... BAA plc, formerly known as British Airports Authority

BCC ..... Buckinghamshire County Council

BEDS CC ..... Bedfordshire County Council

BML ..... Brighton Main Line

Committed ..... Government and/or other funders have agreed to support subject to satisfying value for money and affordability tests, and to statutory processes.

CTRL ..... Channel Tunnel Rail Link

DEV ..... Developer/Private

EP ..... English Partnerships

ESCC ..... East Sussex County Council

EU ..... European Union

EWRC ..... East West Rail Consortium

Further Appraisal work needed .... Government and/or other funders have expressed provisional support subject to further technical appraisal work

HA ..... Highways Agency

HCC ..... Hampshire County Council

IOW ..... Isle of Wight

KCC ..... Kent County Council

LA ..... Local Authority

LPA ..... Local Planning Authority

LTP ..... Local Transport Plan

MC ..... Medway Council

MKC ..... Milton Keynes Council

MMS ..... Multi Modal Study. Indicates that the status relates to a MMS

NR ..... Network Rail

NRBP ..... Network Rail Business Plan

PCC ..... Portsmouth City Council

POD ..... Port of Dover

Proposed for Investigation ..... Project identified as regionally significant and proposed for investigation by RA

RA ..... South East of England Regional Assembly

Rapid Transport ..... Embraces bus, intermediate and light rail mass transit systems.

RBC ..... Reading Borough Council

RPA ..... SRA Regional Planning Assessment

RUS ..... SRA Route Utilisation Strategy

SCC ..... Southampton City Council

SRA ..... Strategic Rail Authority

TBD ..... To Be Determined

TFL ..... Transport for London

TOC ..... Train Operating Company

TPI ..... Highways Agency Targeted Programme of Improvements

Under Investigation ..... The subject of study or early scheme preparation work by delivery agencies, local authority or funding organisations.

UR ..... Union Railways

WDC ..... Wokingham District Council

WSCC ..... West Sussex County Council

Table 1: Thames Gateway Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
Sheerness Branch Resignalling	Committed	NRBP	NR	SRA	2001-2006	1, 7, 8, 14
Strood and Higham Tunnels	Committed	NRBP	NR	SRA	2001-2006	1, 4, 5
East Kent Area Resignalling	Committed	NRBP	NR	-	2006-2010	1, 9
Fastrack Phase 1*	Committed	LTP	KCC	Dev Fund	2001-2006	1, 9
A2/M2 Widening (Cobham to J4)	Committed	TPI	HA	-	2001-2006	1, 5
A249 Iwade - Queenborough	Committed	TPI	HA	-	2001-2006	1, 5, 15
A2 Bean to Cobham	Committed	TPI	HA	-	2001-2006	1, 5
A2/A282 Dartford Improvement	Committed	TPI	HA	-	2006-2010	1, 5
A228 Improvement Phase 1	Committed	LTP	MC	-	2001-2006	1, 5
Fastrack Phase 2	Under investigation	Dev fund/LTP	KCC/Dev	-	2006-2010	1,9
Transport for Medway	Under investigation	LTP	MC	EU	2006-2010	1,9
A2 Bean Junction	Under Investigation	TPI	HA	KCC/Dev Fund	2006-2010	1, 5
M20 Junction 4 Improvement	Under Investigation	TPI	HA	KCC/Dev Fund	2006-2010	1, 5
Isle of Grain Rail Freight Improvement	Proposed for investigation	TBD	SRA	-	To be determined	1, 7, 8, 14, 15

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

Investment Priorities relevant from other Area Tables

CTRL Phase 2 . . . . . see Table 5
CTRL Domestic Services (infrastructure) . . . . . see Table 5
Crossrail . . . . . see Table 7
Thameslink 2000 . . . . . see Table 7
M25 Widening: J1b-3 (with integral demand measures) . . . . . see Table 7
Lower Thames Crossing unspecified mode . . . . . see Table 7

Table 2: Western Policy Area Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
M4/A34 Junction, Chieveley	Committed	TPI	HA	-	2001-2006	1,5
M25 J12/15 Widening	Committed	TPI	HA	-	2001-2006	5,6
M40/A404 Handy Cross Improvement	Committed	TPI	HA	-	2001-2006	2
A3 Hindhead Improvement	Committed	TPI	HA	-	2006-2010	5
M4 J11 improvement	Committed	LTP	RBC/Dev	HA	2001-2006	1,4,5
Southampton - West Midlands Upgrade	Committed/further appraisal work needed	SRA Plan	SRA	-	2001-2006/ 2006-2010	1,4,5,7,8,14
Great Western M.L. Service Enhancements	MMS-under investigation	SRA Plan	SRA	NR	2011-2016	1,4,5
Reading Station Renewal	MMS-under investigation	NRBP	NR	SRA	2006-2010	1,4,5,6,9
Heathrow/Staines Rail Link (inc. Airtrack)	MMS-under investigation	SRA Plan	SRA	AT Forum	2006-2010/ 2010-2016	1,4,5,6,9
Thames Valley Trunk Road Mgt. Measures	MMS-under investigation	TPI/LTP	HA	LA	2006-2010	1,2,4,5,9
Thames Valley Park Station	Under investigation	LTP	WDC/Dev	SRA	2006-2010	1,9
Green Park Station	Under investigation	LTP	RBC/Dev	SRA	2006-2010	1,9
Oxford Station Renewal	Under Investigation	SRA Plan	SRA/Dev	NR	2006-2010	1,4,5,9
Heathrow/Great Western Rail Link	Under Investigation	SRA Plan	SRA	-	2006-2010	1,4,5,6,9
Sub Regional Mobility Management Strategy	Proposed for Investigation	LTP	LA	RA	2006-2010	1,4,9,10,11,12,13
Output from A34 Corridor Study	Proposed for Investigation	-	-	-	2006-2010	1,2,4,5,6,7,8,9, 14,15,16,17
Reading Bus Based Rapid Transit	Proposed for Investigation	LTP	LA	RA	2011-2016	4,5,9

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

Investment Priorities relevant from other Area Tables

Crossrail . . . . . see Table 7
M25 J16-23 widening (with integral demand measures) . . . . . see Table 7
Strategic Coach Network . . . . . see Table 7
North Downs Line Upgrade . . . . . see Table 7

Table 3: South Hampshire and Isle of Wight Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
SHRT: Fareham - Gosport	Subject to funding	LTP	HCC/PCC	-	2001-2006	1,4,5,9
A3 (Portsmouth - Horndean) Bus Priority Corridor	Committed	LTP	HCC	-	2001-2006	1,4,5,9
Ryde Interchange	Committed	LTP	IoW	-	2001-2006	1,2,5,9
M27 J3-4, J11-12 & Jnc Improvements	MMS - Further appraisal work needed	TPI	HA	HCC	2006-2010	1,4,5,7,8
Eastleigh Chord	Under Investigation	HCC	SRA	-	2010-2016	5,6,9
Southampton Tunnel Gauge Enhancements	Under Investigation	SRA Plan	SRA	-	2011-2016	5,7,8,9
West Coastway Rail Service Enhancements	Under Investigation	SRA/BML (RUS)	SRA	TOC	2006-2010	1,4,5,9
M27 J5 Improvements	Under Investigation	TPI Plan	HA	HCC	2006-2010	1,4,5,6
Southampton Airport Parkway Upgrade	Under Investigation	SRA Plan	SRA/HCC	-	2001-2006	1,4,5,6
SHRT: Further Dev. of Integrated Systems	Under Investigation	LTP	HCC	-	2001-2006	1,4,5,9
SHRT: Capacity increase between Fareham-Botley	Under Investigation	SRA Plan	SRA/NR	HCC	2006-2010	1,4,5,9
SHRT: LRT/Heavy Rail Fareham-Southampton	Under Investigation	SRA/LTP	SRA/HCC	PCC/SCC	2010-2016	1,4,5,9
New Station at Eastleigh MDA	Proposed for investigation	SRA Plan	SRA	HCC	2010-2016	4,5,6,9
Workplace parking/congestion charging	MMS - Proposed for investigation	LTP	LA	-	2006-2016	1,10,11,12

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

Investment priorities relevant from other area tables

Output from A34 Corridor Study . . . . . see Table 2

Table 4: Sussex Coast and Towns Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
Fastway Phases 2 and 3	Committed	LTP	WSCC		2001-2006	1,2,4,9
A21 Lamberhurst Bypass	Committed	TPI	HA		2001-2006	1,5
A27 Southerham - Beddingham Imp.	Committed	TPI	HA	NR	2006-2010	1,5
A21 Tonbridge - Pembury	Committed	TPI	HA		2006-2010	1,5
A21 Kippings Cross - Lamberhurst Imp.	Committed	TPI	HA	-	2006-2010	1,5
A23 Handcross - Warninglid	Committed	TPI	HA	-	2006-2010	2
A21 Lamberhurst - Hastings	MMS-further appraisal work needed	TPI	HA		2006-2010	1,5,
Bexhill-Hastings Link Road	MMS - Under investigation	LTP	ESCC		2006-2010	1,5,
A27 Arundel Congestion Relief	MMS-under investigation	TPI/LTP	HA	WSCC	2006-2010	1,2,5
Chichester Bypass Congestion Relief	MMS-under investigation	TPI/LTP	HA	WSCC	2006-2010	1,2,5
Brighton - Main Line Improvements	Under investigation	SRA/BML(RUS)	SRA		2006-2010	1,4,5,9
Arun Valley Line investment	Under investigation	SRA/BML(RUS)	SRA		2006-2010	9
Worthing - Lancing improvements	MMS- under investigation	TPI/HA minors	HA	WSCC	2006-2010	1,2,5
Selmeston - safety/congestion relief	MMS- under investigation	TPI/HA minors	HA	ESCC	2006-2010	1,2,5
Wilmington - congestion relief	MMS- under investigation	TPI/HA minors	HA	ESCC	2006-2010	1,2,5
A259 Pevensey - Brenzett safety schemes	Under investigation	TPI/HA minors	HA		2006-2010	1,4,9
Gatwick Station	Under investigation	SRA/BML(RUS)	SRA	BAA/WSCC	2006-2010	1,4,5,6,9
Brighton Rapid Transport	Under investigation	LTP	B&HCC/Dev		2006-2016+	1,4,5,9
Workplace parking/congestion charging	MMS-Proposed for investigation	LTP	LA		2006-2010	1,10,11,12

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

Investment Priorities relevant from other Area Tables

West Coastway Rail Service Enhancements . . . . . see Table 3

Thameslink 2000 . . . . . see Table 7

Ashford Hastings Capacity Improvements . . . . . see Table 5

Table 5: East Kent (including Ashford) Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
Channel Tunnel Rail Link Phase 2	Committed	SRA Plan	UR	SRA	2006-2010	1,4,5,7,8,9,14
M20 J10 Interim	Committed	TPI	HA/Dev	KCC	2001-2006	1,2,5
M20 J10A	Committed	TPI	HA/Dev	KCC	2006-2010	1,2,5
CTRL Domestic Services (infrastructure)	Under investigation (Kent RPA)	SRA	SRA		2001-2006	1,4,5,9
East Coastway Enhancements	Under investigation (Kent RPA)	SRA Plan	SRA		2006-2010	1,4,5,9
East Kent Rail Enhancements	Under investigation (Kent RPA)	SRA Plan	SRA		2006-2010	5,9
Ashford - Hastings capacity improvements	Under investigation (Kent RPA)	SRA Plan	SRA		2006-2010	1,4,5,9,17
Workplace Parking Charges	Proposed for investigation	LTP	LA		2006-2010	1,10,11,12
A2 Lydden - Dover	Proposed for investigation	TPI	HA		2011-2016	1,7,8
Increased Cross Channel Capacity	Proposed for investigation	_	_		2011-2016	1,4,5,7,8,9,14
Rail reconnection of Dover Docks	Proposed for investigation	SRA Plan	SRA/POD		2016 +	7,8,14,15

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

: To be revised in the light of the final alterations to Regional Planning Guidance for Ashford Growth Plan

Table 6: Milton Keynes and Aylesbury Investment Framework

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
West Coast Mainline Upgrade	Committed	SRA Plan	SRA	NR	2001-2006	1,5,9
A421 M1 to Bedford (inc M1 J13)	Committed	TPI	HA		2006-2010	1,4,5
East - West Rail Imps Ph 1+ Aylesbury Spur	Under investigation	SRA Plan	SRA/LAs	EWRC	2006-2010	1,4,5,9,15
Milton Keynes Rapid Transit	Under investigation	LTP	MKC/EP		2006-2010	1,4,5
A421 Milton Keynes to M1	Under investigation	LTP	MKC	BEDS CC	2011-2016	1,4,5
M1 J14 Improvements	MMS-under investigation	TPI	HA	-	2011-2016	1,4,5
M1 J13 East West Parkway and P&R	Under investigation	SRA/LTP	SRA/LAs/Dev	HA/EWRC	2011-2016	1,4,5
A421 Buckingham to Milton Keynes Upgrade	Under investigation	LTP	BCC	MKC	To be determined	1,4,5
East - West Rail Imp. Ph2	Proposed for investigation	SRA Plan	SRA/LAs	EWRC	2016+	1,4,5,9
Luton Airport to Milton Keynes Improvement	Proposed for investigation	SRA Plan	NR	LAs	To be determined	1,4,5
A509 Newport Pagnell Bypass - M1 J14 D2	Proposed for investigation	LTP	MKC	-	2016+	1,4,5
M1 J13-14 Improvements	Proposed for investigation	TPI	HA		To be determined	1,4,5

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

: To be revised in the light of the final alterations to the Regional Planning Guidance for Milton Keynes and South Midlands

Table 7: Inter-Regional Connections around/through London

Scheme	Status	Mechanism	Key Delivery Agency	Support Role	Likely Start Date (construction)	Policy Delivery
M25 Widening: J12-15	Committed	TPI	HA	-	2001-2006	5,6,17
Southern Network Power Supply Upgrade and new trains	Committed	SRA Plan	SRA		2001-2006	
Crossrail	Further appraisal work needed	SRA Plan	SRA/TFL	NR	2006-2010	1,4,5,6,9
Thameslink 2000	Committed	SRA Plan	SRA	NR	2006-2010	1,4,5,9
M25 Widening: J16-23 (with Integral Demand Measures)	Committed	TPI	HA	LA/LPA	2006-2010	1,2,5
M25 Widening: J1b-3 (with Integral Demand Measures)	Committed	TPI	HA	LA/LPA	2006-2010	1,2,5
M25 Widening: J5-7 (with Integral Demand Measures) - including additional slip roads at J5	Committed	TPI	HA	LA/LPA	2006-2010	1,2,5
M25 Junction Improvements	MMS - further appraisal work needed	TPI	HA	LA/LPA	2006-2010	1,2,5
Lower Thames Crossing unspecified mode	MMS-proposed for investigation	TPI/SRA	HA/SRA	-	2016+	1,5,7,8,9,14
North Downs Line Upgrade	MMS-proposed for investigation	SRA Plan	SRA		2011-2016	1,5,9,14
Strategic Coach Network	MMS-proposed for investigation	LTP/TPI	LTP/Dev	RA	2001-2006	2,3,4,5,6,9

Note: Policy T17 (Priorities for Investment) applies to all schemes listed

Investment Priorities relevant from other Area Tables

East West Rail Imps Ph1 and 2 . . . . . .Table 6

Table 8: Implementation of Transport Policies

Policy	Mechanism	Lead roles	Support roles
Manage and Invest (T1)	Regional Spatial Strategy Development Plans Local Transport Plans SRA Route Utilisation Strategies (RUS) SRA Regional Planning Assessments (RPA) SRA Strategic Plan HA Route Management Strategies (RMS) National Road Programme (TPI)	Regional Assembly Local Authorities Highways Agency Strategic Rail Authority	Government Office Regional Development Agency (RDA)
Key Management Issues (T2)	Local Transport Plans HA RMS SRA RUS/RPA Development Plans	Local Authorities Highways Agency Strategic Rail Authority	Government Office Passenger Transport Operators
The Rural Dimensions (T3)	Local Transport Plans Rural Transport Partnerships SRA RPA	Local Authorities Countryside Agency Rural Community Councils	Government Office Passenger Transport Operators SRA RDA
Regional Hubs (T4)	Development Plans Local Transport Plans SRA Strategic Plan, RUS, RPA	Local Authorities Passenger Transport Operators Strategic Rail Authority	Government Office Highways Agency RDA
Regional Spokes (T5)	National Road Programme HA RMS SRA Strategic Plan, RUS, RPA Local Transport Plans	Highways Agency Strategic Rail Authority Local Authorities	Government Office Passenger Transport Operators
Airports (T6)	Development Plans National Road Programme HA Route Management Strategies SRA Strategic Plan, RUS, RPA Local Transport Plans Aviation White Paper	Highways Agency Strategic Rail Authority Local Authorities Passenger Transport Operators Airport Operators	Government Office

Table 8: continued

Policy	Mechanism	Lead roles	Support roles
Ports and Short Sea Services (T7 & 8)	Development Plans National Road Programme SRA Strategic Plan Local Transport Plans	Highways Agency Strategic Rail Authority Local Authorities Port Operators	Government Office European Commission
Public Transport (T9)	Local Transport Plans	Local Authorities Passenger Transport Operators	Government Office Strategic Rail Authority
Mobility Management (T10)	Regional Transport Strategy Local Transport Plans	Regional Assembly Local Authorities	Strategic Rail Authority Highways Agency Passenger Transport Operators Government Office RDA
Charging Initiatives (T11)	Local Transport Plans	Local Authorities	Government Office RDA
Car Parking (T12)	Regional Transport Strategy Development Plans Local Transport Plans	Regional Assembly Local Authorities	Government Office
Travel Plans and Advice (T13)	Development Plans Local Transport Plans	Local Authorities Government Office	Regional Assembly RDA
Rail Freight (T14)	SRA Strategic Plan, RUS, RPA	Strategic Rail Authority	Regional Assembly Local Authorities Government Office RDA
Freight and Site Safeguarding (T15)	Development Plans Local Transport Plans	Local Authorities British Waterways Port Operators	Government Office Highways Agency Strategic Rail Authority Freight Operators RDA

Table 8: continued

Policy	Mechanism	Lead roles	Support roles
Inter-Modal Interchanges (T16)	Regional Transport Strategy Development Plans SRA Strategic Plan	Regional Assembly Local Authorities Strategic Rail Authority	Government Office Highways Agency Freight Operators RDA
Priorities for Investment (T17)	Regional Transport Strategy National Road Programme SRA Strategic Plan Local Transport Plans	Regional Assembly Government Office Highways Agency Strategic Rail Authority Local Authorities Passenger Transport Operators Freight Operators	RDA
Delivery Partnerships (T18)	Regional Transport Strategy Local Transport Plan	Regional Assembly Local Authorities	Government Office Highways Agency Strategic Rail Authority

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