

**Delivering a Sustainable Transport System**  
**Work Programme for South East England**  
**[Delivering Sustainable Economic Growth in the South East]**

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**1. Overview**

- 1.1. South East England welcomes the initiative of the Department for Transport to provide funds that will enable the region to invest in its capacity and capability to develop and then deliver the transport strategies within the strategic context of the five objectives of the “Delivering a Sustainable Transport System” (DaSTS) approach.
- 1.2. The region’s transport system experiences many pressing challenges as a consequence of its location as the principal gateway to the UK and as a consequence of underlying growth. It is also a region where there are significant challenges as a consequence of planned growth.
- 1.3. It is a region that has the benefit of an up to date regional policy framework – the South East Plan and the Regional Economic Strategy – that is itself underpinned by the most comprehensive evidence base ever gathered at the regional level<sup>1</sup>. This framework has enabled the region’s spatial priorities to be agreed through a process that has included extensive independent testing.
- 1.4. This submission sets out our proposal for the programme of work that is necessary in order to identify the transport solutions that are required in order to support delivery of the vision for the region; a vision that encapsulates the five DaSTS objectives identified by the Department for Transport.
- 1.5. The work programme draws on the information available within the regional data book published in 2009. We have also used the results of a detailed series of technical discussions with local authorities and delivery agencies. Together this combination of a qualitative and quantitative evidence base has enabled us to assess the current performance of the transport system in the region. It is also the means by which we have identified the specific challenges in terms of the DaSTS goals and the policies and proposals set out in the statutory regional policy framework.

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<sup>1</sup> [http://www.southeast-ra.gov.uk/sep\\_research.html](http://www.southeast-ra.gov.uk/sep_research.html)

- 1.6. The work programme identifies those issues that are of regional significance. In addition it identifies those that are of international and/or national significance but for which there is a regional interest.
- 1.7. The work programme proposal has been prepared by the Regional Transport Board. The Board is one of the region's three delivery boards. It is responsible for identifying the region's transport priorities and for advising the Secretary of State on the allocation of funds for investment.
- 1.8. The Board is a partnership that draws its membership from South East England Councils, SEEDA, the Government Office, the Highways Agency, Network Rail, the Confederation of Passenger Transport and the South East Forum for Sustainability.
- 1.9. It has strong linkages with the region's nineteen Local Transport Authorities and works closely with them to ensure that investment priorities at the regional level are aligned with investment targeted through Local Transport Plans. The Board is working with Local Transport Authorities to ensure alignment of this work programme with the work being undertaken in support of the next round of Local Transport Plans.
- 1.10. The work programme set out in this submission will require refinement in regard to the detail of the individual pieces of work that are identified therein. However, the Regional Transport Board is satisfied that the proposals set out in the overall work programme are robust and strongly evidence based.

## **2. South East Economic Context**

- 2.1. The performance of the South East is critical to the UK economy. With an economy of £180bn Gross Value Added (GVA) – more than 14% of the UK total, the region is the powerhouse of the UK economy. The UK's overall competitiveness is inextricably linked with the South East's continued success.
- 2.2. In 2006/07 our residents made an estimated net contribution of £17.7bn to Government finances; approximately 50% of the total net contribution. While the current circumstances are having an impact on the region's economy, independent analysis by Experian shows that the region has the potential to emerge from the recession faster than any other regional economy. An efficient transport system is critical to ensuring the region realises this potential.
- 2.3. It is also critical to the rest of the UK. Our transport infrastructure is of international and national importance. Heathrow and Gatwick Airports, together with the Channel Tunnel and the major south coast ports of Dover, Southampton and Portsmouth, mean that the region is the country's natural access point with strong economic and cultural linkages to mainland Continental Europe and the rest of the world.

- 2.4. DfT statistics show that one third of all UK port tonnage goes through the Greater South East ports – those lying between Southampton and Felixstowe - and that Heathrow and Gatwick are the busiest airports in the UK in terms of passenger numbers (67.9m and 35.2m respectively). Heathrow is also by far the busiest gateway for air freight movements into and out of the UK with 1,311 thousand tonnes lifted in 2007, approximately 55% of the UK total.

### **3. Leadership in Tackling Climate Change**

- 3.1. The South East has the highest ecological footprint of all UK regions, 16.7% above the UK average; if everyone in the world lived our lifestyle we would need three and a half planets to support us. Delivering sustainable economic growth is therefore at the heart of the regional policy framework; economic security for the longer term comes through ecological security.
- 3.2. Our regional policy framework, shaped by the Regional Sustainability Framework, sets ambitious targets to stabilise, and then reduce, our ecological footprint. However, this is only the first step on our path towards becoming a 'one-planet' region by 2050.
- 3.3. Our route map for reducing the South East's ecological footprint<sup>2</sup> emphasises the importance of public sector investment in helping achieve our ambition. It also serves to emphasise the fact that a 'business as usual' approach in terms of the solutions promoted in response to transport challenges is not sustainable.
- 3.4. The Regional Transport Board is already providing leadership in promoting the benefits of investment in 'smarter choice' solutions as a means of ensuring our transport system supports sustainable economic growth. It has used the greater flexibility afforded to the allocation of funding through the Regional Funding Advice to support this leadership with targeted investment at the local level.
- 3.5. It is in this context that the Board views this work programme as the opportunity to ensure that the solutions put forward for prioritisation must not only address the challenges of growth, but should also make a significant contribution to reducing our carbon footprint.
- 3.6. The individual pieces of work identified in this programme must result in affordable delivery strategies that support planned growth while helping reduce transport's contribution to the region's ecological footprint.
- 3.7. Such a focus brings with it the opportunity to deliver multiple outcomes. Seeking to reduce the ecological footprint will require greater investment in smarter choices; such measures invariably bring equality of opportunity to a wider audience, whilst at the same time supporting the need to encourage greater physical activity. In this way they have the potential to make a significant contribution towards improving the overall quality of life for individual citizens.

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<sup>2</sup> [http://www.southeast-ra.gov.uk/sustain\\_publications\\_research.html](http://www.southeast-ra.gov.uk/sustain_publications_research.html)

## 4. The Regional Policy Framework

### 4.1. Our vision for the South East is:

‘A socially and economically strong, healthy and just South East that respects the limits of the global environment.’

### 4.2. The policies and proposals designed to deliver this vision are set out in the South East Plan (the Regional Spatial Strategy) and the Regional Economic Strategy. These statutory documents are underpinned by the most comprehensive evidence base<sup>3</sup> ever assembled at the regional level. It has been independently tested and has stood up to scrutiny. It provides the region with a solid basis on which to develop delivery strategies.

### 4.3. The regional policy framework provides the context within which to deliver growth over the next 20 years; growth that will directly contribute to supporting national economic competitiveness and growth. Delivering reliable and efficient networks will be critical to realising the region’s potential to deliver sustainable economic growth. In some instances the challenges on our transport networks already exist, whereas in others they will be exacerbated by the additional growth set out in the regional policy framework.

### 4.4. The importance of delivering sustainable economic growth serves to highlight the need to address two of the goals identified by the Department for Transport in ‘Delivering a Sustainable Transport System’, however the challenge for the region extends across all of the over arching themes identified by the Department.

#### *Health*

### 4.5. The regional data book reinforces the importance of addressing the impact of transport on the health of the region’s population. It highlights that the greatest challenge lies in reducing the carbon emissions arising from transport if we are to improve air quality across the region.

### 4.6. The number of air quality management areas (AQMAs) already identified in the region will increase unless we can effect a change in travel behaviour. The challenge that this brings varies across the region. For example, in the Urban South Hampshire sub-region the challenge is to deliver a step change in economic growth whilst reducing the level of emissions per capita. In the Thames Gateway the challenge is to deliver the largest regeneration project in the country in a way that delivers growth that is carbon neutral.

### 4.7. Part of meeting this challenge must also be the encouragement of low carbon modes of transport which not only provide health benefits for users but also contribute to reducing emissions associated with transport.

### 4.8. Health statistics for the region also serve to emphasise that the South East is a region of contrasts and that this presents a challenge in itself. The South East is generally a healthy region with low mortality rates from circulatory

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<sup>3</sup> [http://www.southeast-ra.gov.uk/sep\\_research.html](http://www.southeast-ra.gov.uk/sep_research.html)

diseases relative to the country as a whole. However, the 2008 Annual Report of the South East England Regional Directors of Public Health<sup>4</sup> indicates that within this overall picture there are inequalities with deaths from circulatory diseases much higher in urban areas such as Southampton, Medway, Thanet and Slough. These higher mortality rates are also strongly correlated with the index of multiple deprivation scores, indicating that early death rates from circulatory disease are highest in the most deprived local authority areas in the South East. These disparities must be addressed through this work programme given the focus of growth in urban areas.

#### *Equality of Opportunity*

- 4.9. One measure of social inclusion and the equality of opportunity in the region is access to key services and employment opportunity. Whilst the region is heavily car dependent, over 20% of the households in the region do not own a car, with a further 48% only having access to one car. Therefore, a significant proportion of the region's population is reliant upon other modes of travel. Provision of transport services, particularly in rural areas is a challenge that the region must meet to ensure equality of opportunity for all.
- 4.10. The Index of Multiple Deprivation scores for the South East emphasise the variance in equality of opportunity across the region. In particular there is a need to ensure that in seeking to regenerate our coastal areas we invest in providing transport solutions that provide improved connectivity for all to key services and employment opportunities.

#### *Quality of Life*

- 4.11. The impact of our transport system on quality of life can be assessed using a number of indicators; some already referred to in this submission.
- 4.12. The quality of the natural and built environment is a key factor for many individuals and businesses in choosing to locate in the region. The South East has many areas of environmental significance, including the National Parks of the South Downs and the New Forest as well as towns and cities with important historical and cultural status such as Oxford, Canterbury, Windsor and Chatham. However quality of life is also dependent upon the ability to gain access to services and facilities and the desire of many to live and work in the South East can put pressure on the ability of the region's transport network to maintain that efficient and reliable access.
- 4.13. It is important that in targeting investment greater account is given to the benefit that accrues in terms of enhancing the quality of life for existing and future residents. When taken into consideration alongside issues arising from health and equality of opportunity, this serves to reinforce the fact that a 'business as usual' approach to the identification of transport solutions is not appropriate.

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<sup>4</sup> <http://www.gose.gov.uk/gose/publicHealth/>

### *Safety and Security*

- 4.14. Safety on our transport networks has always been a primary consideration in the South East. Indeed the Regional Transport Board has a mechanism for explicitly taking into account the benefit of proposals on overall safety as part of its prioritisation methodology.
- 4.15. Safety issues are primarily addressed at the local level and by the national delivery agencies. Generally good progress has been made in meeting the targets for a reduction in the number of people killed or seriously injured on the region's roads.
- 4.16. Coupled with safety is the need to provide a secure and resilient transport network in the South East. The region has a large number of international gateways that must be effectively policed in order to reduce crime and ensure the resilience of the transport network in the region and the UK as a whole. Maintaining effective border control and security measures at international airports and ports is a key challenge for the South East.

### *Key Challenges*

- 4.17. Drawing on the above evidence base, the regional policy framework identifies that the key challenges faced by the region's transport system are:
  - To provide consistently good access between the United Kingdom and the world through gateway ports and airports;
  - To maintain high quality radial connectivity to London, and develop orbital routes around London;
  - To deliver transport measures which address severe deprivation;
  - To address unpredictable journeys in buoyant areas;
  - To reduce the impact of the transport system on the environment.
- 4.18. It is these challenges that are at the heart of the Regional Transport Board's on-going work programme to invest in transport solutions that deliver the best policy outcome at the best value for money.

## **5. Our Spatial Priorities**

- 5.1. Our regional policy framework provides a clear, evidence based, and spatially specific set of priorities (Annex 1) that we use to target investment.
- 5.2. The South East has a 'polycentric' structure with a patchwork of inter-connected cities and towns distributed across the region. Whilst transport and economic activity in the region remains dominated by London, commuting patterns and business relationships in the region itself are complex, with major settlements becoming more economically self-contained but also more dependent on one another for labour and knowledge capital.

- 5.3. In response to this challenge the regional policy framework recognises that there is a network of cities and towns where most employment, leisure, retail and cultural activity in the region will gravitate. These 'regional hubs' (Annex 1) are the logical locations where the various components of growth will need to be focused and co-ordinated in order to deliver sustainable economic growth.
- 5.4. Within the group of 'regional hubs' there are eight major concentrations of economic growth potential – the 'Diamonds for Investment and Growth – which:
- Extend beyond the boundaries of an individual local authority;
  - Are centred on an urban core or comprise networks of urban areas; and
  - Play a leading role in the economic vitality of their broader sub-regions.
- 5.5. The eight 'Diamonds' account for over 50% of the region's population and a similar proportion of our GVA. They are (in alphabetical order): Basingstoke; Brighton and Hove; Gatwick Diamond; Milton Keynes and Aylesbury Vale; Oxford/Central Oxfordshire; Reading; Thames Gateway (including Medway and Ebbsfleet); Urban South Hampshire (including Portsmouth and Southampton).
- 5.6. While the 'Diamonds' provide the focus for targeting future investment, priority is also given to continuing to support our on-going regeneration projects: Ashford; Bexhill/Hastings; Dover and Margate.
- 5.7. While our spatial priorities provide a clear focus for targeting investment we are in a period of transition in which some investment programmes contain schemes that are legacies from previous policy frameworks. We see this work programme as the opportunity to accelerate the process of reviewing the solutions put forward to address the region's transport challenges. We expect that some solutions that have been promoted in the past will need to be reviewed. However there will be others that remain valid if we are to meet the key challenges identified in the regional policy framework.
- 5.8. It was in this context that the Regional Transport Board had already embarked upon a programme of work with the region's local authorities ahead of the Department's 'Delivering a Sustainable Transport System' initiative. The aim of that work was to understand the challenges facing the region's transport system and how those would change in the light of planned growth. In this regard the proposed work programme is an evolution of the Board's on-going work.

## **6. The Region's Approach**

- 6.1. The challenges facing the region arise from pressures that already exist on the transport system and those arising from planned growth set out within the regional policy framework.
- 6.2. In developing our work programme we have made extensive use of the information available in the regional data book published by the Department. In addition the Highways Agency Regional Network Report and Network Rail's

family of Route Utilisation Strategies have been valuable sources of information. We have liaised with both organisations to understand their strategic priorities as network operators.

- 6.3. The DfT measurement of overcrowding on London commuter routes (passengers in excess of capacity, or PixC) shows that all train operating companies operating in the South East suffer overcrowding on their London commuter services during the peak periods, with the morning peak being a particular problem. Whilst the recession is having an impact on overall passenger numbers, the outlook beyond the medium term is for conditions on the rail network to continue to deteriorate.
- 6.4. In a similar vein the Highways Agency Network Report (2008) shows the extent to which a significant proportion of our highway network is already registering considerable vehicle delay hours. Congestion on routes such as the M25, M2/A2, M20, M4, M3 A27, M23 and A3 is already a concern and will have an impact on our ability to deliver planned growth.
- 6.5. Allowing current trends to continue is not an option if we are to deliver our vision for the region and achieve the goals set out through the DaSTS process. In this respect the importance of understanding the impact of other policy areas – for example the availability of affordable housing – on the demand for travel will be of critical importance.
- 6.6. The Regional Transport Board pioneered the development of a prioritisation methodology that enables the relative merits of individual proposals to be assessed. The methodology, which has continued to evolve in the light of experience, takes account of policy compatibility, deliverability and value for money.
- 6.7. The Board has used the methodology to prioritise the funds available for investment through the Regional Funding Advice. The Board's priority is to continue to support that work and to maintain momentum in delivery on the ground. It was in this context that the Board firmed up its investment priorities for the period to 2013/14 as part of the Regional Funding Advice.
- 6.8. This work programme is focused on ensuring that the right solutions required to deliver the region's vision and support planned growth in the medium to longer term are brought forward. The Board will use its prioritisation methodology to allocate the funds available for investment post 2013/14.
- 6.9. The Board has focused its work programme on those parts of the region where the evidence base shows that there is a need to develop delivery strategies that will meet the identified challenges. In so doing we deliver a lasting legacy by creating the capacity and capability of sub-regional partnerships and local authorities to deliver on the ground.
- 6.10. The focus of this submission is to ensure that challenges of international, national and/or regional significance are addressed. The Regional Transport Board will continue to work with Local Transport Authorities to ensure that challenges of local significance are taken into account in the preparation of the next round of Local Transport Plans. This will ensure consistency at all levels in responding to the challenges of the regional policy framework.

## **7. Mapping the Challenges**

- 7.1. The regional evidence base shows the extent of the existing pressure on the region's transport system and reminds us that this pressure will continue to increase.
- 7.2. However the urban focus of the South East Plan and Regional Economic Strategy is entirely consistent with the DaSTS goals and provides the basis for supporting a re-balancing of the transport system towards more sustainable modes, while maintaining and indeed, improving overall levels of accessibility. In so doing the work programme will assist in reducing the impact of the transport system on both the natural and built environment. It will also make a major contribution towards improving equality of opportunity, improving health and improving the overall quality of life.
- 7.3. The Regional Transport Board began considering the challenges arising from the regional policy framework in autumn 2008. The initial piece of work took the form of a series of discussions with local authorities in the region. These enabled us to develop our understanding of existing pressures on the transport system. They also enabled us to identify the implications of the proposed housing and economic growth and the challenges arising there of.
- 7.4. Representatives from the Highways Agency and Network Rail were closely involved in this work, the output of which informed the Board's contribution to the Regional Funding Advice submitted in February 2009.
- 7.5. Building on the initial discussions a more detailed engagement with local transport and planning authorities took place across the region in March. With the help of consultancy support commissioned specifically to help gather the evidence base, we were able to refine our understanding of the challenges facing different parts of the region as a result of planned growth.
- 7.6. The involvement of local planning authorities in this work was critical in ensuring we have the fullest possible appreciation of the magnitude and timing of planned growth as is possible at the current time. This in turn enabled us to develop an understanding of the relative priority of the challenges identified.
- 7.7. Throughout the discussions with local authorities the emphasis has been on identifying the challenges; we have emphasised the importance of not seeking to identify solutions at this stage. This is particularly important given that a 'business as usual' approach to identifying solutions is not appropriate for the reasons set out above.
- 7.8. The output from these discussions forms a key part of the evidence base that underpins the region's work programme and are summarised in the supporting technical annex that accompanies this submission.
- 7.9. The regional data book has been used to supplement the discussions with our local authorities and assist in the identification of where challenges facing the delivery of planned growth are exacerbated by existing problems. In this

regard it serves to reinforce the key points that had previously emerged in collating the evidence base that underpins the South East Plan and Regional Economic Strategy.

- 7.10. We have had an on-going dialogue with the Government Office and the Department for Transport during the development of our work programme. In particular we have sought to ensure that we take into account the initial results of work undertaken at the national level to identify the focus for work that will be led nationally by the DfT.
- 7.11. Through a combination of the mapping work, undertaken in partnership with the local authorities and other agencies, and through consideration of the evidence available in the regional data book and other sources, we have developed our understanding of the challenges that need to be addressed. Moreover we have been able to relate these to the goals identified by the Department for Transport in its 'Delivering a Sustainable Transport System'.
- 7.12. The summaries in Annex 5 provide more detailed information on each of the proposed pieces of work. This takes the form of an overview of the challenge that needs to be addressed in a specific geographic area together with a more detailed breakdown of that challenge under the five DaSTS goals.
- 7.13. Work is now underway to use the evidence base gathered to shape the development of detailed proposals, including commissioning briefs as appropriate, for individual elements of the work programme. The initial focus is on developing detailed proposals for the highest priority pieces of work.
- 7.14. We have liaised with colleagues in adjoining regions on our proposed work programme. Where there are regionally-led pieces of work that cross boundaries we will continue to work with our colleagues to ensure that the focus of that work is targeted on the key challenges for both parties.
- 7.15. The region's relationship with London and the Greater South East is an important consideration. The significance of this relationship is already reflected in the commitment by Government to take forward investment in a number of strategically significant pieces of infrastructure, including Crossrail and the Thameslink project. We will continue to liaise with colleagues in London and the East of England to ensure that our respective work programmes are closely aligned.

## **8. Issues of International and National Significance**

- 8.1. The "Delivering a Sustainable Transport System" document identified a significant number of the region's transport corridors as being of national significance; this reflects the region's role as a gateway for much of the UK.
- 8.2. Eight of the fourteen Strategic Transport Corridors identified by the Department have a direct impact on the region. Of these three are explicitly identified in the South East Plan as being priority transport links likely to come under increasing transport pressure as a result of underlying traffic growth and the planned growth set out in the regional policy framework. The

three corridors in question are identified as being parts of the region where further work should be focused to identify delivery strategies.

- 8.3. Based on the evidence available the Regional Transport Board has identified three parts of the region where we believe the issues are of international and/or national significance (shown in Annex 4).

*London to the Kent Ports*

- 8.4. The significance of international and national movements on this corridor is indisputable with between £46 billion and £55 billion worth of goods passing through the Port of Dover alone in 2008<sup>5</sup>. Further growth in cross-channel movements will serve to increase this pressure and will emphasise the importance of finding a solution to the existing capacity constraints across the River Thames on the eastern side of London.
- 8.5. There are two key issues for which the Regional Transport Board consider further work needs to be commissioned and led by the Department:
- Encouraging modal shift of long-distance freight movements from road to rail (also relevant to consideration of the pressures on the South Coast to Midlands corridor);
  - Identifying a long-term solution to the capacity constraint on the existing Dartford Crossings.
- 8.6. The Regional Transport Board supports the commitment by the Department to take forward further work that will consider the options available for additional capacity across the River Thames. However it is critical that any such work takes into account the potential implications for delivering regional policy objectives in the Thames Gateway. In particular there is a need to take into account the potential benefits that additional capacity will bring in terms of improving access to economic opportunities and services within the largest regeneration project in the country. The step change in access that additional capacity will bring must be accompanied by a step change in accessibility that is consistent with wider regional policy objectives. As a consequence the region would expect to be a member of the steering group responsible for taking forward this work.
- 8.7. A key issue arising from the consideration of additional capacity across the River Thames is the potential impact this may have on the routing of movements to/from the Port of Dover and the Channel Tunnel; specifically the balance between movements along the M20 and the M2/A2 corridor. This in turn will have implications for the nature of the challenges along each corridor arising from planned growth. It will be particularly important to Dover where the implications of the routing of international/national movements need to be balanced with the regional objective of regenerating this Growth Point.
- 8.8. Our work programme has been developed on the basis that the critical piece of work is determining the location of any additional capacity across the River

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<sup>5</sup> BBP Regeneration Report, April 2009

Thames. This would need to be led nationally, with strong input from the region.

- 8.9. The outcome of that piece of work would provide clarity on the routing issue for international/national movements along the corridor to Dover and the Channel Tunnel. This would enable the region to commission a piece of work, in partnership with the Department for Transport, that looks at the more detailed challenges arising from the need to balance the demands of international movements with the delivery of regional objectives.

*The M25 Corridor and West of Reading to London Corridor*

- 8.10. The part of the region that is served by the south-west quadrant of the M25 is critical to the success of the regional economy and by implication that of the UK. The pressures of a successful economy are reflected in the continuing pressures experienced on this part of the M25, which suffers over 125,000 vehicle delay hours every year on all sections in the South East.
- 8.11. Notwithstanding recent investment, the evidence base shows that the scale of the pressure on this part of the transport system is such that there is a need to consider the longer term options for managing demand for travel in this part of the region. Given the significance of the M25 to the UK it is anticipated that this work will be led nationally. However, it cannot be taken forward without consideration of the implications for the wider transport system. Accordingly the region expects to be a partner in any such work.
- 8.12. We believe that a key focus for any nationally-led work is the extent to which the recommendations of the ORBIT multi-modal study have been implemented. In particular there is a need to review the extent to which the delivery of Integrated Demand Management measures – a key component of the ORBIT recommendations – will help address challenges facing the M25 corridor. For example, one such challenge is the limited access to Junction 5 on the M25.
- 8.13. In addition to the need for a nationally-led piece of work to consider the longer-term solution for the M25 corridor, our analysis has identified the need for work to be commissioned to examine the challenges along three transport corridors that connect into the south west quadrant of the M25.
- 8.14. The nature of the challenge on each of these corridors is quite discrete and therefore needs to be taken forward separately, although linked in with any work commissioned to look at the M25.
- 8.15. The first of these corridors - West of Reading to London - forms part of one of the national Strategic Transport Corridors, providing as it does linkages between London and the South West/Wales as well as access to the international gateway at Heathrow. Heathrow is not just a key international gateway for the UK, it is also a major employment site – directly employing 70,000 people and supporting a further 100,000 jobs.
- 8.16. The corridor forms a critical piece of infrastructure supporting the sub-regional economy in the Thames Valley, a view that has been supported by work commissioned by SEEDA which has identified significant agglomeration

benefits to be derived from investment in this part of the region. It is a corridor that the South East Plan identifies will come under pressure as a result of both underlying growth and planned growth.

- 8.17. The importance of developing a delivery strategy that balances the competing needs of international/national and regional requirements will require a combination of national and regional leadership in taking forward this work. Working in partnership with the Berkshire Strategic Transport Forum the region believes it has the capacity to manage such a task. In taking this work forward we will build upon the outcomes of the Thames Valley Multi Modal Study and the opportunities presented by improvements at Reading station.
- 8.18. The nature of the challenge on the two other corridors – M25 to Gatwick Diamond and London to the South West - based on the evidence available, arises from issues of regional significance. Accordingly these are considered in greater detail in the next section.

#### *South Coast to Midlands*

- 8.19. This is the third of the national Strategic Transport Corridors that the South East Plan identifies as a transport link that will come under pressure as a result of underlying growth and planned growth.
- 8.20. A key issue for the corridor remains the need to effect a shift of long-distance freight movements (associated with the international gateway at the Port of Southampton) from road to rail, which is consistent with proposals for the Strategic Freight Network envisioned by the 2007 Delivering A Sustainable Railway White Paper and has also been identified by the freight industry as an important objective. This challenge is one that faces international movements on the London to Kent Ports corridor and is of such a scale that it requires national leadership.
- 8.21. In addition though there are locations along the corridor where there are specific regional challenges arising from planned growth. A package of work to address local issues associated with the delivery of growth at Oxford and the need to protect its status as a world class location for education and employment is already prioritised in the Regional Transport Board's investment programme. Additional growth arising from the Growth Point at Didcot and realisation of opportunities to develop the world-class science based R&D capability in the Science Vale more generally are of such a scale as to justify investment in developing a delivery strategy as part of this work programme.

#### *Milton Keynes/South Midlands Growth Area*

- 8.22. One of the outputs of the work undertaken on the MKSM Transport Strategy has been the identification of the significance of the M1 corridor to delivery of the Growth Area. The Transport Strategy has identified the need for further consideration as to how best to balance the pressures arising from national movements and those arising from planned growth in the sub-region. As a nationally identified Strategic Transport Corridor it is appropriate for any

work on this corridor to be led nationally in partnership with the MKSM Partnership and the three regions with an interest in the MKSM Growth Area.

## **9. Issues of Regional Significance**

- 9.1. Through the Regional Transport Board there is clarity as to the short term investment priorities (i.e. the period to 2013/14). Drawing on the outcomes of the regional mapping work and the evidence in the regional data book, we have focused our work programme on those parts of the region where the evidence base shows that there is a need to develop delivery strategies that will meet the identified challenges (Annex 4). In so doing we will deliver a lasting legacy by creating the capacity and capability of sub-regional partnerships and local authorities to deliver on the ground.

### *West Sussex Coast*

- 9.2. If we were able to realise the economic potential and opportunities along the Sussex Coastal strip such that the economic performance was raised to the UK average, we would generate an additional £13bn GVA per annum. To achieve this though requires improving connectivity in such a way as to provide equality of opportunity in a part of the region which is identified as being one of the most deprived parts of the region. Addressing some of the more systemic structural issues arising from deprivation would in turn lead to improvements in health and overall quality of life. However the coastal strip is also an area of high quality natural environment, much of which has the protection of statutory designations.
- 9.3. The solutions previously identified for this part of the region derive from outdated policy frameworks and are unlikely to be affordable. In addition, the challenges facing the coastal strip have changed as a consequence of the framework set out in the South East Plan and Regional Economic Strategy.
- 9.4. It is therefore clear that there is an urgent need to review the delivery strategy for the coastal strip, in particular the section between Chichester and Brighton. The Board sees the need for this work to tie-in with and build upon the existing work being undertaken jointly by the Highways Agency and West Sussex County Council to examine the options for lower-cost solutions to a previously prioritised scheme at Chichester.
- 9.5. The Board sees the need to provide clarity on the key transport solutions in this area as being of the highest priority for the region. Clarity in this regard will enable a considered view to be taken on the appropriate balance between investment in the highway, rail and bus networks. This will be an important part of the review of future investment priorities at the regional level.

### *Urban South Hampshire*

- 9.6. The ambition of the Partnership for Urban South Hampshire (PUSH) to achieve a step change in the economic performance of the sub-region has been tested and found to be sound as part of the work on the South East Plan. Delivery of that ambition is identified as a regional priority in the

Regional Funding Advice submission. As one of the eight 'Diamonds for Investment and Growth' the sub-region is committed to achieving the regional target on ecological footprint earlier than the rest of the region.

- 9.7. The combination of achieving a step change in economic performance while at the same time reducing the sub-region's ecological footprint will present particular challenges in terms of a delivery strategy for transport investment. Work is already underway through Transport for South Hampshire (a Joint Committee of the three Local Transport Authorities) to develop the delivery strategy.
- 9.8. The Board proposes to support this as a key part of the regional programme. Not only will this increase the capacity and capability at the sub-regional level, it will enable the region to gain knowledge that can be disseminated more widely.

*Milton Keynes-Aylesbury-High Wycombe*

- 9.9. The MKSM Transport Strategy, developed by the MKSM Inter-Regional Board (covering Milton Keynes and Aylesbury Vale in the South East region), has identified the key importance of improved connectivity between the Milton Keynes/Aylesbury Vale sub-region and the Thames Valley.
- 9.10. In addition it has highlighted the importance of improved connectivity on both east-west and north-south axes as an issue that requires further, more detailed, consideration. In this regard there is a need to consider the level of connectivity with the Luton/Dunstable part of the MKSM Growth Area.
- 9.11. Improved connectivity is an important factor in ensuring that the Growth Area's ambition for economic growth is matched by inward investment. It is also critical to ensuring that benefits of the investment are available for all to share in. A new approach to the types of solutions promoted will be required if these objectives are to be achieved and the quality of the environment respected.

*M25 to Gatwick Diamond*

- 9.12. This is the second of the three corridors that link into the south-west quadrant of the M25 for which we have identified the need for work to be commissioned.
- 9.13. The corridor from the south of London towards the Gatwick Diamond provides access to the UK's second largest international airport. Longer-term growth in movements through the airport will result in additional pressure on both the M23 and the Brighton Main Line.
- 9.14. However the Gatwick Diamond, one of the Diamonds for Growth, together with the Redhill/Reigate Growth Point will both give rise to significant pressures. The evidence base suggests that it is these regional challenges that give rise to the need for work to be commissioned, although any such work needs to take into account the pressures arising from longer-distance movements and we would liaise closely with the Department for Transport as

a key partner in this work given the national significance of the London to Gatwick corridor and the international gateway status of Gatwick.

- 9.15. The importance of developing a delivery strategy that balances the competing needs of international/national and regional requirements will require a combination of national and regional leadership in taking forward this work. Working in partnership with local partners, including Gatwick Diamond Connect, the region believes it has the capacity to manage such a task.

*London to the South West*

- 9.16. This is the third, and final, of the three corridors linking into the south-west quadrant of the M25 for which we have identified the need for a piece of work to be commissioned.
- 9.17. Our challenge mapping work has clearly identified the continuing pressures on the transport system in the northern part of Surrey and Hampshire, particularly local congestion around Woking and Guildford, the A3, southern M3 corridor from the A34 north of Winchester to Southampton and the South West Main Line. This pressure arises from the area's close proximity to London, the Thames Valley and the international gateway at Heathrow Airport. These pressures exist within an area that has a significant number of environmental designations.
- 9.18. Significant investment is already taking place within this part of the region; however the pressures on the transport system will continue to exist. A delivery strategy for the longer-term that builds upon this investment is seen by the Board as an area of work it would wish to provide leadership on, working in partnership with sub-regional groups as Berkshire Strategic Transport Forum (BSTF) and Transport for Surrey as well as other key stakeholders, such as the HA, Network Rail and local authorities.

## **10. Thematic Issues**

- 10.1. In addition to the geographically focused pieces of work set out above, our analysis has highlighted the need for three thematic pieces of work to be included within our work programme. The three pieces of work are discrete, but inter-related in that taken in combination they will equip the Regional Transport Board with the tools required to enable robust advice to be presented to the Secretary of State.

*Strategic Transport Model*

- 10.2. The scale of the challenge facing the region as it seeks to reduce its ecological footprint has been referred to earlier. Transport emissions, and in particular carbon, are one of the biggest challenges for the region.
- 10.3. Understanding the implications of alternative planning scenarios on transport emissions will be a critical consideration for the Board in determining future investment priorities. As part of the evidence base used to prepare the South East Plan the region invested in the development of a Strategic Transport

Model. We propose to invest funds in updating the model to reflect the statutory regional policy framework and most importantly the issues of carbon measurement.

- 10.4. Our work programme has been developed such as to ensure that this work is taken forward as a priority thereby enabling it to inform the outcome of the work commissioned on a geographic basis. The updated model would be used by the Regional Transport Board and the South East England Partnership Board (responsible for the Regional Strategy) to undertake strategic analysis of alternative planning and investment scenarios. Updating the model would enable the region to take advantage of recent enhancements that ensure it is consistent with the requirements of WebTag.

*Regional Prioritisation Methodology: Taking account of Carbon*

- 10.5. The Regional Transport Board pioneered the development of a prioritisation methodology that enabled the relative priority of schemes to be assessed. The output from the methodology is then used by the Board to inform its advice to the Secretary of State on the allocation of funds.
- 10.6. As part of this work programme we propose to invest funds in updating the methodology so as to enable more explicit account to be taken of the impact that a particular proposal has in terms of its emissions, in particular carbon.
- 10.7. The revised methodology would be used to guide the Regional Transport Board in prioritising both the outputs of the geographical pieces of work identified in this submission, and any existing proposal currently identified for delivery post 2013/14.

*Local Transport Plans: Block Allocations*

- 10.8. The region welcomed the increased flexibility offered through the second round of Regional Funding Advice to consider the balance between investments in major schemes and investments made through the Local Transport Plan. This flexibility enabled the region to recommend virement of funds to three local transport authorities for 2009/10.
- 10.9. The analysis undertaken in support of this submission has emphasised the importance of targeting funds in support of smarter choice measures. The expectation is that such investments will increase in importance in response to a number of factors including:
  - The need to reduce the environmental impact of the transport system;
  - The need to invest in measures which improve social equality in terms of the choices available;
  - The need to target constrained resources towards delivery of cost effective measures.
- 10.10. As part of this work programme we propose to invest funds in developing a methodology that would enable the Regional Transport Board to consider the case for virement of funds in a way that is robust and transparent. With work on the development of the next round of Local Transport Plans now underway, developing such a methodology has been identified as a priority.

### *Smarter Choices*

- 10.11. The Regional Transport Board is already providing leadership in emphasising the importance of 'smarter choices' as a solution to the challenges facing our transport system. A number of our proposed pieces of work will provide the opportunity to develop further the potential of smarter choices as part of the delivery strategies for specific parts of the region.
- 10.12. The experience gathered in this way will provide the region with an additional capability that, through the Board, we will be able to disseminate more widely. Were there to be a nationally-led piece of work focused on the smarter choice agenda we would be supportive of such an initiative and would look to be an active participant in it.

## **11. Programme Management and Governance**

- 11.1. The Board views the work programme (Annex 2 and 3) set out in this submission as being a key opportunity to ensure that the right transport solutions are brought forward in order to deliver our vision of 'a socially and economically strong, healthy and just South East that respects the limits of the global environment'.
- 11.2. We have indicated the relative priority of the proposed pieces of work and, where appropriate, the relationship between any regionally commissioned work and that which we expect the Department for Transport to take the lead.
- 11.3. We expect that there a need for further discussion with the Department for Transport on the content of the work programme – both in terms of the nationally and regionally led pieces of work. The outcome of this discussion will enable us to finalise the work programme for the region.
- 11.4. The Regional Transport Board, which includes the Government Office, will be responsible for managing the overall work programme. The DaSTS Programme Manager, part of the Strategy Unit supporting the Board, will be responsible for day-to-day management of the work programme on the Board's behalf. The Board will receive quarterly reports on the progress of the work programme.
- 11.5. We will schedule a review of the work programme in late spring 2010 to ensure that projects remained focused and are progressing on schedule. Contracts for commissions let by the region will be phased to make allowance for the interim review. The outcome of the interim review will form the basis our interim report to the Department for Transport in spring 2010. This timetable fits with the region's overall programme management and the DaSTS timetable set out in the guidance to regions for the option generation phase. This will be followed by a further review in spring 2011, prior to our final submission to the Department in late 2011.
- 11.6. Annex 3 shows an indicative timetable for the proposed studies, highlighting the synergies between the different work streams. This will be developed as

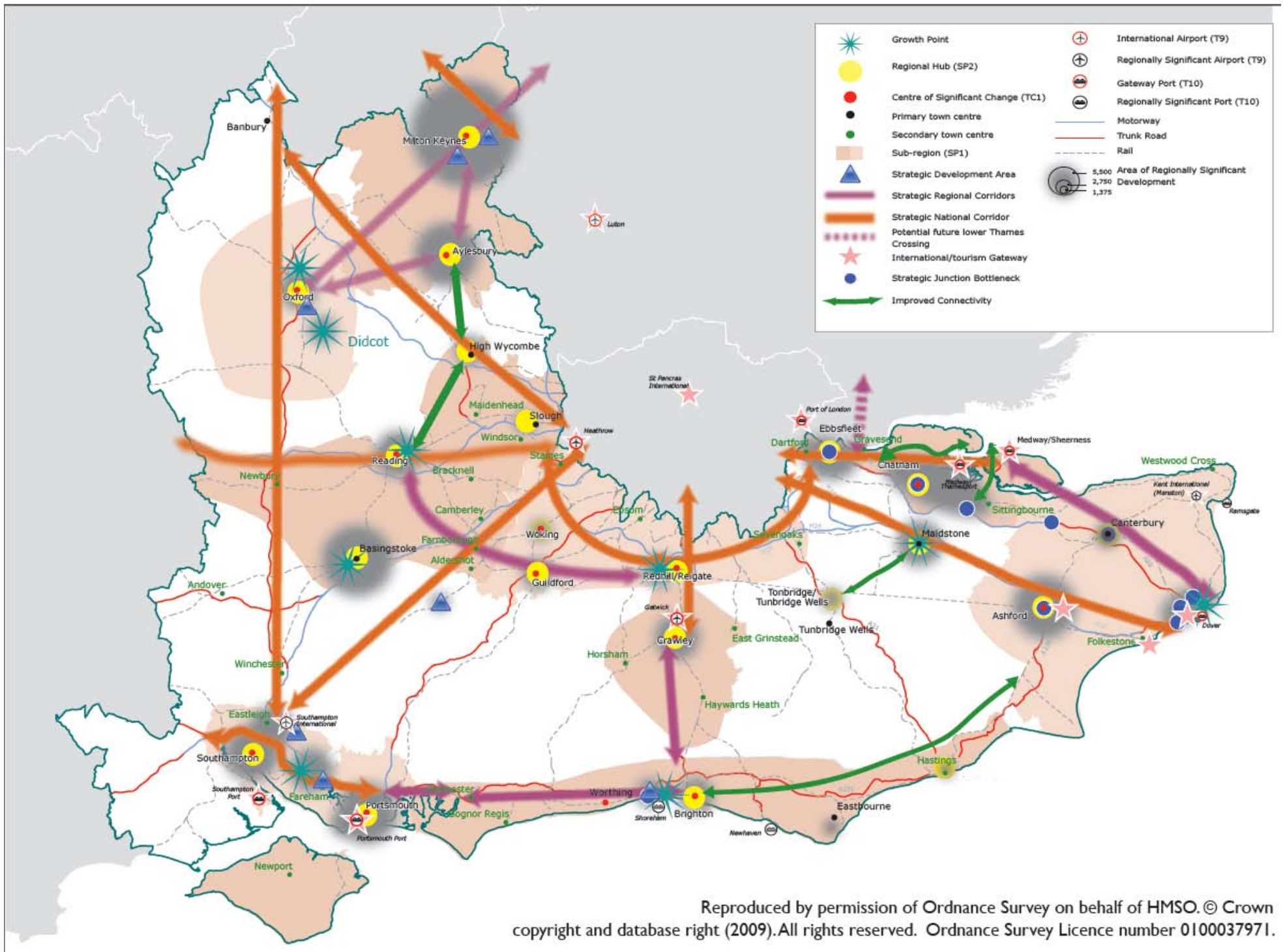
decisions on the final work programme are made, however it has been designed so that indicative expenditure is £1.065m in financial year 2009/10 and £1.135m in 2010/11.

- 11.7. The DaSTS Programme Manager will work closely with local authorities and national delivery agencies to develop detailed proposals for taking forward the work programme. Wherever possible we will look to use existing sub-regional structures within the areas identified in this work programme. The work commissioned through this programme will be delivered in partnership with officials from local authorities and other delivery agencies; our submission therefore includes an estimate of the support that will be provided by these bodies in support of individual proposals (Annex 2).
- 11.8. Each piece of work will be managed by a Steering Group that is led by local elected members and which involves the key agencies. The Steering Group will be responsible for agreeing the brief for each piece of work. These commission briefs will set the objectives of the study, key milestones, the funding envelopes within which the strategies should be developed and the arrangements for engagement with stakeholders. The Steering Group will receive the output of the work and make recommendations as appropriate to the Regional Transport Board.
- 11.9. At this stage the work programme summary table identifies the leading agencies that will be involved in each piece of work. This is not intended to be an exhaustive list of participants; this will be determined as part of the work to develop detailed commissioning briefs for each piece of work.
- 11.10. The key output from each of the geographically focused pieces of work will be a delivery strategy that identifies the broad balance of measures required to meet the challenges of that area. Each delivery strategy will be developed within an indicative funding envelope that reflects the likely level of funding available in order to ensure that the strategies developed are realistic and deliverable.
- 11.11. Where possible each piece of work will draw upon the existing evidence base, including modelling information where that already exists. Given that the focus for this work programme is to identify delivery strategies that can then be taken forward by individual delivery agencies, the level of modelling work required will be less than previous studies.
- 11.12. The Board will encourage individual pieces of work to apply the approach pioneered through 'planning for real'-type exercises to engage with a wider audience in each area covered by a piece of work. This will help ensure that the delivery strategies not only address the identified challenges, but also that they are deliverable.
- 11.13. At this stage the cost of each piece of work identified in the work programme is indicative. The funds allocated to individual commissions will be reviewed as part of the development of the brief for each piece.

## **12. Next Steps**

- 12.1. The pressures facing the region's transport system are already significant. The challenges arising from the need to deliver the growth set out in the regional policy framework will serve only to increase those pressures further especially in the context of mitigating the effects of climate change.
- 12.2. However, challenges also bring opportunities. The need to reduce the transport system's contribution to the region's ecological footprint is clear. The need to improve equality of opportunity through broadening the options available to individuals who need to travel is also clear. The need to support sustainable economic development is at the heart of the regional policy framework.
- 12.3. There is substantial investment already being made in the region's transport system. With pressures on public sector investment increasing in the short to medium term, so the need to target the funds available in the most effective way to meet the challenges we face becomes ever more important.
- 12.4. We have a clear and up to date regional policy framework. The focus has to be on ensuring that we have the right delivery strategies identified to enable us to deliver that framework. The work programme set out in this submission provides the region with a way forward to ensuring our delivery strategies:
  - Are consistent with the regional policy framework and the five DaSTS goals;
  - Offer value for money; and
  - Are affordable within the likely level of funding (both public and private) available.

**Regional Transport Board**  
**June 2009**



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## Delivering a Sustainable Transport System Work Programme – Summary Table

Element of Work Programme	Priority	Lead Contact	Partners Involved	Link to Strategic Priorities	Estimated Cost	Time Frame	DfT Funding Required	Regional Funding Contribution	Proposed Funding Guideline
Programme Management		RTB secretariat			£160k	Aug 09 – Apr 11	-	Officer time Est: £160k	n/a
<b>Internationally/Nationally Significant Issues</b>									
<b>London to Kent Ports</b>									
Encouraging Freight Modal Shift	I	Department for Transport	RTB Highways Agency Network Rail FTA KCC	See Annex 5	tbd	tbd	tbd	Officer time (included within overall programme management costs)	Tbd
Long-term solution to capacity constraint across River Thames	I	Department for Transport	RTB Highways Agency Kent County Council Medway Council Essex County Council East of England Regional Assembly	See Annex 5	tbd	Aug 09 – Mar 10	tbd	Officer time (included within overall programme management costs)	Tbd
Access to international gateways	I	Kent CC	RTB Highways Agency Dover DC	See Annex 5	tbd	May 10 – Dec 10	£200k	Officer time: Est: £20k	
<b>The M25 Corridor and West of Reading to London Corridor</b>									
M25 Corridor	I	Department for Transport	RTB Highways Agency Kent CC Surrey CC BSTF Buckinghamshire CC		tbd	tbd	tbd	Officer time (included within overall programme management costs)	Tbd
West of Reading to London	I	BSTF	RTB Highways Agency Network Rail GLA	See Annex 5	£350k	Nov 09 – Jun 10	£350k	Officer time + SEEDA research budget Est: £100k	tbd
<b>South Coast to Midlands</b>									
Encouraging Freight Modal Shift	I	Department for Transport	RTB Highways Agency Network Rail FTA	See Annex 5	tbd	tbd	tbd	Officer time (included within overall programme management costs)	tbd

Didcot Growth Point/Science Vale	1	Oxfordshire County Council	RTB Highways Agency Network Rail	See Annex 5	£250k	Jan 10 – Oct 10	tbd	Officer time Est: £25k	
<b>Milton Keynes/South Midlands Growth Area</b>									
M1 corridor study	?	Department for Transport MKSM	RTB Highways Agency		tbd	tbd	tbd	Officer time (included within overall programme management costs)	Tbd
<b>Regionally Significant Issues</b>									
West Sussex Coast	1	West Sussex CC	RTB Brighton & Hove CC Highways Agency Network Rail	See Annex 5	£450k	Aug 09 – Apr 10	£450k	Officer time + study of low cost options for A27 at Chichester Est: £125k	Scenario testing at £250m, £300m and £350m
Urban South Hampshire	2	Transport for South Hampshire	RTB Highways Agency Network Rail	See Annex 5	£350k	Oct 09 – Jun 10	£350k	Officer time + TfSH model development Est: £750k	tbd
Milton Keynes – Aylesbury – High Wycombe	3	Bucks CC	RTB MKSM	See Annex 5	£200k	March 10 – Sept 10	£200k	Officer time Est: £20k	tbd
M25 to Gatwick Diamond	4	Gatwick Connect	RTB Department for Transport Highways Agency Network Rail	See Annex 5	£300k	May 10 – Oct 10	£300k	Officer time Est: £20k	tbd
London to the South West	5	Surrey CC Hampshire CC	RTB Department for Transport Highways Agency Network Rail	See Annex 5	£250k	Feb 10 – Jul 10	£250k	Officer time + access to Basingstoke study Est: £300k	tbd
<b>Thematic Issues</b>									
Strategic Transport Model	1	RTB	TRL		£100k	Aug 09 – Dec 09	£50k	RPB research budget Est: £50k	n/a
Regional Prioritisation Methodology: Taking Account of Carbon	2	RTB	Emissions Monitoring Group		£25k	Sept 09 – Dec 09	£25k	RPB research budget Est: £25k	n/a
Local Transport Plans: Block Allocations	3	RTB	Local Transport Authorities		£25k	Sept 09 – Mar 10	£25k	RPB research budget Est: £25k	n/a
<b>TOTAL</b>							<b>£2,200k</b>	<b>£1,120k</b>	

# Delivering a Sustainable Transport System Indicative Study Timetable

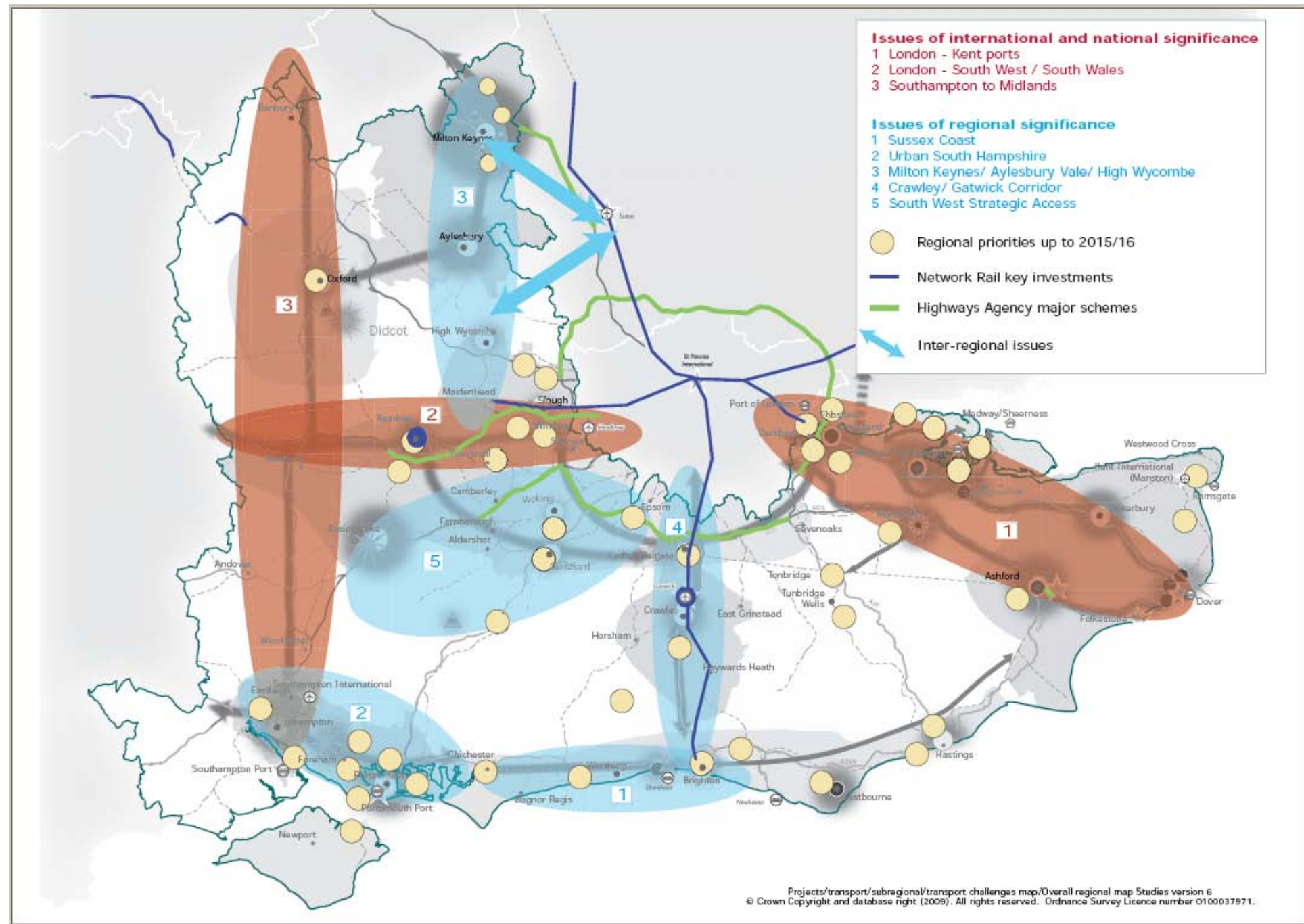
	Study	Work Element	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	
Programme Management		Officer Time																			
Regional Spatial Significance	West Sussex Coast																				
	Urban South Hampshire																				
	MKAV																				
	M25 to Gatwick Diamond																				
Regional Thematic Issues	London to South West																				
	Strategic Transport Model																				
	Prioritisation Update																				
International/ National Significance	LTP blocks																				
	London to Kent Ports	Encouraging Freight Mode Shift	tbd																		
	Dartford / Lower Thames Crossing	Access to International Gateways																			
	M25 Corridor and West of Reading to London	M25 Corridor	tbd																		
South Coast to Midlands	Encouraging Freight Mode Shift	tbd																			
	Didcot Growth Point/Science Vale																				

2009/10 2010/11  
Financial Year

internal programme review

DfT Progress Report

Option Generation Phase Finishes



## Internationally/Nationally Significant Issues:

### I: London to Kent Ports

**We believe the London to Kent Ports corridor is the most urgent priority for national study in the South East given its designation as a regeneration area of national significance and the already considerable congestion in this corridor that is limiting the efficient freight movements from the important international gateways of Dover and Folkestone.**

The Thames Gateway is the biggest regeneration site in Europe and an area where a nationally significant level of growth is planned. The Growth Area of Ashford and Growth Points of Maidstone and Dover also represent considerable planned growth. In the county of Kent there are nearly 140,000 new homes planned by 2026, representing just over a fifth of the total housing allocation for the South East during this period. In addition, there are over 62,000 new jobs projected in Kent by 2016. Given the scale of development planned in the sub-region, considerable effort and innovative solutions will be required to ensure that this development is sustainable and that the planned growth helps to contribute to an improved quality of life for residents through the provision of new services and employment opportunities.

This is particularly important given the juxtaposition of this planned development with international, national and regional freight movements that occur on the London to Kent Ports corridor. It is vital that this corridor is efficient and reliable in order to support the national growth agenda, yet it also needs to cater for local movements associated with current and planned housing and employment. Part of the work here will need to explore the possibility of a long term solution to Operation Stack, which often causes congestion along this route. Many of the routes in the area exhibit extreme levels of congestion, parts of the M2/A2, M20 and M25 in the sub-region all experience annual vehicle delays exceeding 125,000 hours.<sup>6</sup>

Further work also needs to be undertaken to explore the opportunities for a Lower Thames Crossing. There is the potential for a fundamental change in travel patterns in the Thames Gateway region, which would promote greater equality of opportunity for all through access to new labour markets and services. The Crossing would also relieve congestion in other areas, particularly on the existing Dartford Crossing, and has the potential to provide more efficient and reliable networks, which are vital for international freight movements occurring in this corridor. We also need to make sure we maximise the opportunity presented by the introduction of domestic high speed rail services from December 2009 and enhance existing high quality public transport services such as Fastrack to achieve significant modal shift in this corridor. This would contribute to reducing carbon emission and the resulting improvements in air quality will also contribute to an improved quality of life for local residents.

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<sup>6</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>Relieving congestion on the M2 and M20 corridors and identifying a long term solution to Operation Stack required to create a more reliable and efficient network to support economic growth</p> <p>Connectivity to international gateways of Dover and Channel Tunnel required to support national economic competitiveness and growth</p> <p>South East Plan and Regional Economic Strategy promote transport improvements in Kent Thames Gateway to maximise regeneration potential and realise economic potential; promote improved accessibility to supporting economic regeneration in East Kent</p> <p>Major transport investment will be required to support the planned development in the Thames Gateway Growth Area by linking employment and housing sites and ensuring efficient freight networks are available to link the international gateways on the Kent coast with London</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>Relieving congestion on the M2 and M20 corridors would reduce carbon dioxide emissions; currently &gt;10,000 tonnes/km<sup>7</sup>.</p> <p>As a Diamond for Investment and Growth the Kent Thames Gateway committed to stabilising its ecological footprint two years earlier than regional targets; much of Kent Thames Gateway is within an AQMA increasing need for low-carbon solutions</p> <p>Opportunity to achieve modal shift to rail as a result of the introduction of high speed domestic rail services from December 2009 and resulting reallocation of existing rail capacity</p> <p>Opportunities to achieve modal shift for local journeys by building on existing public transport initiatives such as Fastrack.</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Medway and Thanet are urban areas showing higher than regional average mortality rates from circulatory diseases and thus work is needed to explore why these health inequalities exist and what can be done to improve access to healthcare and overall health of the urban population in particular.</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Movement within this corridor is a combination of international, national and local – maintaining an appropriate balance between competing demands is important to ensure equality of opportunity for all</p> <p>Improving accessibility in the sub-region will provide a greater equality of opportunity through improved access to labour markets and key services, particularly linking the sub-region with Ashford Growth Area</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Need to mitigate likely increased pressure on local transport network resulting from significant economic growth to ensure a healthy natural environment</p> <p>Transport improvements are required to support urban regeneration of the Thames Gateway. Improved transport links and regenerated urban areas will help to improve the quality of life for local residents</p> <p>Areas of environmental significance in the lower Thames Estuary, including RAMSAR and Natura 2000 sites; transport improvements must be carried out in an environmentally sensitive manner; promotion of modal shift will contribute to providing a healthy natural environment</p>

<sup>7</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

## **2: The M25 Corridor and West of Reading to London Corridor**

One of the key objectives of the Regional Transport Strategy is to improve strategic road and rail links within and to the Thames Valley to maintain economic success within the sub-region. In addition, the London to South West / South Wales is identified as a strategic national corridor and thus maintaining good transport links along this corridor is vital to supporting national economic competitiveness and growth and this important sub-regional economy. This is particularly true in this area given the need to provide good access to Heathrow airport for freight and passengers and strategic links to London. Heathrow is not just a key international gateway for the UK, it is also a major employment site - directly employing 70,000 people and supporting a further 100,000 jobs - and investment is required to ensure that it stays competitive.

There is currently significant congestion on the road and rail networks in the sub-region; total vehicle delay hours for much of the M4, particularly east of Reading exceed 125,000 annually.<sup>8</sup> Further growth, particularly at Reading Growth Point and Slough regional hub, will only exacerbate the problem unless steps are taken to improve journey time reliability and access to key labour markets. Given that there are plans to create 79,300 additional jobs in this sub-region by 2016 and over 100,000 new homes by 2026, the pressure on the London to South West / South Wales corridor will become even more acute. However, there are improvements planned and work is required to ensure that the opportunities presented by schemes such as Reading station, improvements Crossrail, Airtrack, Rail Access to Heathrow from the Great Western Main Line and the Thames Valley Bus and Coach Network are maximised in order to help reduce congestion and carbon emissions and to provide an improved public transport network along this corridor.

As this sub-region contains some of the most deprived wards in the South East region, improvements to public transport and schemes which focus on improving local connectivity and accessibility will be of real benefit to local residents and should help to improve their quality of life and present a greater equality of opportunity for all citizens. One of the key challenges in ensuring greater equality of opportunity will be to balance these local needs with the competing demands of international, national and regionally significant transport movements along this corridor. There is also a need to ensure that transport improvements are not to detriment of the quality of life of local residents by paying particular attention to mitigating the impacts of transport on the local natural environment, including Green Belt areas and the Thames Basin Heaths Special Protection Area. This will include work to ensure that transport developments utilise low-carbon technologies in order to reduce carbon emissions, particularly as the area is designated as a Diamond for Investment and Growth in the Regional Economic Strategy and is therefore committed to achieving the target to stabilise its ecological footprint two years earlier than proposed at a regional level.

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<sup>8</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>This area is a critical sub-regional economy for the South East and the UK. There is a need to maintain and improve access to the international gateway of Heathrow as well as key employment and growth points at Reading and Slough</p> <p>There is currently significant congestion on the road and rail network in the sub-region; planned growth will add to this pressure. Priority needs to be on improving journey time reliability and providing access to key labour markets</p> <p>South East Plan and Regional Economic Strategy promote improved strategic transport links within and to the Thames Valley to maintain economic success</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth Reading committed to stabilising its ecological footprint two years earlier than regional targets.</p> <p>Rail capacity increases realised through improvements at Reading Station, Crossrail and potentially Airtrack present the opportunity for modal shift to rail.</p> <p>Improving access to Heathrow by public transport would help reduce carbon emissions; currently exceed 10,000 tonnes CO<sub>2</sub>/km of the M4 east of Reading, and 6,000 tonnes/km to the west<sup>9</sup></p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Slough is an urban area showing higher than regional average mortality rates from circulatory diseases and thus work is needed to explore why these health inequalities exist and what can be done to improve access to healthcare and overall health of the urban population in particular.</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Movement within this corridor is a combination of international, national and local – maintaining an appropriate balance between competing demands is important to ensure equality of opportunity for all</p> <p>This sub-region contains some of the most deprived wards in the South East; transport improvements must look to improve local connectivity and accessibility in order to promote greater equality of opportunity for all citizens</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Need to mitigate likely increased pressure on local transport network resulting from significant economic growth to ensure a healthy natural environment</p> <p>Need to ensure that efforts to enhance the economic potential of the area are not to detriment of the quality of life of local residents</p> <p>Particular attention needs to be paid to the impacts of transport improvements on the Green Belt and Thames Basin Heaths Special Protection Area as well as the desire to maintain the character of individual settlements in promote a healthy natural environment and maintain the quality of life of local residents</p>

<sup>9</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

### 3: South Coast to Midlands

Notwithstanding improvements in the gauge to enable improved freight access and grade separation at Reading station, continued growth in freight movements through the international gateway ports on the South Coast (Southampton and Portsmouth) will give rise to increased pressure on this strategic national transport corridor. These key freight routes must be enhanced further in order to support national economic competitiveness and growth, whilst at the same time allowing access for local and regional movements in order to provide a greater equality of opportunity for all.

There are a number of different planned developments along this key freight corridor, with particularly significant growth planned in South Hampshire and in and around Oxford and Didcot Growth Points. Providing sustainable and reliable access to these locations is vital to ensure regional and national economic growth, particularly with strategic employment sites such as the one in South Hampshire and the multi-billion pound investment in R&D at Harwell Science and Innovation Campus along this corridor. A step-change in transport provision will be required to deliver this level of planned growth. Furthermore, work is needed to explore the potential for making these developments as sustainable as possible and limiting their impact on Green Belt land and the historic setting and character of Oxford in order to maintain a good quality of life for local people and a healthy natural environment.

The provision of high quality public transport services will be vital to achieving this and any study work should integrate with work already being undertaken on the Access to Oxford scheme. Improvements in public transport, including the use of low-carbon technologies will also contribute to reducing carbon emissions, which is particularly important given Oxford's status as a Diamond for Investment and Growth, identified in the Regional Economic Strategy, with a commitment to stabilising its ecological footprint two years earlier than proposed at the regional level. A reduction in carbon emissions can also be achieved through improving the rail freight capabilities on this corridor, which will remove traffic from the congested road network and thus contribute to a reduction in carbon emissions. Efforts to cut congestion on the road network will also contribute to more efficient and reliable networks, supporting to the national and regional growth agendas. The A34 is the most obvious beneficiary from such a modal shift, although congestion is not a substantial problem, the levels of CO<sub>2</sub> emissions are high due to the volume of HGV traffic using the route. The route accounts for at least 4,000 tonnes CO<sub>2</sub>/km along its entire path through the region. The M3 south of the A34 exhibits far higher levels of CO<sub>2</sub> emissions, exceeding 10,000 tonnes/km,<sup>10</sup> but also a far higher level of congestion. In 2005 the route was observed as being at more than 100% stress.<sup>11</sup>

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<sup>10</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

<sup>11</sup> [http://www.highways.gov.uk/business/documents/south\\_east.pdf](http://www.highways.gov.uk/business/documents/south_east.pdf)

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>Efficient and reliable North-South freight routes required to support national economic competitiveness and growth</p> <p>Improved accessibility to Oxford (Diamond for Growth and Investment, Growth Point), Didcot (Growth Point) required to facilitate planned growth; improved accessibility to Harwell Science and Innovation Campus required to support high-value science based R&amp;D</p> <p>Reliable and efficient local transport networks required to support major economic growth in South Hampshire, including the strategic employment site at Eastleigh Riverside</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth Oxford is committed to stabilising its ecological footprint two years earlier than regional targets.</p> <p>Improved rail freight capabilities will remove traffic from the congested road network and thus contribute towards a reduction in carbon dioxide emissions</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Transfer of freight from road to rail would reduce the high proportion of HGVs using this route and thus contribute to reduced accident risk and severity associated with heavy goods vehicles</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Movement within this corridor is a combination of international, national and local – maintaining an appropriate balance between competing demands is important to ensure equality of opportunity for all</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Need to mitigate likely increased pressure on local transport network in South Hampshire resulting from step-change in economic growth to ensure a healthy natural environment</p> <p>Need to explore options for sustainable development and reducing the impact of transport networks on greenbelt land around Oxford to ensure a healthy natural environment and good quality of life for all</p> <p>Must ensure that transport improvements contribute to maintaining the historic setting and character of Oxford and that movements along the South Coast to Midlands corridor are not to detriment of the quality of life of those living along the corridor</p>

## Regionally Significant Issues:

### I: West Sussex Coast

The Sussex Coast area is our number one priority for study given that there is currently considerable investment already planned in the area including strategic improvements planned for the road network, as well initial phases for the development of a sub-regional bus rapid transit system. Given the 'corridor effect' posed by a parallel road and rail network, as well as the aforementioned bus rapid transit system, investment in improved transport on the West Sussex Coast will need to consider a multitude of outcomes:

- **Implement the best value solution for the work to the A27 already prioritised by the region**
- **Capitalise on the opportunities presented by a bus-based rapid transit system, particularly in terms of how this could potentially interface with local rail services.**
- **Align future rail investment and rail operations to reflect the needs of the sub-region, in particular informing the Sussex Route Utilisation Strategy.**
- **Co-ordinate the future round of Local Transport Plans to deliver more localised measures, such as improved town centre access via sustainable modes**

There is a long standing need to improve connectivity between Sussex coastal towns in order to unlock the economic potential and social aspirations of this relatively deprived and peripheral part of the South East region. There is a well established policy emphasis on achieving regeneration and improving the economic prospects for the area. The Sussex Coast and Towns was originally identified as a Priority Area for Economic Regeneration in RPG9, and is defined in the South East Plan as a sub-region with particular emphasis on improving economic performance and increasing the level of earnings of the workforce. A transport connectivity delivery strategy that would reduce lost productive time caused by congestion and provide better connections to key labour markets will be vital to achieving this goal of economic regeneration. This is particularly pertinent on the A27, where daily delay can exceed 12,500 vehicle hours.

Improved and more reliable transport connections are needed to support the 70,300 new dwellings planned for this sub-region by 2026 and the 30,000 new jobs estimated to be created by 2016 by mitigating current congestion problems and limiting the impact of future new developments on the transport network. Resolving capacity issues and congestion hotspots on the network – both road and rail - and managing the impacts of the planned new development will also directly contribute to the goals of reducing carbon emissions from transport, which exceed 2,000 tonnes/km on stretches of the M27, and improving quality of life for both transport and non-transport users. This is particularly important given Brighton's designation in the RES as a Diamond for Investment and Growth.

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>Improving connectivity between the coastal towns and the reliability of journey times on these routes will unlock the economic potential of the sub-region by reducing lost productive time and providing better connectivity to key labour markets</p> <p>Improvements to infrastructure will also support the delivery of housing by mitigating current congestion problems and limiting the impact of new developments on the transport network. These are particularly acute on the A27 with much of the route carrying over 50,000 vehicles daily, and parts experiencing over 125,000 hours vehicle delay<sup>12</sup>.</p> <p>Compared to the rest of the South East, the Sussex Coast has higher levels of multiple deprivation, lower rates of GVA, lower earnings (approx £491/week compared to regional average of £567/week<sup>13</sup>), higher unemployment (2.6% versus regional average of 1.7%<sup>2</sup>) and lower rates of business formation. Investment in transport will support economic growth by providing improved accessibility and more reliable journey times</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>Resolving congestion hotspots along the coast would help to reduce carbon dioxide emissions from transport. This is particularly important on the A27 where average CO2 emissions exceed 2,000 tonnes/km along the length of the route<sup>14</sup>.</p> <p>Brighton - Shoreham is a Diamond for Investment and Growth in the Regional Economic Strategy and thus is committed to achieving the target to stabilise its ecological footprint two years earlier than proposed at the regional level</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>The A27 has a poor safety record compared to other trunk roads in the region and LTP monitoring reports indicate that Brighton and West Sussex have failed to achieve a significant reduction in serious injuries in recent years. There is a need to examine the reasons behind these accident statistics and look at safety improvements along this corridor, particularly on the A27, in order to contribute to a safer environment for transport users in the area.</p> <p>We can build on Brighton's previous status as a Cycling Demonstration Town in order to encourage further growth in cycling, a mode of transport that is beneficial to health.</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Improved connectivity between the coastal towns will open up opportunities for travel and improved access to local labour markets, thus promoting a greater equality of opportunity for all</p> <p>Improved connectivity will help to realise economic opportunities and reduce disparities in the sub-region through the enhanced accessibility to key services and greater social inclusion provided by a reliable and balanced transport network.</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Work to reduce congestion on along the Sussex Coast should create a much improved journey experience for transport users, thus contributing to an improvement in their quality of life</p> <p>There are protected coastal areas and the South Downs National Park and High Weald AONB in close proximity to this major transport corridor and consideration needs to be given to how these areas are protected and enhanced through improvements to the transport network</p>

<sup>12</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

<sup>13</sup> <http://www.eastsussex.gov.uk/NR/rdonlyres/30334129-F4B1-4525-8D86-9BAEAD569764/0/SussexCoastStatementonMatter8AiRoleandEconomy.pdf>

<sup>14</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

## 2: Urban South Hampshire

As a New Growth Point with two strategic development areas and a strategic employment site, the urban South Hampshire area (PUSH) requires considerable investment in transport infrastructure in order to support this development and contribute towards regional and national economic competitiveness. Up to the period 2026, the county of Hampshire will take 20% of planned housing growth, the joint largest allocation (along with Kent) in the South East. There are 80,000 homes planned in the South Hampshire Isle of Wight sub-region over this period and 59,000 new jobs by 2016. A step-change in transport provision will be required to deliver this planned growth.

Coupled with this new planned development, investment is also required to regenerate existing areas, particularly in Portsmouth and Southampton where there are pockets of unemployment and deprivation. As of April 2009 the unemployment figures for Portsmouth and Southampton were 3.9% and 4.0% respectively, compared to a regional average of 3.0%<sup>15</sup>. This is a long-standing need, highlighted in RPG9 when the area was designated as a Priority Area for Economic Regeneration. In addition, as international gateways, access to Portsmouth and Southampton ports needs to be improved in order to support national and regional economic growth and competitiveness. Work needs to be undertaken to assess how improved freight accessibility to the ports can be balanced with local and regional journeys being made in the sub-region in order to support the local growth agenda and ensure equality of opportunity for all.

Improvements to local journeys will contribute to an improved quality of life for local residents through reduced congestion (the M27 is the 5<sup>th</sup> busiest road in the country, carrying an average of more than 100,000 vehicles/day, with delays in places exceeding 125,000 vehicle hours/annum)<sup>16</sup> and improved air quality (some sections of the M27 exceed 10,000 tonnes CO<sub>2</sub>/km)<sup>17</sup> and also a greater equality of opportunity through improved access to labour markets and other key services. Investment to provide a number of transport options to access employment, particularly the strategic employment site planned at Eastleigh Riverside, should help to reduce the pockets of deprivation and unemployment currently found in the sub-region.

The densely populated nature of the sub-region (1477 people/km<sup>2</sup> compared to a regional average of 419 p/km<sup>2</sup>)<sup>18</sup> along with the high number of local commuter journeys presents the opportunity to explore the role of smarter choices in the area. Strategies to instigate behavioural change in local transport users and encourage walking and cycling could help to reduce carbon and noise emissions from transport and to relieve congestion on regionally and nationally significant routes that are already operating over capacity. This would be particularly valuable given that, as PUSH has been identified as a Diamond for Investment and Growth in the Regional Economic Strategy, the sub-region is committed to achieving the target to stabilise its ecological footprint two years earlier than proposed at the regional level.

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<sup>15</sup> [http://www.portsmouth.gov.uk/media/Unemp\\_summary\\_Apr09.pdf](http://www.portsmouth.gov.uk/media/Unemp_summary_Apr09.pdf)

<sup>16</sup> [http://www.dft.gov.uk/adobepdf/162469/221412/221546/226956/261695/roadstat\\_s07tsc.pdf](http://www.dft.gov.uk/adobepdf/162469/221412/221546/226956/261695/roadstat_s07tsc.pdf)

<sup>17</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

<sup>18</sup> [www.eastleigh.gov.uk/pdf/ppd/SPD%20APPENDIX%203.doc](http://www.eastleigh.gov.uk/pdf/ppd/SPD%20APPENDIX%203.doc)

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>As a New Growth Point with two strategic development areas and a strategic employment site, transport infrastructure is needed to facilitate delivery thereby supporting the regional and national economic competitiveness and growth</p> <p>Given the status of Southampton and Portsmouth as international gateways, there is a need to balance the competing demands of international, national, regional and local journeys being made in the sub-region in order to support national and local growth agendas</p> <p>The area has pockets of high unemployment and deprivation, particularly in Portsmouth and Southampton; improved transport infrastructure required to enhance the economic competitiveness of the area</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth the sub-region is committed to stabilising its ecological footprint two years earlier than regional targets.</p> <p>Opportunity to explore the role of sustainable travel and smarter choices in this densely populated area with a number of local commuter journeys</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Considering the PUSH area is relatively densely populated, public transport services and walking and cycling will be more viable and the opportunity should be taken to maximise modal shift to these sustainable modes in order to help reduce carbon and noise emissions associated with transport and contribute to an improved quality of life and better health for transport users and local residents.</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Providing a number of transport options to connect new strategic development areas to the existing network and provide access to new employment site is important in allowing equality of opportunity to all citizens, which should help to reduce the pockets of deprivation and unemployment currently found in the sub-region</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Given that this area is relatively densely populated, there is the opportunity to encourage modal shift to more sustainable modes such as walking and cycling. Encouraging these modes would help to reduce carbon and noise emissions associated with transport thus contributing to an improved quality of life for transport users and local residents</p>

### **3: Milton Keynes - Aylesbury - High Wycombe**

This sub-region is a national Growth Area with major housing and employment planned, particularly at Milton Keynes where 41,360 new homes are planned by 2026, including two potential Strategic Development Areas. There is also considerable growth (as part of the Growth Area) occurring on the boundaries of the region, which needs to be considered, as does the substantial growth and efforts to improve the economic offer at Aylesbury. Delivering this level of growth will require considerable transport investment in order to support the new development and to improve accessibility and connectivity within and to the sub-region.

Improved connectivity between the key centres within the sub-region is a contributory factor to achieving the economic potential of the Growth Area as a whole and ensuring equality of opportunity for all by allowing improved accessibility to key labour markets and services. In particular there is a need to improve links between Aylesbury and the wider sub-region and to explore the need for improved connectivity between this sub-region and other areas such as the Thames Valley. A high quality public transport network and efficient roads will be required to support regional economic competitiveness and growth and to provide an equality of opportunity for all. This is particularly pertinent considering employment within the sub-region is expected to grow by 15-20% by 2026, an increase above the rest of the region.

As part of this high quality public transport offer, a strategy to exploit the opportunities presented by the High Wycombe Coachway is required in order to encourage modal shift away from the private car and thus reduce carbon emissions. Many of the roads in the sub-region presently exhibit very high carbon emissions, most notably the M40 and the M1, which both contribute over 10,000 tonnes/km.<sup>19</sup> A significant reduction in carbon emissions is a key goal of this delivery strategy given that as a Diamond for Investment and Growth, identified in the Regional Economic Strategy, the Milton Keynes/Aylesbury Vale sub-region is committed to achieving the target to stabilise its ecological footprint two years earlier than proposed at the regional level.

Any future delivery strategy must also integrate with other currently planned transport improvements, particularly East West Rail. The opportunities presented by schemes such as this must be maximised in order to provide a significant improvement in accessibility and connectivity in this region to support the regional and national economic growth agendas.

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<sup>19</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>Improved connectivity between the key centres will improve access to labour markets and contribute to achieving the economic potential of the Growth Area</p> <p>Substantial additional housing growth planned and proposals to improve the economic offer at Aylesbury. Improved connectivity and access to local labour markets will be required to support this growth agenda</p> <p>Need to balance the benefits of improving connectivity to Aylesbury from cities and towns on the Oxford to Cambridge Arc with the likelihood of out-commuting from Aylesbury</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth the Milton Keynes/Aylesbury Vale sub-region is committed to stabilising its ecological footprint two years earlier than regional targets.</p> <p>There is a need to exploit High Wycombe Coachway in order to encourage modal shift away from car use and thus help to reduce carbon emissions</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Buckinghamshire has a rate of road death and serious injuries that is worst than both the national and regional averages with nearly 340 deaths or serious injuries on the authority's roads every year. This study should consider the reasons behind this and what can be done to reduce road casualties in this area.</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Providing better linkages between Aylesbury and the rest of the sub-region will promote greater equality of opportunity to Aylesbury residents</p> <p>Improved connectivity to the wider sub-region and the Thames Valley will also present greater opportunity for residents in this area</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Providing better linkages between towns and more rural areas in this sub-region and major employment and leisure centres such as Milton Keynes and the Thames Valley will improve resident's quality of life by improving access to key services</p>

#### 4: M25 to Gatwick Diamond

London to Gatwick is identified as a strategic national corridor along which pressures on the existing road and rail networks have already been identified as a concern in the longer term. The M23, which carries an average of 119,000 vehicles/day, exhibits a stress level exceeding 90% northbound and over 100% southbound.<sup>20</sup> The South East Plan recognises the need to improve north-south public transport and road connections and to add rail capacity in order to support growth in demand. With 36,500 new homes planned in the sub-region by 2026 and 17,800 new jobs by 2016, these issues need to be addressed in order to deliver this growth and enhance national and regional economic competitiveness. Improving links to Gatwick airport, an important international gateway carrying over 34 million passengers/annum, will also support national economic competitiveness and growth as well as being a key driver for the local economy.

Much of the housing development will be in and around Crawley and the Reigate/Redhill hub, and considerable investment will be required to ensure that this development is as sustainable as possible in order to relieve congestion on the existing networks and thus help reduce carbon emissions. The M23 is one of the most polluted roads in the region, carbon emissions exceed 10,000 tonnes CO<sub>2</sub>/km.<sup>21</sup> Reducing carbon emissions in this area is particularly important because as a Diamond for Investment and Growth, identified in the Regional Economic Strategy, the Gatwick/Crawley area is committed to achieving the target of stabilising its ecological footprint two years earlier than proposed at the regional level. The quantum of development planned should also support the provision of new local services, thus reducing the need to travel. This would have the twin benefit of reducing congestion on the network and providing an improved quality of life for local residents through the provision of better services.

Care must also be taken to ensure that the valuable natural landscape, particularly the Green Belt, South Downs National Park and High Weald AONB is protected against the impacts of transport improvements and new development in the sub-region. In conjunction with protecting the natural environment, promoting sustainable access to these areas will encourage more physically active travel and thus contribute to better health in the local population. Quality of life would also be improved through the provision of better public transport access to Gatwick airport, particularly from the east/west where public transport alternatives to the M25 are poor. These improvements need to be considered in conjunction with planned station and platform remodelling at the airport, scheduled for completion in 2012 and the potential for extending the Crawley Fastway bus scheme.

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<sup>20</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

<sup>21</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>Improving links to Gatwick, an important international gateway, will support national and economic competitiveness and growth as well as being a key driver for the local economy</p> <p>London to Gatwick is a strategic national corridor; relieving pressures on the road and rail networks in this corridor will support national economic competitiveness and growth. This is particularly critical on the M23, which carries an average of 119,000 vehicles/day and exhibits a stress level exceeding 90% northbound and over 100% southbound.<sup>22</sup></p> <p>Transport improvements will support the Gatwick Diamond – a business-led, joint venture by the Surrey and West Sussex Economic Partnerships to stimulate and maintain strong economic growth</p> <p>The draft Sussex Route Utilisation Strategy (RUS) indicates that passenger and freight demand on the London to Brighton main line will increase by 26% from 2007 levels to 2019. It has also identified a gap between the committed capacity and likely future demand of services to and from London and key regional routes, particularly the North Downs line between Guildford, Redhill and Gatwick. Work is required to look at solutions to this lack of capacity in order to ensure efficient networks that can support the local, regional and national growth agendas</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth the Gatwick Diamond is committed to stabilising its ecological footprint two years earlier than regional targets.</p> <p>Significant growth is planned at Crawley and the Redhill/Reigate Growth Point. Creating sustainable developments in these areas and relieving existing congestion will help to reduce carbon dioxide emissions</p> <p>With Gatwick Airport throughput also expected to grow to around 40 million passengers per annum, there is a need to mitigate likely increases in noise and air pollution and congestion resulting from this</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Reducing congestion on the M23 would prevent 'exit blocking' where traffic queues back along slip roads onto the main carriageway, which causes an increase risk of accidents</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Need to improve access to rail stations and to Gatwick airport in order to promote greater equality of opportunity for all in terms of improving accessibility to a key centre of employment and international gateway and allowing more people to travel by train</p> <p>Must ensure integration of regional schemes with local and national priorities in this key corridor so that the needs of all are considered and there is a greater equality of opportunity for all</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Providing high quality public transport access to Gatwick airport and new developments in the Crawley area will help to reduce emissions and noise pollution thus contributing to an improved quality of life for local residents</p> <p>The South Downs National Park and High Weald AONB are in close proximity to this major transport corridor and consideration needs to be given to how these areas are protected and enhanced through improvements to the transport network</p>

<sup>22</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

## **5: London to the South West**

The London to South Coast ports corridor is one of national significance with major planned growth along this route, particularly at Basingstoke Growth Point. The district of Basingstoke and Deane alone is expected to accommodate 18,900 new homes by 2026 and investment will be required to deliver this growth and maintain efficient strategic access to key labour markets and the international gateways of Southampton and Portsmouth.

Work is also required to assess the likely impact of planned development at Whitehill/Bordon on the strategic road and rail network and the provision of employment for residents of this new development. At this stage there is uncertainty over how the additional growth will affect the surrounding network, particularly the M3, and considering its role in linking London with the South Coast ports, work needs to be undertaken to ensure that this growth does not hamper the provision of reliable and efficient networks to support the national and regional economy.

It is not just the new planned development that needs to be considered in this delivery strategy. There is acute peak hour congestion towards the London end of the corridor in areas such as Woking and Guildford, with daily vehicle delay hours exceeding 125,000, which contributes to significant carbon emissions as well as affecting the efficiency of the local and strategic network and the quality of life for both transport and non-transport users. As this corridor acts a gateway to a large part of the region, any delivery strategy must consider how to tackle this congestion. Innovative schemes will be required to cope with this densely populated area of the London Fringe and its complex travel and settlement pattern. With the M25, M3 and A3 in the corridor contributing 10,000 tonnes of carbon/km reducing carbon emissions in this corridor is a high priority. Furthermore, as Basingstoke lies at the centre of a Diamond for Investment and Growth, identified in the Regional Economic Strategy, it is committed to achieving the target to stabilise its ecological footprint two years earlier than proposed at the regional level.

We understand that there is likely to be a nationally-led DaSTS study looking at the south west quadrant of the M25, therefore, this South West Access study will need to look at how regional and local schemes can integrate with the nationally-orientated outcomes of the M25 study. There are competing local, regional and national demands on the transport networks in this corridor and the needs of each must be balanced to ensure an equality of opportunity for all. Integration of local and regional/national schemes is critical to delivering an efficient strategic network as well as improvements in local accessibility and connectivity. Many of the more rural areas of the region adjoin this strategic corridor, meaning that accessibility to local services and a consideration for the impact of transport on the natural environment are particularly important considerations. Work is needed to ensure that transport doesn't damage the healthy natural environment or the setting and character of these locations.

<p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient networks</p>	<p>The London to South Ports corridor is of national significance and with major growth planned along this route, particularly at Basingstoke Growth Point, work is needed to ensure reliable journeys on the regional and national network</p> <p>The M3 and M25, as well as parts of the A3 in the area are all extremely congested, with vehicle delay hours exceeding 125,000<sup>23</sup>. Work is required to reduce this congestion and make the network more efficient in order to support planned growth and ensure regional and national economic competitiveness</p> <p>In order to support growth at Basingstoke, high quality public transport and efficient road access is required</p> <p>Must also consider the impacts of potential development at Whitehill/Bordon on the strategic network in terms of congestion and efficiency as well as ensuring the provision of and access to employment opportunities for residents of this new development</p> <p>This area acts as a gateway to a large part of the South East region and therefore work is required to ensure that accessibility is enhanced and that the complex travel and settlement patterns in the London Fringe section of this corridor are examined in more detail.</p>
<p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p>	<p>As a Diamond for Investment and Growth Basingstoke is committed to stabilising its ecological footprint two years earlier than regional targets</p> <p>Work is required to explore how the effect of considerable congestion in the Guildford and Woking area can be mitigated in order to reduce carbon emissions</p> <p>The M3 and M25, as well as parts of the A3 in the area are all extremely congested, with CO2 emissions exceeding 10,000 tonnes/km.<sup>24</sup>; tackling this congestion will help to reduce emissions and contribute to the goal of tackling climate change</p>
<p>To <b>contribute to better safety, security and health</b> and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health</p>	<p>Should ensure that delivery strategy integrates with HA managed motorways scheme on M3, which will help reduce casualties and makes the strategic network safer</p>
<p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society</p>	<p>Providing good access to London and the ports at South Coast will present a greater equality of opportunity for those people living along this corridor by allowing them easy access to these key labour markets and international gateways</p> <p>Must ensure integration of regional schemes with local and national schemes so that the needs of all are considered and there is a greater equality of opportunity for everyone</p>
<p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>Need to limit transport impacts on the natural environment in this corridor to ensure that a good quality of life for local residents and transport users is maintained</p> <p>Rural nature of this part of the region makes preservation of the character and setting of this area particularly important to maintaining a good quality of life for local residents.</p>

<sup>23</sup> [http://www.highways.gov.uk/business/documents/RNR08\\_SE.pdf](http://www.highways.gov.uk/business/documents/RNR08_SE.pdf)

<sup>24</sup> <http://www.dft.gov.uk/pgr/regional/strategy/databook/>