

**SOUTH EAST ENGLAND  
REGIONAL TRANSPORT BOARD**

Date: 7 October 2005

Subject: **Regional Priorities: Draft Programme**

Report of: Head of Regional Transport Planning  
South East England Regional Assembly

**Recommendation:**

That the Regional Transport Board endorses the programme set out in Annex I as the transport priorities for investment in the period to 2010-11.

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**1. Purpose of the Report**

- 1.1 To present a draft programme of transport priorities for the period to 2010-11.

**2. Approach Adopted**

- 2.1 The starting point for the draft programme of transport priorities has been the commitments identified in a separate paper presented to the Board at this meeting. The commitments have then been subtracted from the regional funding profile identified by Government in order to determine the headroom available. The headroom represents the funds available to support new proposals.
- 2.2 Proposals have been added to the forward programme on the basis of the prioritised list of proposals presented in the previous paper on the agenda. The practical reality is that in the period to 2010-11 the likelihood is that the focus for will rest on those proposals ranked in the first or second categories.
- 2.3 The draft programme of transport priorities for investment in the period to 2010-11 is set out in Annex I.
- 2.4 The regional funding allocation for transport will not be the only means by which critical pieces of infrastructure will be delivered. In putting together the draft programme for the period to 2010-11 consideration has also been given as to what other mechanisms might be reasonably employed to deliver particular proposals.

### 3. Commentary on First Rank of Priorities

#### 3.1 Proposals to be funded from the regional funding allocation

##### 3.1.1 Three proposals in the first rank of priorities fall into this sub-category:

- **Fastrack Phase 2** – an extension to the bus based public transport system serving development areas within the Thames Gateway sub-region;
- **Brighton and Hove Bus Based Rapid Transport System** – a bus based system linking a new park and ride site with the city centre, with extensions serving major urban regeneration sites;
- **East Kent Access Phase 2** – a road improvement that will increase accessibility to the coastal regeneration areas of East Kent.

##### 3.1.2 The draft programme proposes that all of these proposals should be treated in future as commitments.

#### 3.2 Proposals not to be funded from the regional funding allocation.

##### 3.2.1 There is one proposal in the first rank of priorities that whilst it needs to be shown in the forward programme of investment, its delivery will be achieved using funding from another source:

- **Green Park Multi-Modal Interchange** – located on the outskirts of Reading, this facility increases public transport access to the Green Park estate. The scheme will be 100% funded by the private sector.

##### 3.2.2 The draft programme proposes that this proposal should be shown as a commitment in order to support its early delivery.

### 4. Commentary of Second Rank of Priorities

#### 4.1 Proposals to be funded from the regional funding allocation

##### 4.1.1 Three proposals in the second rank of priorities fall into this sub-category:

- **A23 Handcross to Warninglid Widening** – a Highways Agency regional scheme on which the region's views were sought by Ministers. The scheme improves access between the Gatwick sub-region and the Sussex Coast sub-region, as well as addressing an identified accident problem on a regional spoke;
- **A21 Tonbridge Bypass to Pembury Bypass** – a Highways Agency regional scheme on which Ministers sought the region's views. It is part of a series of improvements along the A21 corridor (a regional spoke) that address issues of access to the regeneration area of Hastings and Bexhill;

- **A21 Kippings Cross to Lamberhurst Improvement** – a Highways Agency regional scheme on which Ministers sought the region's views. It is part of a series of improvements along the A21 corridor (a regional spoke) that address issues of access to the regeneration area of Hastings and Bexhill.
- 4.1.2 The draft programme proposes that these proposals should be treated in future as commitments.
- 4.2 Proposals not to be funded from the regional funding allocation
- 4.2.1 There are three proposals in the second category of priorities that are capable of being delivered using mechanisms other than the regional funding allocation:
- **Southampton to West Midlands Gauge Enhancement** – this proposal has implications for national economic activity and as such should be funded by Government as part of the national programme. However, an alternative delivery mechanism could be the Transport Innovation Fund;
  - **Heathrow to Staines Rail Link (Airtrack)** – this proposal has a robust and well-developed business case. The re-franchising of the South West Trains franchise will provide the opportunity for this proposal to be delivered as part of that franchise. The region should press the case with Government that this be included in the Invitation to Tender to be issued shortly;
  - **Strategic Bus and Coach Network in Western Corridor and Blackwater Valley** – this proposal arises from the work undertaken as part of the Thames Valley Multi Modal Study. A study undertaken as part of the implementation phase of the multi modal study has reaffirmed the potential benefits of such a proposal. A detailed proposal needs to be developed and brought forward for delivery, possibly using the pump-priming funds available as part of the Transport Innovation Fund.
- 4.2.2 It is proposed that the above three proposals are included in the draft programme in order to demonstrate to Government the significance they play in facilitating the wider spatial strategy.
- 4.2.3 The Board has in the past expressed its strong view that investment in the rail network should be considered as part of the whole package of investment in the region's transport system. The majority of investment in the rail network will, in future, be controlled by the Government via the High Level Output Statement, which will in turn form the basis on which future rail franchises will be let. Accordingly, the Board is recommended to pursue the two rail proposals in this list by pressing for their inclusion in the High Level Output Statement, work on which is now underway.
- 4.2.4 The Office of Rail Regulation is in the process of identifying the regional component of public sector investment in the rail network. Once this has been completed, the Board may wish to press for this funding to be included

as an additional sum within the overall regional funding allocation for transport. This may in turn allow the Board to actively support additional rail proposals that have a strong regional dimension through the regional funding allocation.

- 4.2.5 There are two other proposals in the second category of priorities that are not shown in the draft programme:
- **Crossrail Phase 2: western extension** – this refers to the extension of Crossrail services from Maidenhead to Reading;
  - **Crossrail Phase 2: eastern extension** – this refers to the extension of Crossrail services from Abbey Wood to Ebbsfleet.
- 4.2.6 Delivery of both of these proposals would be expected to take place as part of a national programme and in any would take place post 2012. Accordingly, these proposals are not included in the draft programme to 2010-11.

## 5. Other Proposals included in the draft programme

- 5.1 In developing the draft programme to 2010-11 there is one further proposal to be considered. Although the A21 Baldslow Junction Improvement falls within the third rank of priorities it is proposed that this be included in the draft programme as a commitment. The justification for this recommendation is that the proposal is necessary in order to enable the Bexhill to Hastings Link Road to be delivered. The latter scheme is already identified as a commitment. It is therefore appropriate to include the A21 Baldslow Junction within the draft programme.

## 6. The period beyond 2010-11

- 6.1 As set out elsewhere in the papers on the agenda for this meeting of the Board, it is recommended that the forward programme beyond 2010-11 is not considered in detail until after the submission to the Assembly of the advice from the sub-regional strategy groups.

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10 September 2005

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