

**SOUTH EAST ENGLAND  
REGIONAL TRANSPORT BOARD**

Date: 8 May 2006

Subject: **Identification of Spatial Priorities**

Report of: Planning Implementation Director  
South East England Regional Assembly

**Recommendations:**

**It is recommended that:**

1. In identifying priorities for investment in the period beyond 2010/11 the Board gives added weight to proposals that support delivery of planned growth associated with (in alphabetical order):
  - Basingstoke
  - Brighton and Hove
  - Gatwick Diamond (centred on Crawley)
  - Medway
  - Milton Keynes
  - Oxford
  - Reading
  - Urban South Hampshire
2. The Board notes the key messages from the 2005 Regional Monitoring Report and keeps under review the need to issue guidance on the type of measures that should be developed as future priorities for investment.

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**1. Purpose of the Report**

- 1.1 To agree on the spatial emphasis that should be given in identifying future priorities for transport investment and to be informed of the key messages from the 2005 Regional Monitoring Report.

**2. Spatial Emphasis**

- 2.1 The Regional Funding Allocation document submitted to Government at the end of January 2006 identified priorities for transport investment in the period to 2010/11. The document noted that while the region had given some thought to priorities for transport investment in the period 2011-16, further thought was

required in order to ensure that due consideration was given to the need to the needs identified at the sub-regional level as part of the work on the draft South East Plan.

- 2.2 The region's submission went on to set out that instead of simply evaluating schemes rooted in past strategies it is important that the transport improvements post-2011 are the most appropriate solutions for delivering the vision set out in the draft South East Plan and the Regional Economic Strategy. This may require guidance on the type of measure as well as on the spatial emphasis for future investment.
- 2.3 Later on within the RFA submission consideration is given as to how the region might use additional funds were they to be available at a regional level. The submission suggests that the focus would be the principal hubs and diamonds identified in the regional documents, specifically (in alphabetical order):
- Basingstoke
  - Brighton and Hove
  - Gatwick Diamond (centred on Crawley)
  - Medway
  - Milton Keynes
  - Oxford
  - Reading
  - Southampton and Portsmouth (i.e. Urban South Hampshire)
- 2.4 The submission noted that each of these urban areas is at a different stage in the development of their plans for growth and that the Partnership for Urban South Hampshire is most advanced, having developed an analysis of the measures and investment that would be necessary to support its spatial plan.
- 2.5 Milton Keynes is at an advanced stage in the identification of the measures and investment necessary to support its planned expansion as a consequence of the work undertaken as part of the growth agenda. Together with Ashford and the Thames Gateway, Milton Keynes benefits from the ability to tap into other funding programmes apart from the regional funding allocation.
- 2.6 In terms of spatial emphasis, that provided by the Regional Funding Allocation was developed on a partnership basis by the region. It reflects the vision set out in the key regional documents – the draft South East Plan and the Regional Economic Strategy. As such it should provide the basis to be used in identifying future priorities for investment for the period beyond 2010/11.
- 2.7 The implication of this would be that the Board would give added weight to proposals that support delivery of planned growth in association with the areas identified. This does not preclude the Board supporting proposals in other parts of the region but is merely a reflection of the fact that within the constraint of a finite allocation it is appropriate to take into consideration the spatial context.

- 2.8 It remains the case that it is likely that consideration of the priorities for the period beyond 2010/11 will reinforce the need for the region to make the case for additional funds to be made available for investment in infrastructure.

### **3. 2005 Regional Monitoring Report**

- 3.1 The 2005 Regional Monitoring Report was published at the end of February 2006. Amongst the key messages included within the commentary in the section dealing with the Regional Transport Strategy are:

- Transport policy must continue to emphasise movement towards more sustainable travel modes over the coming years. This is borne out by the present static nature of the share of travel to work by bus for which further efforts are required in order to gain real increases in the use of buses as a proportion of all trips;
- It is critical to ensure, through adequate forward planning, that sufficient rail capacity is in place to cope with further forecast in demand, particularly in support of the overarching objective of rebalancing the transport system in favour of non car modes;
- The level of car use for travel to school remains one of the highest in England and more needs to be done to reduce the proportion. School travel plans and supporting initiatives will play a key role as alternative means of school related travel receive more prominence and promotion;
- There remains the need to increase the proportion of total distance travelled by non-car modes. The mobility management policies in the Regional Transport Strategy emphasise the need to increase the use of public transport and other non-car modes more generally as part of an integrated approach to spatial planning;
- National and regional policy emphasis is moving towards management of the strategic national and regional road network. Policies need to focus on the opportunities presented by communications technology as an alternative to travel and the encouragement of smarter travel choices;
- While the continued reduction in casualty rates is welcome the region is behind schedule for achieving the 40% reduction target reduction in killed or seriously injured.

- 3.2 As a indicator of the success to date achieved in delivering the objectives of the Regional Transport Strategy. With the passage of time an analysis of the monitoring outputs will enable the Board to consider whether it is appropriate to issue guidance on the type of measures that should be developed as future investment priorities.

- 3.3 However at this stage in the work of the Board the issuing of guidance of that nature would not have the benefit of such an analysis. Accordingly it is recommended that the Board simply notes the key messages from the monitoring report.

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