

**SOUTH EAST ENGLAND
REGIONAL TRANSPORT BOARD**

Date: 26 October 2007

Subject: **Thames Gateway Sub-Regional Priorities**

Report of: Regional Planner
South East England Regional Assembly

Recommendation:

It is recommended that the Board:

- i) Agree the ranked list of priorities for the period 2008-2011 as set out in Annex I as the Board's recommendation to the Thames Gateway Strategic Partnership (TGSP);
- ii) Highlight to the TGSP that the Medway Strategic Bus Corridor has previously been identified by the Board as a regional priority for investment.

Purpose of Report:

To seek the Board's view on the outcome of the prioritisation work undertaken at the sub-regional level within that part of the Thames Gateway within South East England.

Key Issues:

The TGSP initiated work on identifying short term investment priorities for transport within the Gateway in summer 2006. We have worked alongside London and the East of England with the Government to agree a common approach to identifying investment priorities. The Local Transport Authorities (Kent County Council and Medway Council) were invited to submit proposals for consideration as part of the prioritisation process. The views of the Board are now being sought prior to consideration by the TGSP and subsequently Ministers.

1. The Thames Gateway Prioritisation Process

- 1.1 This Board received a report in February 2007 outlining the importance of working with the sub-regional partnerships across the region in its consideration of investment priorities.
- 1.2 The Thames Gateway Strategic Partnership (TGSP) has established a Transport Advisory Sub Group to take forward a discrete piece of work aimed at identifying investment priorities for the Gateway on a pan-regional basis. The Regional Assembly is a member of the Transport Advisory Sub Group (TASG).
- 1.3 The outcome of the Sub Group's work will be considered by the TGSP and subsequently feed into the preparation of the Thames Gateway Strategic Plan. This document will promote the need for investment in the Gateway to enable delivery of planned levels of growth.
- 1.4 The Government has announced through the Housing Green Paper (July 2007) the intention to allocate in the region of £300m to support delivery of growth in designated Growth Areas (including eco-towns and new growth points). The amount that would be made available to support delivery in the Gateway sub-region has yet to be determined. However the identification of a clear set of sub-regional priorities at this stage in the process will provide a valuable context within which discussions within Government will take place.
- 1.5 In order to identify a prioritised list of transport schemes on a consistent basis the TASG has developed an approach that is largely based on our successful prioritisation methodology.
- 1.6 It is explicit within the terms of reference for the TASG that the views of the region will be sought before putting a recommendation to the TGSP. At this stage the views of each region are being sought individually on investment priorities for the period to 2011. These will then be collated through the TASG and a combined recommendation put to the TGSP at its next meeting.
- 1.7 At a subsequent point in time consideration will be given to potential schemes for the period 2011-14. Through the Board we will ensure that any subsequent advice on transport priorities ties in with the 2008 refresh process where possible.

2. Consideration

- 2.1 The two Local Transport Authorities submitted a total of 15 potential projects for consideration.
- 2.2 One project, the **Medway Strategic Bus Corridor** has previously been identified by this Board as a regional priority for investment. It is accordingly included in the region's forward programme. At the time (October 2006) the Board considered that this project was a potential candidate for delivery via a Community Infrastructure Fund (CIF) as opposed to the RFA. The list

in Annex I pre-supposes that the Board will wish to continue its existing support for this project and confirm its view that this is a suitable scheme for funding through CIF.

- 2.3 The focus of the work on sub-regional investment priorities has been very much to focus on identifying schemes that are capable of being delivered in the short-term. Consequently those projects that are at the most advance state of readiness are the most likely to receive funding.
- 2.4 However, there is an element of flexibility in delivering projects and those that can deliver outcomes by 2014 have also been invited for submission in order to assist with planning in the medium term. It is also possible that projects initially programmed for the 2011 to 2014 period could be brought forward if earlier projects were to slip. For the purposes of this exercise, Annex I defines these as “reserve projects”.
- 2.5 The Board should note that Dartford and Gravesham District Councils have recently published their proposals for strategic infrastructure in a consultation document entitled “Homes and Roads”. This document identifies 11 projects that are considered necessary to support delivery of planned growth. Included amongst the proposals is the A2 Bean Junction. The Board has previously recommended that a contribution of £25m from the RFA is made towards the cost of this proposal. The document assumes that this contribution will be forthcoming and then sets out the mechanism for securing the remaining cost of the scheme through contributions from the private sector through the proposed local tariff.

3. Next Steps

- 3.1 The Board is requested to endorse the list at Annex I as its advice on investment priorities to be considered for funding through the Community Infrastructure Fund.
- 3.2 Following the receipt of the advice from this region, and from London and the East of England, a consolidated list of proposals will be prepared and incorporated into the Thames Gateway Strategic Plan.

Andy Mak
Regional Planner
12 October 2007

Contact: Andy Mak, Regional Planner
T: 01483 555215 E: andymak@southeast-ra.gov.uk

Priority Projects for Growth Thames Gateway Strategic Partnership

Recommendations of South East England

This draft programme has been produced on the basis of information submitted by the project promoters.

1. PRIORITY PROJECTS FOR IMPLEMENTATION BY 2011:

Medway

• Medway Strategic Bus Corridor (Phases 1 and 2)	MC	£13.0M
• A228 Ropers Lane to Grain (inc. Access to Thamesport)	MC	£9.0M
• River Medway Transport System (Phase 1)	MC	£1.7M
• Gillingham Station Accessibility	MC / NR	£1.5M
	SUB-TOTAL	£27.2M

Kent

• Gravesend Station Improvements.	KCC / NR	£5.0M
• Dartford Station Improvements.	KCC / NR	£5.0M
• Northfleet Station Improvements / Regeneration	KCC / NR	£5.0M
	SUB-TOTAL	£19.0M

TOTAL SPEND TO 2011 £46.2M

2. RESERVE SCHEMES TO 2011

Kent and Medway

• Strood town centre access improvements (Developmental works only submitted for pre 2011 implementation, so should progress only if other MC projects cannot deliver outcomes by 2011. Should be priority project to 2014.)	MC	£2.0M
• Medway Cable Car (development Works only) (Should progress only if other MC projects slip, and also if Strood cannot progress, as this is principally design works for private sector scheme).	MC	£2.0M
• B2231 Lower Road Improvements (Requires early clarification of land assembly and design requirements to progress to pre-2011 programme; if not then should be considered for 2011 to 2014 programme)	KCC	£4.0M

3. PRIORITY PROJECTS FOR IMPLEMENTATION BY 2014:

Medway

• Medway Strategic Bus Corridor completion (Phase 3)	MC	£25.0M
• River Medway Transport System completion (Phase 2)	MC	£2.7M
• Strood town centre access improvements	MC	£2.0M
• Improvements to Railway Stations in Medway	MC / NR	£35.5M
	SUB-TOTAL	£65.2M

Kent

• Denton Relief Road Phase 2	KCC	£19M
• Sittingbourne Northern Relief Road Final Phase	KCC	£23M
• B2231 Lower Road Improvements	KCC	£4.0M
	SUB-TOTAL	£46.0M

TOTAL SPEND TO 2011-2014 £109.2M

4. RESERVE SCHEMES 2011-2014

Kent and Medway

• A2 Traffic Mitigation (Requires further working up to clarify the scope of projects, and costs, further)	KCC	£2.5M
• M2 Junction 5 Improvement (Requires further working up to clarify the scope of projects, and costs, further)	HA	£30.0M
