

**SOUTH EAST ENGLAND REGIONAL ASSEMBLY
REGIONAL PLANNING COMMITTEE**

Date: 10 January 2001

Subject: **Access to Hastings Multi Modal Study**

Report of: Report of Head of Regional Transport Planning and Director
Planning and Transport

Recommendations:

That the Committee agree that the recommendations set out in Section 9 of this report, together with a further recommendation relating to the proposed Western and Eastern Bypasses, be presented to the Plenary on 14 February 2001 for approval as the Regional Assembly's advice to the Secretary of State for Environment, Transport and the Regions on the output of the Access to Hastings Multi Modal Study.

I Introduction

- 1.1 In July 1998 the Government published its White Paper "Transport A New Deal: Better for Everyone". This was followed shortly thereafter by the publication of the outcome of the review of the national roads programme; "A New Deal for Trunk Roads".
- 1.2 Following on from these publications, and after consultation with Regional Planning Bodies, a programme of multi modal studies was announced by the Government in March 1999.
- 1.3 The Access to Hastings Multi Modal Study was the first such Study to be commissioned. Work commenced on it in November 1999 and the consultant's Final Report was handed over to the Regional Assembly on 4 December 2000. A copy of the Final Report has been circulated to all members of the Planning Committee.
- 1.4 The Final Report was accompanied by a covering letter prepared by the Chairman of the Steering Group. This set out to summarise the views of the Steering Group members on the consultant's Final Report. A copy of the Chairman's covering letter is attached as Appendix I of this report.

- 1.5 The purpose of this report is to consider the output from the Study and in particular the consultant's recommendations and to agree a draft recommendation to the Secretary of State in the context of the Regional Assembly's role as the new Regional Planning Body for the South East.
- 1.6 The draft recommendation will then be remitted to Assembly Plenary on 14 February, which will then make a formal recommendation to the Secretary of State on behalf of the Regional Assembly.

2 The Access to Hastings Multi Modal Study

- 2.1 The overall aim of the study as set out in "A New Deal for Trunk Roads" is to consider options to "improve access to Hastings and solutions to regeneration/land use planning pressures".
- 2.2 The consultant's brief for the study states that its purpose is "to develop a sustainable and integrated strategy for access to and within the Bexhill and Hastings area, to promote competitiveness and the achievement of regeneration objectives".
- 2.3 The brief continues by noting that "within this context, the study will need to provide recommendations on the appropriateness of, and priority for taking forward, each of the four trunk road schemes, as currently planned, as part of the transport strategy for Bexhill and Hastings".
- 2.4 The four trunk road schemes remitted to the study were:
 - **A259 Pevensey to Bexhill Improvement** – an on-line dualling of the existing road where the Secretary of State favoured investigation of smaller scale safety schemes;
 - **A259 Bexhill and Hastings Western Bypass** – where the Secretary of State was minded to make the order for the Bypass, subject to the results of the Study;
 - **A259 Eastern Bypass** – where the Secretary of State was of the view that he would make the orders only if it was clearly demonstrated by the Study that it was in the public interest and there was no practical alternative, and he had decided to make the orders for the Western Bypass;
 - **A21 Tonbridge to Pembury dualling scheme** – where the Secretary of State was concerned that the proposed scheme did not represent a sustainable solution to the problems on that section of the network.
- 2.5 The output required of the Study was to recommend to the Regional Planning Body (in this instance the Regional Assembly) a preferred transport strategy for achieving the access improvements; and to provide recommendations to the transport and planning authorities and agencies on the delivery of this strategy.

- 2.6 John Ekins, County Surveyor of Hampshire County Council, has been the representative of the Regional Planning Body on the Steering Group managing the study process.

3 The Role of the Assembly

- 3.1 The locus of the Planning Committee considering this study derives from the Assembly's role as the new Regional Planning Body. As such the Assembly is required to assess transport proposals to judge their consistency and appropriateness measured against the policies and priorities set out in Regional Planning Guidance.
- 3.2 The Committee and Assembly need to focus on this regional perspective and acknowledge that more detailed considerations are a matter for Local Authorities and appropriate service providers, unless those aspects are critical to the overall regional appraisal. Although Regional Planning Guidance is a prime reference point, the Committee should also take into account other relevant documents at the Regional level notably the Regional Economic Strategy and the Sustainable Development Framework (now in draft form).
- 3.3 Regional Planning Guidance contains four key policy themes which are of clear relevance to the Access to Hastings Study: -
- Policies on economic regeneration;
 - Policies on urban renaissance;
 - Policies on environmental protection;
 - Policies on transport investment.
- 3.4 It is a fundamental principle of the new multi-modal study process that transport investment must be set in a wider context and integrated with the other threads of Regional policy. In judging this study the Committee will therefore need to assess its proposals and their merits against the following regional criteria: -
- Regeneration** – several areas are selected for economic regeneration. One of these areas (The South Coast Towns) includes Hastings. This element of the Guidance recognises that these areas should be the focus for new programmes and public investment, including transport investment. Hastings has particularly severe economic and social deprivation problems; it ranks twenty–eighth amongst the worst fifty Local Authorities in the country as a whole and suffers the greatest degree of deprivation of any district in the South East Region. In recognition of these problems Hastings has received a number European and National designations notably Objective 2 status in the European regional policy. The Regional Economic Strategy reinforces this emphasis. (Chapter 12 of the Regional Planning Guidance onwards refers).
- Urban Renaissance** – Regional Planning Guidance places emphasis on achieving urban renaissance through focussing new development and redevelopment primarily in existing urban areas and especially on making the fullest use of

opportunities for redevelopment and reuse of land and property within the existing urban fabric, especially within town centres. (Chapter 5 of the Regional Planning Guidance refers).

Environmental Protection – Regional Planning Guidance states that priority should be given to protecting areas designated at national and international level for their intrinsic nature conservation value and landscape quality. These designations specifically include sites of special scientific interest (SSSIs) and areas of outstanding natural beauty (AONBs) (Chapter 6 Para. 6.12 of Regional Planning Guidance refers)

Transport Investment – in respect of transport investment Regional Planning Guidance emphasises that the other themes will have significant implications for future transport investment. It is no longer acceptable to work on the premise that the car will represent the only realistic means of access to development. Delivery of this commitment will require a high quality integrated transport system. (Chapter 9 of Regional Planning Guidance refers). Policies and proposals should therefore: -

- Support the delivery of urban renaissance, sustainable growth regeneration in the economy and the use of land;
- Be planned in such a way as to make the best use of existing transportation networks and have regard for strategic priorities;
- Be planned to enhance the viability of new and existing public transport services;
- Facilitate and encourage safe movement on foot and by cycle and public transport;
- Give appropriate weight to environmental considerations and seek to minimise overall impact.

4 The Study Recommendations

4.1 The preferred strategy identified by the consultants in their final report (chapter 9 refers) is set out in four parts:

- Public transport element;
- Firm recommendations on highway schemes;
- Options for highway schemes;
- Supporting measures.

Public Transport Element

4.2 The core elements of the preferred strategy which relate to public transport are as follows:

- Bexhill – Ore Metro at a minimum frequency of four train hours per hour;
- Glyne Gap station with all Metro trains calling;
- Ashford to Hastings electrification and sufficient infrastructure to permit a fast service calling at Rye to run in addition to the existing Public Service Requirement stopping service;
- Enhanced local rail service between Wadhurst and Tonbridge;
- Strengthened Quality Bus Partnership between Bexhill and Hastings on the Ridge and on Battle Road;
- A ticketing, marketing and publicity strategy for public transport in Hastings and Bexhill.

4.3 In addition paragraphs 9.7 and 9.8 of the report set out additional measures that are recommended in the short/medium and long term to address the particular objective of improving accessibility to Hastings to assist regeneration.

Firm recommendations on highway schemes

- 4.4 It is recommended that an online widening of the **A21 Tonbridge and Pembury** to dual 2 standard be taken forward to statutory processes (paragraph 9.11).
- 4.5 It is further recommended that the **A259 Pevensey to Bexhill** dual carriageway improvement should not be taken forward.

Options for highway schemes

- 4.6 The consultant's conclusions in respect of the **A259 Bexhill and Hastings Western Bypass** and **A259 Eastern Bypass** are set out in paragraphs 9.65 to 9.68 of the final report. The consultants concluded that the balance of arguments associated with the schemes when against the Guidance on Methodology on Multi Modal Studies were such that they were unable to make a technical recommendation as to whether or not the bypasses should be proceeded with. They concluded that decision makers should consider the output of the study on the basis of two strategies – one with and one without the proposed bypasses.
- 4.7 Paragraphs 9.16 to 9.18 consider the issue of the need for further improvements to the **A21 between Pembury and Hastings**. The consultants concluded that a case for further investment on the A21 to address economy, safety and accessibility objectives had been made. However they recommend that further work needed to be undertaken using a multi modal approach given the limitations of their original brief in this respect, and the sensitivities of the Area of Outstanding Natural Beauty through which the route passes.

Supporting Measures

- 4.8 Paragraphs 9.71 to 9.74 identified a number of supporting measures, principally related to management of the local highway network and which the local authorities would be required to take forward.

5 The Steering Group and Chairman's Covering Letter

- 5.1 A copy of the Chairman's covering letter is attached as Appendix I. This letter sets out the views of the Steering Group on the issues raised by the consultant's final report and the recommendations set out therein.

6 Responses to the Final Report of the Study

- 6.1 Upon receiving the final report from the Chairman of the Steering Group the Regional Assembly secretariat have considered its contents and that of the Chairman's covering letter.
- 6.2 Given the inclusive and participative nature of the study process the Regional Assembly have not embarked upon a formal period of consultation with stakeholders on the preferred strategy identified by the consultants. Where organisations and individuals have wanted to express a view they have been encouraged to do this through Assembly members.
- 6.3 During its consideration of the consultant's final report the Regional Assembly secretariat have undertaken to seek points of clarification on issues relating to the delivery of elements of the preferred strategy with the appropriate bodies, including the Regional Development Agency (SEEDA), the relevant local authorities and the Shadow Strategic Rail Authority. It has also sought clarification on matters of fact relating to the study process direct with the consultants.
- 6.4 Given the importance of linking the proposed investment package in transport with an effective regeneration package the views of SEEDA are clearly important. The consultant's recommendations were the subject of a discussion at the Board Meeting of SEEDA held on 14 December 2000. In supporting the strategy that included the proposed bypasses SEEDA recognised the need for that to be supported as part of a wide-ranging regeneration programme. In this context SEEDA drew attention to the role of the Area Investment Framework for the area as being an appropriate mechanism. SEEDA also confirmed its commitment to use its own direct development powers to bring forward development land if necessary.
- 6.5 East Sussex County Council in considering the consultant's recommendations welcomed the report but recorded their disappointment at the lack of a unequivocal recommendation with regards to the proposed bypasses. On this latter point the County Council expressed the view that the required economic benefits can only flow from the construction of the bypasses.

- 6.6 Kent County Council strongly supported the recommendations regarding the A21 between Tonbridge and Pembury and also expressed the view that the additional work recommended for the A21 corridor be taken forward as quickly as possible.
- 6.7 Hastings Borough Council in their consideration of the consultant's report expressed a clear view that the case for the proposed bypasses is decisive. In addition to giving general support to the study recommendations Rother District Council similarly expressed a clear view that the case for the proposed bypasses was decisive. Tonbridge and Malling Borough Council restricted their comments to expressing strong approval for the proposals associated with the A21 Tonbridge to Pembury.
- 6.8 In addition the views of the national agencies responsible for environmental safeguarding have been sought, specifically the Countryside Agency, English Nature, English Heritage and the Environment Agency. The Countryside Agency and English Nature have confirmed that they do not believe that a sufficient case for the proposed bypasses has been made to override national policy presumptions. The views of the other agencies are awaited.
- 6.9 The consultant's recommendations were the subject of a discussion at the meeting of the Transport Advisory Group held on 6 December. A majority view was expressed that the proposed bypasses offered the potential of greatest flexibility in delivering regeneration within the Hastings and Bexhill, with a minority view that a case had yet to be proved which was sufficient to over-turn the policy presumption against new construction in environmentally sensitive areas.
- 6.10 Copies of all correspondence associated with the Regional Assembly's consideration of the study output and subsequent preparation of this report are available for public examination in the offices of the Regional Assembly.
- 6.11 In addition to the views actively sought by the Regional Assembly a number of organisations have written directly to the Assembly setting out their views on the consultant's final report. This correspondence is also available for public examination in the offices of the Regional Assembly.

7 Consideration

- 7.1 The issues raised by the consultant's final report are complex. The study is the first of a number of studies that will eventually be considered by the Regional Assembly and which the Assembly will be asked to advise the Secretary of State. The consideration of the Access to Hastings Multi Modal Study therefore sets a precedent for the way in which the output of all studies in the region and across the country will be handled. It represents a new approach to transport investment and in this context it is important to bear in mind that whilst four trunk road proposals were remitted for consideration by the study, any recommendation on these schemes is a consequential output of the study.

- 7.2 The multi modal study approach has required the consultants, Steering Group and stakeholders in the study area to approach the appraisal process in a different way to that previously used in promoting highway improvements. It is equally important that the Regional Assembly discharges its duty to provide advice to the Secretary of State by considering broader issues associated with the need to promote and encourage a pattern of development which is more sustainable, and inherently reflects a difference in approach compared to past decision making.
- 7.3 The consultant's final report serves to reinforce the need to test past assumptions by confirming that the case considered at the Public Inquiry into the propose Western and Eastern Bypasses was based on the now discredited "predict and provide" approach. The present study has taken a more cautious approach to modelling future conditions on the local highway network. In particular it is noted in paragraph 6.8 of the consultant's report that their approach seeks to modify demand according to traffic conditions on the network.
- 7.4 A key conclusion of the study is that a comprehensive package is required that combines both investment in public transport infrastructure and roads with an effective regeneration package together such that the long term decline in the local economy is reversed. This conclusion is supported and reflects the philosophy set out in the new Regional Planning Guidance and the Regional Economic Strategy.

Regeneration Criteria

- 7.5 The report draws attention to the fact that the study area lacks key assets such as access to skilled labour, an existing pool or cluster of businesses in growth sectors, and advanced research and academic institutions. The report continues by noting that in the absence of this supporting business and education infrastructure, Hastings and Rother could increasingly develop its commuter/residential role, as opposed to developing as a location for new industrial and commercial development (paragraphs 4.78 and 4.90 refer). If nothing more done then the problems will worsen.
- 7.6 The absence of a detailed regeneration package however makes it difficult to be fully confident that the benefit arising from any future inward investment would accrue to the resident population. This is a key area of concern and needs to be addressed as a matter of some urgency.
- 7.7 The report considers in some detail land use options for the area and the contribution that bypasses would make to economic regeneration. Despite some reservations, it clearly concludes that the eastern and western bypasses are a "necessary but not a sufficient condition for economic regeneration" (paragraph 9.39 refers). The consultants consider that a strategy without the bypasses only partially addresses the necessary accessibility benefits to the local economy and effective regeneration. In respect of regeneration this is therefore a crucial judgement suggesting that the strategy with the bypasses fully meets the

Regional Planning Guidance objectives and the strategy without the bypasses would fall short.

Urban Renaissance Criteria

- 7.8 The proposed improvements to local public transport should assist urban renaissance providing that they are feasible and have the full support of the local authorities and the relevant operators. The other elements of the strategy most relevant to urban renaissance are the eastern and western bypasses. By reducing congestion and pollution in the urban area the consultants' analysis suggests that they would create opportunities for improvements to the urban environment, notably the town centre and sea front of Hastings. This could include provision for transport measures such as bus priorities and traffic management. The environment and overall quality of life of the town would thereby be enhanced in accordance with urban renaissance guidance.
- 7.9 Without the relief offered by the bypasses scope for urban renaissance would be significantly reduced. On the other hand the consultants rightly draw attention to the danger that the creation of new development areas alongside the bypass could draw economic activity away from the town centres and other areas of the existing urban fabric. An urban design strategy would therefore be essential, linked to a powerful package of environmental improvement measures for the town centres and other parts of the urban areas. This should be coupled with the regeneration package already referred to and strong linkages between the new development and the rest of the urban area. The local authorities have assured your officers that this is their intention, although detailed programmes are not yet in place.

Environmental Criteria

- 7.10 The public transport improvements recommended by the consultants do have environmental implications but not of regional significance. This also true of the road schemes proposed, save for the improvements to the A21 Pembury to Hastings, and the eastern and western bypasses. The impact of the A21 changes cannot yet be assessed and is a matter for further study before any commitment can be made.
- 7.11 In the case of the bypasses, the consultants conclude that the western bypass, which includes a viaduct across the Combe Haven SSSI would have a "Large Adverse Effect" on landscape character. The eastern bypass, which crosses the Doleham Ditch Valley in the AONB on a 9 metre embankment, is also assessed as having a "Large Adverse" effect.
- 7.12 his assessment means that the proposals "are in serious conflict with government policy for the protection of nationally recognised countryside". This is however one step below the "Very Large Adverse" category, which would have meant that the proposals "cannot be reconciled with Government policy".
- 7.13 As the Regional Policy Guidance reflects this aspect of government policy an issue of serious conflict with the Guidance does arise

Transport Criteria

- 7.14 In the light of the consultant's report it is accepted that in order for the economic potential of the study area to be realised there will be a need for some form of highway access to land that is currently inaccessible. In this context it is accepted that a bypass of Hastings and Bexhill would be consistent with the policy framework set out in section 3 of this report. It is also accepted that the Western and Eastern Bypasses need to be considered together. However, there are concerns expressed within the consultant's report that raise doubt as to the most appropriate standard for the bypasses. The consultants undertook no analysis of variations from the remitted scheme designs.
- 7.15 The consultant's final report serves to highlight the need to test past assumptions by confirming that the case considered at the Public Inquiry in support of the bypass proposals was based on the now discredited "predict and provide" approach. In support of this concern paragraph 9.43 records that only one link of the proposed bypasses would justify construction as a dual carriageway. An important consideration in the design of new infrastructure should be to ensure that the available capacity is no more than that required in order to it to fulfil its design role. The report also notes that further work is required in order to assess the potential benefits of a possible partial tunnel option for the Eastern Bypass (paragraph 10.32 refers).
- 7.16 The report also records that construction of the proposed bypasses would increase the overall level of traffic on the local highway network. Furthermore the construction of the proposed bypasses, as currently designed, would undermine the financial case in support of the proposed public transport measures, in particular the proposed Bexhill – Ore Metro service.
- 7.17 In considering where the benefits arising from future inward investment might accrue, a material consideration is the apparent strong correlation between the index of multiple deprivation and low levels of car ownership (Table 3.9 and paragraph 3.82 refer). In this context it would be reasonable to anticipate that a package of transport measures designed to support a regeneration strategy might concentrate on developing flexible and cost effective public transport systems that meet potential travel demand.
- 7.18 A key element of the proposed package of measures set out in the final report relate to improvements in the local rail service. However, as the Chairman's covering letter acknowledges there remain outstanding concerns regarding whether or not the proposed measures are sufficiently well developed to enable the Shadow Strategic Rail Authority to advise on the merits of the proposals (paragraph 10.16 refers).
- 7.19 In particular it is notable that the level of subsidy required per additional rail journey is substantially in excess of the levels of support typically being negotiated during the current replacement passenger rail franchise. The funding level associated with the rail enhancements appears to be in marked contrast to that associated with bus based public transport. On the information available

within the consultant's report (paragraph 8.65 refers) the level of subsidy required per additional bus journey appears to offer potentially better value for money.

- 7.20 Having established the local nature of the majority of the current road trips it is also surprising that the study does not appear to have considered in greater detail the potential of demand management measures that would complement investment in public transport and encourage a modal shift. Hastings Borough Council have already established a de-criminalised parking regime and it is disappointing that consideration does not appear to have been given to use this as the basis for a more extensive demand management strategy.
- 7.21 The wider context of the proposed bypasses, and the implication this may have on their standard, is also an aspect that requires further work. There is a clear doubt recorded within the report as to the suitability of the present A259 to serve as a route for strategic or heavy traffic east of Hastings (paragraph 3.10 refers). In this context the additional 14% traffic on the A259 in the Rye (Table 6.6 refers) arising as a consequence of the proposed bypasses is of concern.
- 7.22 Further concern arises insofar that the report notes that the additional capacity introduced by the proposed bypasses, as currently designed, may create additional pressure for further road building along the strategic east : west coastal corridor. It therefore appears appropriate for these issues to be considered in detail as part of the South Coast Corridor Multi Modal Study, which is to commence in March 2001.
- 7.23 Whilst the report notes the support recorded for further investment along the A21 corridor between Pembury and Hastings, it also notes that further work is required in order to establish the feasibility and potential impact associated with such a proposal. This caution is noted and should be supported by the Regional Assembly.

8 Conclusions

- 8.1 Hastings has suffered from low levels of transport investment for many years. This has undoubtedly contributed to its present situation as the most deprived district in the region. Its regeneration is a very high regional priority, and a substantial transport investment programme needs to be part of a wider regeneration programme. Both of the preferred strategies identified by the consultants would contribute to this regeneration process. However, the strategy with the bypasses included significantly enhances the chance of the regeneration strategy succeeding.
- 8.2 The strategy with the bypasses also offers more opportunity to achieve an urban renaissance within Hastings provided that a complementary suite of measures relating to urban design and local transport provision accompanies it.
- 8.3 The strategy with the bypasses would seriously conflict with regional and national policy for designated landscape areas. The consultant's assessment is

however, that the proposals are not irreconcilable with that policy, if other factors are considered of sufficient importance.

- 8.4 The consultant's analysis does not resolve important issues in respect of public transport provision. The case is made for new road investment as part of a wider regeneration and transport package, including provision of new highway capacity around the northern edge of the urban area. However, it does not examine the scope for varying design of the current bypass schemes to reflect current traffic restraint policies and to mitigate environmental impact. The South Coast Corridor Multi Modal Study, commencing in spring 2001, may have implications for the precise form and role of the proposed bypasses around the urban area.
- 8.5 It is evident that a decision must be made about the degree of priority to be afforded to different and conflicting policies within Regional Planning Guidance. Given the limited time that the Regional Assembly has had to explore these important and sensitive issues before writing this report, the secretariat propose to undertake further discussion and analysis before finalising our recommendation to the Committee on the matter of the bypasses. A written recommendation on this issue has not been included with this report. Clear advice will be presented to the Committee at the meeting.

9 Proposed Recommendations to the Regional Assembly

- 9.1 Hastings is the most deprived district in the South East region and is identified in both regional planning guidance and regional economic strategy as a very high priority for regeneration. The Assembly consider that a very substantial transport investment programme must be an essential component of a wider regeneration programme for the Hastings area. It further considers that implementation of that programme needs to begin as matter of urgency. The Assembly is also mindful that such a programme must be undertaken in a sustainable manner reflecting the social economic and environmental dimensions of that term and of Regional Planning Guidance. Accordingly the Assembly's formal advice to the Secretary of State is as follows:

Public Transport Schemes

- 9.2 **Bexhill – Ore Metro:** recommendation supported. The proposal should be implemented at the earliest possible opportunity within the framework of the replacement rail passenger franchise.
- 9.3 **Glyne Gap Station:** recommendation agreed in principle. The local authorities should work closely with the Shadow Strategic Rail Authority to consider in detail the supporting case for this proposal.
- 9.4 **Ashford to Hastings electrification:** recommendation supported. The proposal should be implemented at the earliest possible opportunity within the duration of the replacement passenger rail franchise.

- 9.5 **Enhanced local rail service between Wadhurst and Tonbridge:** recommendation supported. The Shadow Strategic Rail Authority be requested to discuss with GoVia opportunities to deliver the identified service level frequency and the service pattern be included as an integral part of the franchise PSR.
- 9.6 **Strengthened Quality Bus Partnership:** recommendation supported. The local authorities be requested to undertake a fundamental review of the current bus network with a view to identifying a core network of services that met local travel demand, in particular access to areas of current and potential employment.
- 9.7 **A ticketing, marketing and publicity strategy for public transport:** recommendation supported.
- 9.8 With respect to the additional measures proposed in paragraphs 9.7 and 9.8 of the final report, the proposal to provide a **direct running connection at Ashford with the CTRL** is considered unrealistic and should not be included as an aspiration. The proposal to construct the **Polegate chord** is of strategic importance and should therefore be considered as part of the South Coast Corridor Multi Modal Study.

Remitted Highway Schemes

- 9.9 **A21 Tonbridge to Pembury:** recommendation supported and the Highways Agency be requested to progress design feasibility and consultation arrangements as a priority.
- 9.10 **A259 Pevensey to Bexhill:** recommendation supported.
- 9.11 **A259 Bexhill and Hastings Western Bypass and A259 Eastern Bypass:** formal recommendation to be placed before the Committee.

Options for Highway Schemes

- 9.12 **A21 Pembury to Hastings:** the need for further work to consider the feasibility and potential implications of further improvements in strategic access along this corridor is supported without commitment. Government should be requested to make available to the Regional Assembly funds to undertake this work in partnership with key stakeholders.

Supporting Transport Measures

- 9.13 Local authorities should be requested to undertake to progress the measures identified in the report with the intention of including them within a revised Local Transport Plan at the earliest opportunity. Government should be requested to make available capital and revenue funding required to deliver the measures.

Additional Requirements

- 9.14 The package of transport investments identified by the consultant must be accompanied by:
- a wider regeneration package devised by SEEDA and the local authorities;

- further urban capacity studies and design studies to be undertaken by the local authorities, with the assistance of the Regional Assembly, to ensure urban renaissance potentials are realised;
- incorporation within the Local Transport Plan of comprehensive measures for local public transport improvements, with a particular focus on improved bus services and demand management;
- clarification of the feasibility of the proposed rail investment programme; and
- any other matters to be advised verbally.

10 Next Steps

- 10.1 It is proposed that the draft recommendation agreed by this Committee will be presented to the Assembly Plenary at its meeting on 14 February 2001 for its formal approval.

Martin Tugwell
Head of Regional Transport
Planning

Mike Gwilliam
Director Planning and Transport

22 December 2000