

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

Date: 23 June 2005

Subject: **Outstanding Issues from RPC 13 June 2005**

Report of: Director of Planning and Transport

Recommendation:

It is recommended that the Committee agree that:

1. policies T1 and T2 of the Regional Transport Strategy be combined;
 2. policy T9 of the Regional Transport Strategy be deleted on the basis of complementary changes to the other transport policies that ensures the importance of investment in public transport continues to be emphasised;
 3. policy CCI be amended as set out in the schedule at Annex I;
 4. policy CC4 be amended as set out in the schedule at Annex I.
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1. Purpose of Report

1.1 To provide the Committee with additional information relating to the outstanding issues from the Regional Planning Committee held on 13 June 2005.

2. Possible revisions to outstanding policies

2.1 The Committee left unresolved a limited number of issues at the meeting on 13 June for further consideration at this meeting. They relate to:

- i) Revisions to transport policies – T1, T2 and T9
- ii) Revisions to the climate change policy – CCI
- iii) Revisions to the infrastructure policy – CC4

2.2 Transport - Combining Policies T1 and T2

2.2.1 Policy T1 should articulate the key components of the “Manage and Invest” strategy that underpins the Regional Transport Strategy. The (old) T1 does not at present contain any reference to the importance of maintaining the transport system; a critical component of the “Manage and Invest” strategy. Equally addressing safety on the transport system and minimising the environmental impact of transport interventions

should be viewed as critical components. At present all three components are contained within the (old) T2. Combining the two policies into a single (new) T1 gives added weight to these components as part of the “Manage and Invest” strategy and improves the clarity of the policy framework..

2.2.2 Further consideration of the proposed changes subsequent to the meeting on 13 June has highlighted the need to include an explicit reference to the importance of investment being made in the transport system that improves overall level of accessibility. In proposing this additional change the wording of (new) T1 is more consistent with the objectives of the South East Plan and with the shared priorities for transport identified between Government and Local Authorities.

2.3 Transport - Deleting Policy T9

2.3.1 Public transport services are a key component of the transport system serving the region. The proposal to delete T9 is put forward on the basis of complementary changes to other policies in the RTS. As a consequence the content of T9 is not lost. The proposed changes to other policies ensure that proposals to deliver an improved public transport network are put in the wider context of their contribution to delivering the wider spatial strategy. Placing investment proposals in this context is consistent with the emphasis within National guidance on focusing on the outcomes of interventions.

2.4 Climate Change – Policy CCI

2.4.1 At the meeting on 13 June, it was proposed that Policy CCI was changed to include three specific measures that will be undertaken to support objectives within the policy.

2.4.2 The first measure proposed sets out regional targets for the reduction in greenhouse gas emissions. The UK’s Kyoto target is to cut its greenhouse gas emissions by 12.5% below 1990 levels by 2010. The UK has a domestic goal to cut carbon dioxide emissions by 20% below 1990 levels by 2010. A longer term goal is included in the Energy White Paper, published in February 2003, to reducing carbon dioxide emissions by some 60% by 2050.¹ It is therefore suggested that the policy is amended to refer to carbon dioxide emissions rather than greenhouse gas emissions, as set out in the enclosed schedule.

2.4.3 The second measure proposes a regional inventory of greenhouse gas emissions and a programme to monitor greenhouse gases from all sectors. A scoping study on a greenhouse gas emissions inventory for the region is currently being undertaken by the South East Climate Change Partnership’s emissions monitor sub group. It is suggested that this measure is included in CCI unless the scoping report concludes that such a measure is not feasible.

2.4.4 Measure three relates to the development of a ‘Climate Action Plan’ as part of the Implementation Plan. A regional Climate Change Action Plan is currently being prepared

¹ <http://www.defra.gov.uk/environment/climatechange/02.htm>

and is due to be completed during summer 2005. This will also inform the overall Implementation Plan. As this proposed measure will soon be completed it is suggested that the proposed measure is not included in CCI, as set out in the enclosed schedule (Annex 1).

2.5 Infrastructure – Policy CC4

2.5.1 Policy CC4 already provides a very robust statement on infrastructure needs and refers specifically to both the proposed Concordat and the Implementation Plan. It is therefore suggested that the addition of the three specific additional points of emphasis agreed by the Committee would be most effectively achieved by adding them as further criteria, as in the enclosed schedule (Annex 1).

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17 June 2005

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Proposed Revisions to Policies

i) Combining Policies T1 and T2

Previous Wording	Proposed Wording
<p>Policy T1 – Manage and Invest</p> <p>Relevant regional strategies, development plans and Local Transport Plans should ensure that their management policies and proposals:</p> <ul style="list-style-type: none"> i) are consistent with, and supported by, appropriate mobility management measures; ii) achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities; iii) encourage development that is located and designed to reduce average journey lengths <p>Investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:</p> <ul style="list-style-type: none"> i) supporting the function of the region’s international gateways and inter-regional movement corridors (Map 1); ii) developing the network of regional hubs and spokes (Map 2); iii) facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development 	<p>Policy T1 – Manage and Invest</p> <p>Relevant regional strategies, development plans and Local Transport Plans <u>will</u> ensure that their management policies and proposals:</p> <ul style="list-style-type: none"> i) are consistent with, and supported by appropriate mobility management measures; ii) achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities; iii) encourage development that is located and designed to reduce average journey lengths iv) <u>improve the maintenance of the existing transport system;</u> v) <u>include measures that reduce the overall number of road casualties;</u> vi) <u>minimise the negative environmental impacts of transport interventions.</u> <p>Investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:</p> <ul style="list-style-type: none"> i) supporting the function of the region’s international gateways and inter-regional movement corridors (Map 1); ii) developing the network of regional hubs and spokes (Map 2); iii) facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development; iv) <u>improving overall levels of accessibility.</u>

<p>Policy T2 – Key Management Issues</p> <p>Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that facilitate sustained economic growth, environmental enhancement and promote social inclusion by giving priority to:</p> <ul style="list-style-type: none"> i) maintenance of the existing transport system; ii) improvements to the overall level of safety; iii) improvements in the overall level of access by addressing issues in a way that takes into consideration gender, ethnicity disabilities and age; iv) reducing the environmental impact of movement on the natural and build environment; v) ensuring where possible that the location, design and construction of all new transport infrastructure projects enhances the environment and communities affected. 	<p><i>Commentary:</i></p> <p><i>Maintenance of the existing transport system is a key component of the Manage and Invest strategy. There is currently no reference within the Manage and Invest policy (T1) to the importance of maintenance. Incorporating sub-clause i) into T1 will give added weight to this issue. The issue is of regional importance. The region's road and rail networks are under considerable pressure already (as identified in the Annual Monitoring Report). Planned levels of development will increase this pressure.</i></p> <p><i>Road safety is of regional importance. The Annual Monitoring Report identifies that the current downward trend in casualty reduction is not sufficient to meet national targets. Incorporating sub-clause ii) into T1 will give added weight to this issue within the overarching Manage and Invest policy.</i></p> <p><i>Notwithstanding the success of measures to manage the demand on the transport system, there will remain a need to invest in measures that improve overall levels of accessibility. Incorporating sub-clause iii) into T1 will ensure that this forms part of the overarching Manage and Invest policy.</i></p> <p><i>The quality of the natural and build environment in the region is a distinctive feature of the region. Minimising the impact on the environment of transport interventions should be an important component of the Manage and Invest strategy. Incorporating sub-clause iv) into T1 will give added weight to this issue within the overarching Manage and Invest policy.</i></p> <p><i>The issues covered by sub-clause v) are already covered in national guidance. Inclusion of this within the RTS would duplicate national guidance.</i></p>
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ii) Deleting Policy T9

Previous Wording	Proposed Wording
<p>Policy T9 – Public Transport</p> <p>Local Transport Plans should include policies and proposals that foster an improved and integrated network of public transport services that give priority to:</p> <ul style="list-style-type: none"> i) delivering better local bus services in partnership with operators by making more use of Quality Bus Partnerships; ii) rapid transit systems within larger urban areas; iii) increasing the opportunities for interchange between the public transport network and all other modes of transport; iv) promoting demand responsive transport services to sectors and areas with low accessibility. <p>The Regional Assembly should work with other Regional Assemblies, Local Transport Authorities and transport delivery agencies to develop:</p> <ul style="list-style-type: none"> i) scheduled coach and express bus services along spokes and inter-regional corridors together with associated interchange facilities; ii) rail services to provide better inter and intra regional connections. 	<p><i>Commentary:</i></p> <p><i>Sub-clause i) deals with the issue of Quality Bus Partnerships. This is an implementation mechanism and as such will be picked up within the Implementation Plan.</i></p> <p><i>The importance of promoting measures that increase access by public transport and the importance of developing high quality interchange facilities between modes of transport is addressed within the policy on Regional Hubs. Sub-clauses ii) and iii) are therefore covered in (new) T3.</i></p> <p><i>Sub-clause iv) is included within the policy on Mobility Management.</i></p> <p><i>The second set of sub-clauses is now included within the policy on Regional Spokes.</i></p>

iii) Revisions to the climate change policy – CC1

Previous Wording (Draft Consultation version)	Proposed Wording (Proposed by officers and presented at RPC on 13 June)
<p>The strategy and policies of the Plan will have regard to the opportunities and threats posed by climate change and seek</p>	<p><i>Changes Proposed to RPC on 13 June:</i></p> <p>The strategy and policies of the Plan will have regard to the opportunities and</p>

to support an implementation programme of mitigation and adoption. As knowledge of climate change issues and the scope for effective action improves, the policies and programmes of the Plan will be periodically reviewed to ensure compatibility is sustained.

~~threats posed by climate change and seek to support an implementation programme of mitigation and adoption. As knowledge of climate change issues and the scope for effective action improves, the policies and programmes of the Plan will be periodically reviewed to ensure compatibility is sustained~~ promote measures to mitigate and adapt to the forecast effects of climate change and should be implemented through application of local planning policy and other mechanisms. Behaviour change will be essential in implementing this policy and the measures identified.

Mitigation, through reducing greenhouse gas emissions, will primarily be addressed through greater resource efficiency including:

1. improving energy efficiency performance of new and existing buildings and influencing behaviour of occupants;
2. reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport;
3. promoting land use that acts as carbon sinks;
4. encouraging development and use of renewable energy;
5. reducing the amount of biodegradable waste landfilled.

Adaptation to risk and opportunities will be achieved through:

1. guiding strategic development to locations offering greater protection from impacts such as flooding, erosion, storms, water shortages and subsidence;
2. ensuring new and existing building stock are more resilient to climate change impacts;
3. incorporating sustainable drainage measures and high standards of water

	<p><u>efficiency in new and existing building stock.</u></p> <p>4. <u>increase flood storage capacity and developing sustainable new water resources;</u></p> <p>5. <u>ensuring that opportunities and options for sustainable flood management and migration of habitats and species are not foreclosed.</u></p>
Amendment suggested by Ian Hepburn on 13 June	Suggested Wording
<p>Specific measures will be undertaken and targets achieved to support these objectives include:</p> <p>1. Regional and local authorities, agencies and others shall include policies and proposals in their development plans, local transport plans, strategies and investment programmes to help reduce the Region's greenhouse gas emissions by at least 20% below 1990 levels by 2010 and by at least 25% below 1990 levels by 2015. A target for 2026 will be developed and incorporated at the first review of the Plan (and no later than 2011).</p> <p>2. A regional inventory of greenhouse gas emissions will be undertaken, and a programme to monitor greenhouse gases from all sectors will be developed in close collaboration with, and with support from, local authorities and Government.</p> <p>3. A 'Climate Action Plan' will be developed as part of the Implementation Plan, with a focus on measures to reduce greenhouse gas emissions as well as developing techniques for adaptation to changes in climate.</p>	<p>Specific measures will be undertaken and targets achieved to support these objectives include:</p> <p>1. Regional and local authorities, agencies and others shall include policies and proposals in their development plans, local transport plans, strategies and investment programmes to help reduce the Region's greenhouse gas <u>carbon dioxide</u> emissions by at least 20% below 1990 levels by 2010 and by at least 25% below 1990 levels by 2015. A target for 2026 will be developed and incorporated at the first review of the Plan (and no later than 2011).</p> <p>2. A regional inventory of greenhouse gas emissions will be undertaken, and a programme to monitor greenhouse gases from all sectors will be developed in close collaboration with, and with support from, local authorities and Government.</p> <p>3. A 'Climate Action Plan' will be developed as part of the Implementation Plan, with a focus on measures to reduce greenhouse gas emissions as well as developing techniques for adaptation to changes in climate.</p>

iv) Infrastructure Policy CC4

Previous Wording	Proposed Wording
<p>Policy CC4 – Infrastructure</p> <p>The scale and pace of development will be dependent on there being sufficient capacity in existing infrastructure to meet the area’s current needs and the provision of new infrastructure to meet the needs of new development. The funding for this infrastructure will require substantial contributions from central Government. In addition, partnerships between central Government, local government and the private sector have the capacity to lever in additional funding.</p> <p>The Assembly therefore proposes to Government the need for a package of initiatives designed to improve infrastructure delivery and create greater confidence and assurance. This package is underpinned by a proposed Concordat between Government and the Assembly.</p> <p>In order to further secure effective delivery of the Plan, and particularly the timely delivery of the necessary supporting infrastructure, an Implementation Plan will be prepared, monitored and reviewed, which will set out the requirements and obligations for public and private sector bodies at the national, regional and local levels.</p>	<p>Policy CC4 – Infrastructure</p> <p>The scale and pace of development will be dependent on there being sufficient capacity in existing infrastructure to meet the area’s current needs and the provision of new infrastructure to meet the needs of new development. The funding for this infrastructure will require substantial contributions from central Government. In addition, partnerships between central Government, local government and the private sector have the capacity to lever in additional funding.</p> <p><u>To help achieve this:</u></p> <ul style="list-style-type: none"> • <u>the Assembly expects all the relevant infrastructure agencies and providers to align their investment programmes to help deliver the proposals in the Plan;</u> • <u>Local Development Documents should identify the necessary additional infrastructure and services required to serve the area and the development they propose together with the means, broad cast and timing of their provision related to the timing of development;</u> • <u>Contributions from development will also be required to help deliver the necessary infrastructure. To provide clarity for landowners and prospective developers, Local Authorities should include policies and prepare clear guidance in their Local Development Documents, in conjunction with other key agencies, on the role of development contributions towards infrastructure.</u> <p>The Assembly therefore proposes to Government the need for a package of</p>

	<p>initiatives designed to improve infrastructure delivery and create greater confidence and assurance. This package is underpinned by a proposed Concordat between Government and the Assembly.</p> <p>In order to further secure effective delivery of the Plan, and particularly the timely delivery of the necessary supporting infrastructure, an Implementation Plan will be prepared, monitored and reviewed, which will set out the requirements and obligations for public and private sector bodies at the national, regional and local levels.</p>
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