

DELIVERING THE SOUTH EAST PLAN

**A revised South East Plan Implementation Plan
Examination in Public submission
October 2006**

Annexes

- Annex 1** **Policy Implementation Framework – October 2006**
- Annex 2** **National, Inter-regional and Regionally Significant Infrastructure**
- Annex 3** **Sub-regional Investment Framework**
 - 3.1 South Hampshire
 - 3.2 Sussex Coast
 - 3.3 East Kent and Ashford
 - 3.4 Kent Thames Gateway
 - 3.5 London Fringe
 - 3.6 Western Corridor and Blackwater Valley
 - 3.7 Central Oxfordshire
 - 3.8 Milton Keynes and Aylesbury Vale
 - 3.9 Gatwick area
 - 3.10 The Isle of Wight special policy area
 - 3.11 Other areas (including Tunbridge Wells and Maidstone)
- Annex 4** **Local Infrastructure Costs**
- Annex 5** **Summary of the Cross-Cutting Policies Audit**

Section D2 – Economy		
Policies	RE1	Supporting Regionally Important Sectors and Clusters
	RE2	Employment and Land Provision
	RE3	Human Resources Development
	RE4	ICT and Changing Working Practices
	RE5	Addressing Intra-Regional Economic Disparities
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Promote the use of low carbon and other innovative materials		Take the lead in reducing dependency on carbon economy through the introduction of financial incentives and introduction of minimum standards for goods
Local Authorities		
Analysing the growth potential and employment needs of the local economy and workforce		Undertake regular employment land reviews
Producing Local Development Documents (LDDs)		Include policies within the Local Development Framework that provide for a range of sites and premises for local businesses, and training and education purposes
Producing Local Transport Plans		Include proposals to improve access to employment areas and to serve the wider needs of business, as part of the Local Transport Plan
SEEDA		
Producing the Regional Economic Strategy (RES)		Ensure that the Corporate Plan is targeted at delivering the policy framework set out in the RES
Delivering new business sites and premises		Direct investment in the provision of flexible and affordable workspace where there is an identified need, and working with local authorities and other partners to develop delivery mechanisms to unlock and bring into use sites with economic development potential
Acting as a catalyst to the delivery of projects		Provide financial support for the development of business networks, working through its sector groups to address opportunities and barriers to performance. Work with partners and employers to address skills needs and promote the take up and use of ICT
Support development of low carbon materials		Provide encouragement for the development of new business opportunities, including product roadmaps that promote rapid change in the use of materials that reduce resource consumption
Learning and Skills Councils		
Identifying skills and training requirements		Undertake Strategic Area Review of skills and training needs, in partnership with further and higher education establishments. Set out requirements in Learning and Skills Local Plans and Lifelong Learning Partnership Strategies
Regional Skills for Productivity Alliance		
Bringing together over 20 key organisations with responsibility or interest in skills agenda		Develop Local Skills for Productivity Alliances and work with the Learning and Skills Councils on identifying skill requirements
		Work with Local Authorities to ensure Local Development Frameworks provide for a range of sites and premises that address skill requirements
Local Economic Partnerships		
Bringing together private, public and voluntary sectors to help deliver the needs of the local economy and workforce		Identify and champion the needs and priorities of businesses, inward investment and relocation and delivery of major investment programmes

Local Strategic Partnerships	
Responsible for producing local community strategies	Ensure that policies promote economic opportunities and improve delivery of training and education
Supporting / Education Roles	
Regional Assembly	Government Office for the South East
Businesses (individually and as members of business organisations)	Higher and Further Education Establishments

Section D3 – Housing		
Policies	H1	Housing Distribution and Provision
	H2	Delivering Adequate Levels of Housing
	H3	The Location of Housing
	H4	Affordable Housing
	H5	Housing Density and Design
	H6	Type and Size of Housing
	H7	Making Better Use of the Existing Housing Stock
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Providing public sector funding for investment in housing	Ensure additional resources are made available through the Spending Review to support increased provision of affordable / supported housing and investment in the existing housing stock	
Setting Building Regulations	Strengthen building regulations to require higher level of resource efficiency (ie reduced energy and water consumption) and facilitate future adaptation	
Regional Housing Board		
Producing the Regional Housing Strategy	Undertake regular monitoring and reviews of the Regional Housing Strategy	
	Support cross-boundary local authority working	
Advising National Government on distribution of public sector investment in housing	Advise Ministers on investment priorities within the context of the Regional Housing Strategy	
Acting as a catalyst for the delivery of affordable housing	Work with Developers, Registered Social Landlords, local authorities and other agencies to identify new means of funding the provision of affordable housing	
	Work with Public Sector Landowners to identify and bring forward suitable land for affordable housing	
	Identify and disseminate good practice, including the preparation of advice of assessing financial viability	
Local Authorities		
Producing Local Development Documents (LDDs)	Include policies within the Local Development Framework that provide for agreed levels of housing development while reflecting the range of housing and other policies in this Plan	
	Undertake and regularly review urban potential studies and housing need and market assessments	
	Prepare guidelines for the design of new housing in their area; adopt higher requirements for resource efficiency (ie reduced water and energy consumption)	
	Support LDD policies to encourage better use of the existing stock with a range of other measures, including empty homes strategies and actions to reduce the number of unfit homes in the private sector	
	Prepare guidance on financial viability and the role of public subsidy	
Preparing Housing Delivery Action Plans	Produce Housing Delivery Action Plans in partnership with public and private land owners, developers, Registered Social Landlords, infrastructure providers, English Partnerships and SEEDA	
Preparing Local Housing Strategies	Include policies and proposals that reflect the policies set out in this Plan	
Supporting / Education Roles		
Regional Assembly	Government Office for the South East	
English Partnerships	SEEDA	
Planning Inspectorate	Private sector house builders	

Registered Social Landlords	Empty Homes Agency
Private sector landlords	Public sector landowners
Housing Corporation	

Section D4 - Communications and Transport		
Policies	T1	Manage and Invest
	T2	The Rural Dimension
	T3	Regional Spokes
	T4	Communications Technology
	T5	Mobility Management
	T6	Charging
	T7	Parking
	T8	Travel Plans and Advice
	T9	Airports
	T10	Freight and Site Safeguarding
	T11	Rail Freight
	T12	Inter Modal Interchanges
	T13	Ports and Short Sea Services
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Investment in the Motorway and Trunk Road network	Ensure that Highways Agency national investment programme reflects regional priorities	
Investment in the rail network	Ensure that the High Level Output Statement reflects regional priorities	
	Ensure that the Regional Planning Assessments are developed on the basis of planned growth set out in the South East Plan	
Providing public sector funding for investment in local transport networks	Ensure additional resources are made available through the Spending Review to support delivery of improved levels of accessibility – with specific emphasis given to the need to invest in measures that develop the capacity of non-car modes	
Promote investment in Smarter Choices	Provide local transport authorities with additional revenue funds to invest in measures that develop the capacity of non-car modes	
Fiscal measures	Take the lead in the revising existing fiscal measures so as to provide positive financial incentives for behavioural change	
Highways Agency		
Delivering investment in the Motorway and Trunk Road network	Ensure that investment programme reflects regional priorities and that programmed schemes are delivered on time and within agreed budgets	
	Ensure that Route Management Strategies are developed on the basis of planned growth set out in the South East Plan	
Network Rail		
Delivering investment in the rail network	Ensure that investment programme reflects regional priorities and that programmed schemes are delivered on time and within agreed budgets	
	Ensure that Route Utilisation Strategies are developed on the basis of planned growth set out in the South East Plan	
Regional Transport Board		
Advising Government on priorities for investment	Ensure that priorities reflect proposals identified in the South East Plan (Regional Transport Strategy)	
Local Transport Authorities		
Producing Local Transport Plans	Ensure that policies and proposals set out in the Local Transport Plan are consistent with and support delivery of the South East Plan, giving particular emphasis to measures that reduce the negative environmental impact of transport and facilitate communications	

	Ensure that the Local Transport Plan is consistent with and supports the Local Development Framework; explore fully the opportunity to address transport related problems through intervention in other areas of public sector policy
Promote investment in Smarter Choices	Increase allocation of funding targeted at measures that develop the capacity of non-car modes; give priority to the widespread application of individualised travel planning
Local Authorities	
Producing Local Development Documents (LDDs)	Ensure that the policies and proposals set out in the Local Development Framework are consistent with and support delivery of the South East Plan
	Promote and adopt planning requirements that secure the provision of additional capacity for non-car modes
Airport Operators	
Producing Airport Surface Access Strategies	Ensure that the policies and proposals are consistent with and support the delivery of the South East Plan
Supporting / Education Roles	
Regional Assembly	Government Office for the South East
SEEDA	Train operating companies
Bus Operators	Port owners
Telecommunication Providers	

Section D5 - Sustainable Natural Resource Management		
Policies	NRM1	Sustainable Water Resources, Groundwater and River Water Quality
	NRM2	Strategic Water Resource Development
	NRM3	Sustainable Flood Risk Management
	NRM4	Conservation and Improvement of Biodiversity
	NRM5	Woodlands
	NRM6	Coastal Management
	NRM7	Air Quality
	NRM8	Noise
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Building Regulations	Strengthen building regulations to require higher level of resource efficiency (ie reduced energy and water consumption) and facilitate future adaptation	
Producing the national Coastal Zone Management Plan	Publish the national Coastal Zone Management Plan	
Encouraging improved water efficiency	Review the trigger for the introduction of compulsory water metering as part of a co-ordinated strategy to improve water efficiency	
	Establish a new policy instrument (similar to the Energy Efficiency Commitment) that sets targets for the promotion and improvement of household water efficiency; empower OFWAT to administer such a programme	
	Establish a body, which could take the form of a Water Savings Trust, as a mechanism for providing fiscal support and advice to local authorities and individuals	
Encourage improvements in air quality	Set procurement priorities requiring purchase of vehicles that have low CO ₂ emission levels	
Agri-environment measures	Target areas for enhancement of biodiversity and provision of sustainable flood management measures	
Environment Agency		
Advising on water resource, water quality, flood risk, sustainable drainage, the Habitats Directive and Water Framework Directive	Ensure that robust advice is provided to local authorities during the preparation of Local Development Frameworks and determination of planning decisions	
	Prepare River Basin Management Plans and Catchment Flood Management Plans that consider climate change adaptation and influence spatial plans	
OFWAT		
Setting regulatory framework for water industry	Ensure that regulatory reviews take a sufficiently long-term view to provide finance for strategic investment in water resource and waste water treatment	
Encouraging improved water efficiency	Amend fiscal incentives associated with the introduction of water meters to encourage wider take up amongst existing housing stock	
Water Companies		
Producing statutory Water Resource Plans	Ensure that Water Resource Plans are based on growth levels identified in the South East Plan. Demonstrate the need and locational requirement of schemes and communicate this at an early stage. Promote improved water efficiency	
Local Transport Authorities		
Producing Local Transport Plans	Ensure that policies and proposals set out in the Local Transport Plan give particular emphasis to measures that reduce the negative environmental impact of transport	

Local Authorities	
Producing Local Development Documents (LDDs)	Ensure that phasing and location of development proposals identified in the Local Development Framework take into account advice on the ability to provide additional capacity for water supply and waste water treatment
	Ensure that account is taken of River Basin Management Plans, Catchment Flood Management Plans and Shoreline Management Plans
Preparation of Strategic Flood Risk Assessment	Ensure that preparation of policy frameworks in Local Development Frameworks are informed by the output from Strategic Flood Risk Assessments
Air Quality Management Plans	Ensure that proposals identified in the Local Development Framework are consistent with the need to improve air quality
Encourage improvements in air quality	Set procurement priorities requiring purchase of vehicles that have low CO ₂ emission levels
English Nature	
Protection and improvement of biodiversity	Ensure that existing biodiversity is protected and encourage delivery of targets for improvements by working with land owners and managers, voluntary conservation bodies and local planning authorities. This will include identifying areas of potential improvements at the local level and mechanisms to influence land owners and managers
Supporting / Education Roles	
Regional Assembly	Government Office for the South East
Natural England	Public land owners
Private Landowners	RSPB / Wildlife Trusts
Power Generation Companies	Coastal groups

Section D5 - Energy Efficiency and Renewable Energy		
Policies	EN1	Development Design for Energy Efficiency and Renewable Energy
	EN2	Combined Heat and Power
	EN3	Regional Renewable Energy Targets
	EN4	Sub-Regional Targets
	EN5	Location of Renewable Energy Development
	EN6	Development Criteria
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Building Regulations	Strengthen building regulations to require higher level of resource efficiency (ie reduced energy and water consumption) and facilitate future adaptation	
Encourage the roll out of micro generation across new and existing homes	Identify targets for micro generation and to investigate the role of Energy Service Companies in supporting and delivering micro generation, including financial support for the cost of installation	
Fiscal Measures	Empower local authorities to examine council tax rebates as a means of encouraging improved energy efficiency	
Public Education	Task Central Government's advice service – Environment Direct – to target energy conservation	
OFGEM		
Setting regulatory framework for energy industry	Ensure that regulatory reviews take a sufficiently long-term view to provide finance for strategic investment in renewable energy and support improved energy efficiency	

Encourage reduction in energy consumption	Take the lead, working in partnership with energy suppliers, to develop smart metering, billing feedback and labelling that raises awareness of the need to reduce energy consumption
SEEDA	
Encourage innovative and efficient manufacturing processes	Identify and promote manufacturing processes that improve energy efficiency
Encourage business opportunities	Identify and support opportunities to develop new industries based on energy efficiency; and provide support to businesses in the development of new markets
Local Authorities	
Producing Local Development Documents (LDDs)	Include policies within the Local Development Framework that enable proposals for renewable energy sources and development of related infrastructure to come forward
Producing Supplementary Planning Documents	Include guidance on the incorporation of high energy efficiency and renewable energy technologies into development
Influence	Take a proactive approach to encourage developments which maximise energy efficiency and incorporation of renewable energy technologies with good practice being demonstrated by public sector organisations through corporate policies and management of their estates
Encouraging improved energy efficiency measures in the home	Provide free energy advice check for households and businesses. To support the installation of energy efficiency measures, such as cavity wall insulation, in existing homes
Energy Industry	
Use of Renewable Energy Sources	Develop proposals for use of renewable energy sources and development installations, related infrastructure and supply chain investments, to achieve the regional and sub-regional renewable energy targets
Supporting / Education Roles	
Regional Assembly	Government Office for the South East
SEEDA	

Section D6 - Waste Management		
Policies	W1	Waste Reduction
	W2	Waste Reduction (planning)
	W3	Regional Self Sufficiency
	W4	Sub-Regional Self Sufficiency
	W5	Recovery Targets
	W6	Recycling and Composting Targets
	W7	Provision of Waste Management Capacity
	W8	Waste Separation
	W9	Markets for Recycled Materials
	W10	Regionally Significant Facilities and Specific Material Streams
	W11	Biomass
	W12	Other Recovery and Diversion
	W13	Landfill
	W14	Landfill Restoration
	W15	Hazardous Waste
	W16	Waste Transport Infrastructure
	W17	Location of Facilities (criteria)
	W18	Location of Facilities
Key Delivery Agencies		
Responsible for:		Should:
National Government		
Incentives and regulation of the waste industry		Keep incentives and regulation under regular review in support of delivering improved waste management
Fiscal incentives		Implement legislative change to empower local authorities to charge for municipal waste collection by weight as a mechanism for encouraging a reduction in waste arisings and an increase in recycling rates
Public Education		Task Central Government's advice service – Environment Direct – to target a reduction in waste arisings and an increase in recycling
SEEDA		
Encourage innovative and efficient manufacturing processes		Identify and promote manufacturing processes that reduce the volume of packaging
Encourage business opportunities		Identify and support opportunities to develop new industries based on waste material resource streams; and provide support to businesses in the development of new markets
Waste Disposal Authorities		
Producing Waste Management Strategies		Ensure that Waste Management Strategies and recycling plans are consistent with the South East Plan
		Ensure that contacts for waste disposal are consistent with the delivery of the longer-term objectives and targets of waste management in the South East Plan
Local Authorities		
Producing Local Development Documents (LDDs)		Include policies within the Local Development Framework that provide for a range of facilities in support of improved waste management - consistent with targets and policies in the South East Plan
Producing Waste Development Documents		Include policies that support the development of new waste management infrastructure - consistent with targets and policies in the South East Plan

Waste Collection Authorities	
Collection of waste	Ensure that their activities enable and encourage reduction and recycling of waste
Waste Management Industry	
Provision of infrastructure to enable recovery targets to be met	Ensure that forward investment programmes are consistent with improved waste management
Supporting / Education Roles	
Regional Assembly	Government Office for the South East
SERTAB	Environment Agency
	Commerce and industry

Section D6 - Minerals		
Policies	M1	Sustainable Construction
	M2	Recycled and Secondary Aggregates
	M3	Primary Aggregates
	M4	Other Minerals
	M5	Safeguarding of Mineral Reserves, Wharves and Rail Depots
Key Delivery Agencies		
Responsible for:		Should:
Local Authorities		
Producing Local Development Documents (LDDs)	Include policies within the Local Development Framework that encourage and facilitate recycling of minerals	
Producing Minerals Development Frameworks	Include policies within the Minerals Development Framework that are consistent with the South East Plan	
Minerals Industry		
Investment in the production and recycling of minerals	Bring forward proposals for extraction of primary aggregates, development of aggregates recycling facilities and associated logistical infrastructure	
Supporting/Education Roles		
Regional Assembly	Government Office for the South East	
SEEDA	SEERAWP	
Government	Environment Agency	
GLA	Crown Estates	
Port Authorities	Network Rail	
British Waterways		

Section D7 - Countryside and Landscape Management		
Policies	C1a	New Forest National Park
	C1b	The South Downs
	C2	Areas of Outstanding Natural Beauty
	C3	Landscape and Countryside Management
	C4	Countryside access and Rights of Way Management
Key Delivery Agencies		
Responsible for:		Should:
Private Sector		
Managing the landscape and countryside		Respond to the policies and take them into account in their developments and management practices
Areas of Outstanding Natural Beauty (AONB) Management Boards / Joint Advisory Committees (JACs) and Partnerships		
Developing Management Plans		Set out the priorities for action, and implement initiatives to take forward a range of different aspects of the Plan in partnership with local authorities, other organisations and local communities and businesses
New Forest National Park Authority		
Developing Management Plans		Set out the priorities for action, and implement initiatives to take forward a range of different aspects of the Plan in partnership with local authorities, other organisations and local communities and businesses
Local Authorities		
Producing Local Development Documents (LDDs) and delivering other services		Where appropriate, engage with the AONB Management Boards / JACs and Partnerships and National Park Authority to help develop their management plans, and ensure their LDDs are aligned with them to support the delivery of objectives; provide advice on, and in some cases undertake, Landscape Character Assessments and Strategic Landscape Sensitive Analysis which should be used to inform the policies and measures in the LDDs; implement Policy C4 through their Rights of Way Improvement Plans, Local Transport Plans and Local Development Documents; implement and / or support initiatives to help deliver the policy objectives in this chapter
GOSE		
Coordinating development of the South East Rural Delivery Framework, and delivery of funding programmes		Contribute to the implementation of policies through their role coordinating the South East Rural Delivery Framework; develop and deliver rural funding programmes in ways that will support the objectives of the Plan
SEEDA		
Producing the Regional Economic Strategy (RES)		Through the RES, provide assistance and support for land managers and other rural businesses, and provide funding targeted at rural business support and development
DEFRA		
Distributing funding to farmers, land managers and other rural businesses; influencing future policy and programmes within the framework of the Common Agricultural Policy (CAP)		Shape future policy within the framework of CAP to reflect the aims of the policies in the Plan
Supporting / Education Roles		
Regional Assembly		Local Communities
Voluntary Sector		Environment Agency
South East Rural Partnership		Natural England

Section D8 - Management of the Built and Historic Environment		
Policies	BE1	Management for an Urban Renaissance
	BE2	Urban and Suburban Intensification
	BE3	Suburban Renewal
	BE4	Managing the Urban-Renewal Fringe
	BE5	The Role of Small “Market” Towns
	BE6	Village Management
	BE7	Management of the Historic Environment
Key Delivery Agencies		
Responsible for:		Should:
English Partnerships		
Land assembly and reclamation		Provide financial support in land assembly and reclamation in order to deliver proposals that support the built environment
English Heritage		
Conservation and enhancement of the historic environment		Provide grants for the conservation and regeneration of the historic environment; positively seek opportunities to enhance the quality of the historic environment as part of the delivery of planned growth
South East Rural Partnership		
Developing and implementing the South East Rural Delivery Framework		Contribute to delivery of policies supporting rural towns and villages through actions associated with the South East Rural Delivery Framework
SEEDA		
Promoting good practice		Expand knowledge and skills base through Regional Centre of Excellence (South East Excellence)
Land assembly		Contribute to delivery through direct involvement in land assembly (land reclamation and compulsory purchase) and the pump priming of commercial developments
Local Transport Authorities		
Producing Local Transport Plans		Include proposals to improve overall levels of accessibility that support and enhance the built environment
Local Authorities		
Producing Local Development Documents (LDDs)		Include policies within the Local Development Framework that have regard to local character and development pressures, and historic environment designations
Producing Area Actions Plans and Supplementary Planning Documents		Produce advice on design guidance, development briefs, green space / open space strategies, neighbourhood management plans that will enhance the built environment
Local Strategic Partnerships		
Responsible for producing local community strategies		Set overall framework for management of the local built environment and ensure that policies promote and enhance the built environment
Developers		
Delivering high quality development		Work in partnership with local authorities and other agencies; promote mixed use developments, sensitive and sustainable design and construction and undertake pre-application community consultation
Voluntary Sector		
Facilitation and delivery of initiatives		Engage proactively in local initiatives that secure enhancement of the built environment and provision of necessary services, for example through community strategies, parish / village action plans, rural town health checks, neighbourhood management initiatives and area action plans

Supporting / Education Roles	
Regional Assembly	Government Office for the South East
South East Rural Towns Partnership	Groundwork Trust / South East Rural Urban Fringe Partnership
Local communities	Rural community councils
Parish councils	CABE

Section D9 - Town Centres		
Policies	TC1	Development of Town Centres
	TC2	Strategic Network of Town Centres
	TC3	New development and redevelopment of Town Centres
	TC4	Creating and supporting Town Centres
Key Delivery Agencies		
Responsible for:		Should:
SEEDA		
Producing the Regional Economic Strategy		Disseminate best practice to partners that promotes town centres as a focal point for high quality development
		Contribute to delivery through direct involvement in land assembly (land reclamation and compulsory purchase)
Local Authorities		
Producing Local Development Documents (LDDs)		Include policies within the Local Development Framework that facilitate town centre development and which reflect the network of town centres identified in the South East Plan
Producing Supplementary Planning Documents		Produce advice on design guidance, development briefs, green space / open space strategies, neighbourhood management plans that will enhance the built environment
Local Transport Authorities		
Producing Local Transport Plans		Include proposals to improve overall levels of accessibility that support and enhance the role of town centres
Local Strategic Partnerships		
Responsible for producing local community strategies		Ensure that policies promote and enhance the role of town centres
Town Centre Management Partnerships		
Bring together key town centre stakeholders to deliver coordinated actions		Establish a vision for the town centre and attract investment to help resolve access deficiencies, improve environmental quality and create a vibrant trading and business environment
Supporting / Education Roles		
Transport operators - Bus operators / Train operating companies		Private sector - retailers, leisure operators, house builders, developers

Section DI0 - Tourism and Related Sports and Recreation		
Policies	TSR1	Coastal Resorts
	TSR2	Rural Tourism
	TSR3	Regionally Significant Sports Facilities
	TSR4	Tourism Attractions
	TSR5	Tourist Accommodation
	TSR6	Visitor Management
	TSR7	Priority Areas for Tourism
Key Delivery Agencies		
Responsible for:		Should:
Tourism South East		
Producing Regional Tourism Strategy		Undertake market assessments of demand and supply within tourism market sectors
Sport England		
Distributing lottery and Exchequer funding for sports investment		Ensure that governing bodies for sport objectives are fed into the preparation of Local Development Frameworks and are reflected in subsequent investment decisions
SEEDA		
Development of the tourism industry across the region		Direct investment through the SEEDA Corporate Plan to support tourism related development
Local Transport Authorities		
Producing Local Transport Plans		Include proposals to improve overall levels of accessibility that support and enhance tourism related activities
Local Authorities		
Producing Local Development Documents (LDDs)		Include policies within the Local Development Framework (LDF) that provide for a range of sites and premises that support tourism related activities
		Include policies in LDDs which reflect the diversity of the accommodation sector
		Identify areas in need of visitor management initiatives through LDFs, cultural or tourism strategies
Local Strategic Partnerships		
Responsible for producing local community strategies		Ensure that policies promote and enhance the role of tourism related activities
Environment Agency		
Responsible for producing waterways plans		Develop, review and implement plans and policies for recreation and tourism along navigable rivers (eg Thames Waterway Plan)
Operators		
		Establish travel plans for attractions and large events generating large numbers of trips
Areas of Outstanding Natural Beauty (AONB) Management Board and National Park Authorities		
		Prepare and implement visitor management plans
Supporting / Education Roles		
Regional Assembly		Natural England
National Park Authorities		
Transport operators		

Section D11 - Social, Cultural and Health Dimensions		
Policies	S1	Social Inclusion
	S2	Full Life Costing of Public Service Facilities
	S3	Supporting Healthy Communities
	S4	Promoting Sustainable Health Services
	S5	Education and Skills
	S6	Higher and Further Education
	S7	Cultural and Sporting Activity
	S8	Community Infrastructure
Key Delivery Agencies		
Responsible for:		Should:
SEEDA		
Producing the Regional Economic Strategy		Through the RES, provide strategic direction and implement initiatives targeting social exclusion, provision of community infrastructure, and schemes to support a range of cultural initiatives
GOSE		
Representing central government in the region and delivery of socio-economic funding programme		Work closely with the Assembly and partners to promote better and more effective integration of Government policies and programmes at a regional level; administer streams of economic and social regeneration funding which should be used to support the Plan's priorities
		Work through the Regional Public Health Group to ensure that the policies and proposals in Local Development Frameworks address health and social exclusion issues
Local Authorities		
Producing Local Development Frameworks and other service functions		Set the local framework for spatial development, and take account of the needs for community infrastructure; seek to establish suitable procurement and other strategies; working with other partners, they will provide a range of education facilities, and local infrastructure
		Ensure that spatial policies and proposals in Local Development Frameworks address health and social exclusion issues
Local Strategic Partnerships		
Producing Community Plans and helping deliver Local Area Agreements (LAAs)		Provide local input to policy and programme development; in some instances provide a mechanism for the implementation of specific programmes
National Health Service		
Producing Strategic Health Authority Plans, and local delivery plans		Ensure that proposals set out in strategic plans and local delivery plans for achieving service improvement and modernisation are consistent with the South East Plan; in particular that proposals reflect the level and distribution of planned growth
Regional Skills for Productivity Alliance (RSPA)		
Implementing identified skills priorities		Work closely with the private sector to use their budgets and influence to achieve secure access to high quality; well-paid jobs in support of the South East Plan's objectives; develop delivery frameworks recognising the differing skills needs, priorities and capabilities at a local level
Supporting/Education Roles		
Regional Assembly		Private sector
Local Education Authorities (LEAs)		Voluntary and community sectors
Rural community councils		

NATIONAL, INTER-REGIONAL AND REGIONALLY SIGNIFICANT INFRASTRUCTURE

Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
Journey Time Reliability Measures M4 J4b- J2	Improved safety and journey time reliability	Highways Agency	Highways Agency	140	TPI/National	T1, T3, T5, T9	Alongside	Under investigation				
Journey Time Reliability Measures M3 J2-8	Improved safety and journey time reliability	Highways Agency	Highways Agency	160	TPI/National	T1, T3, T5, T9	Alongside	Under investigation				
M2 Junction 4 to 5	To address congestion on highway network to ensure it functions effectively as part of the TENS	Highways Agency	Highways Agency	t.b.c.	RFA / National	T1, T3	Alongside	Proposed for investigation				
Operation Stack	Management and accommodation of freight vehicles is necessary in emergencies to maintain access to the International Gateways of Dover and Eurotunnel, and use of strategic highways. The cost indicated is for a moveable road barrier to manage traffic	Highways Agency	Highways Agency	30	TPI / National	T1, T3, T10	Alongside	Under investigation				
Southampton to West Midlands Gauge Enhancement	Gauge enhancement to enable W10 gauge use of line	Network Rail	Network Rail	53	Transport Innovation Funding	T1, T3, T12	Alongside	Provisionally approved				
Network Wide Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail, DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Proposed for investigation				
Freight Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across rail network	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail, DfT Rail, Operators	T12	Alongside	Under investigation				
Clapham and Waterloo Major Upgrades	Major upgrades to enable increased services and capacity within South East	Network Rail	Network Rail, DfT Rail	1029	Network Rail, DfT Rail	T1, T3, T5, CC8b	Alongside	Under investigation				
Thameslink	Increased north south movements to and through London linking South East and East Regions	DfT	DfT/Network Rail	t.b.c.	DfT	T1, T3, T5, CC8b	Alongside	Under investigation				
Cross Rail	Development of new rail line running east west under London	DfT	DfT/Network Rail	15000	Network Rail, DfT Rail	T1, T3, T5, CC8b	Alongside	Under investigation				
M25 J16 to 23	Increase in capacity of motorway network	Highways Agency	Highways Agency	t.b.c.	TPI/National	T1, T3	Alongside	Committed				
M25 J5 to 7	Increase in capacity of motorway network	Highways Agency	Highways Agency	t.b.c.	TPI/National	T1, T3	Alongside	Committed				
M25 J1b to 3	Increase in capacity within Growth Area	Highways Agency	Highways Agency	t.b.c.	TPI/National	T1, T3	Alongside	Committed				
M1 J10 to 13	Increase in capacity of motorway network	Highways Agency	Highways Agency	382	TPI/National	T1, T5	Alongside	Committed				

Theme	Outcome / Impact	Proposing Agency		Cost (£m)		Core Policy Delivered		Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
		Agency	Delivery Agency	Funding Sources	Delivered	Funding Sources	Delivered						
M25/M26 Junction	Junction / safety improvement to motorway network	Highways Agency	Highways Agency	t.b.c.	TPI/National	T1, T3	Alongside	Committed					
Lower Thames Crossing - road and rail links	Enables reliable alternative road and rail links between Kent, London and other regions. Supports gateway role of Kent ports for freight and leisure traffic	Regional Assembly	t.b.c.	t.b.c.	t.b.c.	T1, T3, T5	Alongside	Proposed for investigation					
East West Rail (western Section)	Reopening of existing freight line to enable services between Oxford, Milton Keynes, and Aylesbury	East West Rail Consortium	Network Rail	100	Developer / RFA	T1, T3, T5, CC8b	Alongside	Under investigation					
TRANSPORT TOTAL COST				16,894	+ t.b.c. costs								

Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
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REGIONALLY SIGNIFICANT INFRASTRUCTURE

TRANSPORT

Reading Area Bottleneck	Removal of bottleneck in Reading Station area to deliver increased capacity and performance benefits	Network Rail	Network Rail	100	DfT/Other	T1, T3, T5, T12, CC8b	Alongside	Under investigation				
Brighton Main Line Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across BML	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Committed				
Kent Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across Kent Railways	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Proposed for investigation				
South London Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across South London Railways	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Proposed for investigation				
South West Main Line Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across SWML (Costs only those within South East)	Network Rail	Network Rail, DfT Rail, Operators	400	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Committed				
A3 Hindhead Improvement	Remove bottleneck on the A3 to enhance movement on this inter-regional spoke	Highways Agency	Highways Agency	376	TPI/IFA	T1, T3, T5, CC8b	Alongside	Committed				
Sussex Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements rail network	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Proposed for investigation				
Great Western Route Utilisation Strategy	Removal of bottlenecks, capacity and performance improvements across GWML	Network Rail	Network Rail, DfT Rail, Operators	t.b.c.	Network Rail/ DfT Rail, Operators	T1, T3, T5, T12, CC8b	Alongside	Proposed for investigation				
Air track	Increased rail access to Heathrow Airport - support modal switch in favour of public transport	Network Rail	Network Rail, DfT Rail, Operators	400	t.b.c.	T1, T3, T5, CC8b	Alongside	Under investigation				
Thamesport Freightline Improvements	Improvements to network to facilitate increased rail freight to Thamesport	Network Rail	Network Rail	12	Network Rail	T10, T11, T12, CC8b	Alongside	Proposed for investigation				
Improved access to International Gateways	Improvements primarily focused on public transport access to international gateways	Network Rail	BAA, Ports, Local Transport Authorities, Network Rail	t.b.c.	BAA, Ports, Local Transport Authorities, Network Rail	T1, T3, T5	Alongside	Proposed for investigation				

Theme	Outcome / Impact	Proposing Agency		Cost (£m)	Core Policy		Prior or Alongside	Status
		Agency	Delivery Agency		Delivered	Funding Sources		
North Downs Rail Line Upgrade	Improvements to network to facilitate orbital movement around London	Network Rail	Network Rail	120	Other	TI, T3, T12, CC8b	Alongside	Proposed for investigation
								2006-11
								2011-16
								2016-21
								2021-26

TRANSPORT TOTAL COST 1,408 + t.b.c. costs

RESERVOIRS										
Enlargement of Bewl Reservoir	Strategic Water Supply	Southern Water	Southern Water	t.b.c.	Private	NRM2	Prior	Under investigation		
Clay Hill Reservoir	Strategic Water Supply	South East Water	South East Water	t.b.c.	Private	NRM2	Prior	Under investigation		
Upper Thames Reservoir	Strategic Water Supply	Thames Water	Thames Water	t.b.c.	Private	NRM2	Prior	Under investigation		
Broad Oak Reservoir	Strategic Water Supply	Mid Kent Water	Mid Kent Water	t.b.c.	Private	NRM2	Prior	Under investigation		
Havant Thicket Reservoir	Strategic Water Supply	Portsmouth Water	Portsmouth Water	t.b.c.	Private	NRM2	Prior	Under investigation		
Abberton Reservoir	Strategic Water Supply	Essex & Suffolk Water	Essex & Suffolk Water	t.b.c.	Private	NRM2	Prior	Proposed for investigation		
				t.b.c.						
RESERVOIRS TOTAL COST										

EDUCATION										
Further Education	Further education infrastructure growth & renewal including FE skills academies	LSC and FE	LSC and FE	1,800	LSC Capital Strategy	RE3	Alongside	Committed		
16-19 Capital Fund	16-19 year old infrastructure estate development	LSC and FE & Schools	LSC and FE & Schools	30	LSC Capital Strategy	RE3	Alongside	Committed		
				1,830						
EDUCATION TOTAL COST										

TOTAL INVESTMENT 3,238 + t.b.c. costs

SUB-REGIONAL INVESTMENT FRAMEWORK: SOUTH HAMPSHIRE

Sub-Regional Theme	Outcome / Impact	Proposing Agency		Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
		Agency	Agency										
M27 Junctions 3-4	To manage the strategic transport network for journeys to and from Southampton Airport by investing money in motorway improvements	Highways Agency	Highways Agency	Highways Agency	52	TPI/RFA	T1, T3, T9	Alongside	Committed				
M275 Tipner interchange	To provide linkage with Portsmouth city in connection with development in the sub region, making use of the proposed park & ride	Portsmouth CC	Portsmouth CC	Portsmouth CC	17	RFA	T1, T3	Alongside	Under investigation				
A3024 Bitterne station and Northam bridge widening incl. bus priority	To provide adequate capacity on the eastern approach to Southampton to cater for the new development	Southampton CC	Southampton CC	Southampton CC	30	RFA	T1, T5	Alongside	Under investigation				
Mile End Road, Trafalgar Gate Link	To provide a new link road from the M275 to the Trafalgar Gate of the Naval Base. This will prevent traffic from having to pass through the city centre to access the Naval Base, thereby relieving pressure on the city centre roads and enabling the Naval Base to accommodate further development	Portsmouth CC	Portsmouth CC	Portsmouth CC	10	RFA	T1, T3	Alongside	Under investigation				
Reinstatement of passenger rail services from Hythe and Marchwood	Consequential upon development plans in Southampton, continued allocation of employment on the Waterside and growth of commuting to Southampton from the Waterside	Hampshire CC/Network Rail	Solent Transport/ PUSH*	Solent Transport/ PUSH*	15	RFA	T1, T5	Alongside	Proposed for investigation				
Fratton rail freight terminal	To facilitate the transfer of freight movement from road to rail for longer distance journeys (especially from/to the port of Portsmouth)	Portsmouth CC/Network Rail	Solent Transport/ PUSH*	Solent Transport/ PUSH*	5	RFA	T1, T3, T12, T13	Alongside	Proposed for investigation				
Premium Network of high quality bus services	To provide improved journey time reliability within and around the two cities in the face of increasing levels of congestion. Premium Network will comprise high quality, frequent bus services linking communities and transport hubs	Hampshire CC	Solent Transport/ PUSH*	Solent Transport/ PUSH*	150	RFA	T1, T3, T5	Alongside	Proposed for investigation				
Southampton Central transport development area	A transport development area centred around Southampton Central station, providing quality interchange with links to employment and facilities in the city centre	Southampton CC	Solent Transport/ PUSH*	Solent Transport/ PUSH*	45	RFA	T1	Alongside	Proposed for investigation				

Sub-Regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
Portsmouth & Southsea new bus/rail interchange	To manage strategic transport network for journeys to and from the port of Portsmouth & the Isle of Wight. Outcome - A new passenger transport interchange adjacent to the main railway station at Portsmouth & Southsea	Portsmouth CC	Solent Transport/ PUSH*	5	RFA	T1, T5	Alongside	Proposed for investigation				
Portsmouth Hard interchange improvements	To manage strategic transport network for journeys to and from the port of Portsmouth & the Isle of Wight. Outcome - Construction of a new transport interchange to facilitate changes between different modes of transport	Portsmouth CC	Solent Transport/ PUSH*	10	RFA	T1, T3, T5	Alongside	Under investigation				
A3(M)/A27 Broadmarsh junction improvements	Consequential upon development in Broadmarsh employment area	Highways Agency	Solent Transport/ PUSH*	t.b.c.	TPI/RFA	T1, T3	Alongside	Under investigation				
Chickenhall Lane Link Road	To provide access between Southampton airport and Southampton. Releasing 130ha of employment land at South Hampshire Strategic Employment Area.	Hampshire CC	Solent Transport/ PUSH*	50	RFA	T1, T3	Prior	Further appraisal work needed				
A326 Highway improvements including bus priority	Consequential upon development plans in Southampton, continued allocation of employment on the Waterside and growth of commuting to Southampton from the Waterside	Hampshire CC	Solent Transport/ PUSH*	50	RFA	T1, T5	Alongside	Proposed for investigation				
Hamble Lane improvements	Provides key access to the Hamble peninsula, tackling congestion and improving journey time reliability	Hampshire CC	Solent Transport/ PUSH*	15	RFA	T1	Alongside	Proposed for investigation				
A27 Bus priority & traffic management	To manage the strategic transport network for longer distance journeys especially from/to Southampton Airport	Hampshire CC	Solent Transport/ PUSH*	20	RFA	T1, T5	Alongside	Proposed for investigation				
Feeder links to A3 bus priority route & junction improvements	Build upon the A3 bus priority route which already provides high quality public transport services between the hubs of Waterlooville and Portsmouth	Hampshire CC/Portsmouth CC/Bus operators	Solent Transport/ PUSH*	30	RFA	T1, T3, T5	Alongside	Proposed for investigation				
Shirley Road bus priority	To provide public transport priority on this corridor between the hubs at Romsey and Southampton	Southampton CC	Solent Transport/ PUSH*	10	RFA	T1, T5	Alongside	Proposed for investigation				

Sub-Regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
Windhover roundabout improvements and eastern access to park and ride	Improving the roundabout at Windhover to help cope with the proposed park & ride and the added traffic from the north of Hedge End Strategic Development Area	Hampshire CC/Highways Agency	Solent Transport/PUSH*	30	RFA	T1, T3, T5	Alongside	Proposed for investigation				
A334/A27 Roundabout improvements	Improvements to the A334 & A27 roundabouts allowing easier access to development area to the north of Hedge End and reducing congestion into the Southampton Hub	Hampshire CC	Solent Transport/PUSH*	15	RFA	T1, T3	Alongside	Proposed for investigation				
Port Solent-Tipner Link	Construction of new bridge & approach roads across Tipner lake forming a new public transport & active modes link between existing & proposed development at Port Solent & brownfield development site at Tipner	Portsouth CC/Portsouth Partnership	Solent Transport/PUSH*	20	RFA	T1, T3	Alongside	Proposed for investigation				
Park & ride	To manage demand - Development of 5 car parks situated on the periphery of the cities, linked by direct priority buses to tackle the increasing levels of congestion	Hampshire CC/Southampton CC/Portsouth CC	Solent Transport/PUSH*	60	RFA	T1, T3, T5	Alongside	Proposed for investigation				
Access to the north of Hedge End SDA	To provide transport links between the 6,000 houses to be built to the north of Hedge End Strategic Development Area and Southampton city centre. These links must be provided in advance of the development	Hampshire CC	Solent Transport/PUSH*	40	RFA	T1	Prior	Proposed for investigation				
Access to North Fareham SDA	To provide transport links between the 10,000 houses to be built at the North Fareham Strategic Development Area and Portsmouth city centre. These links must be provided in advance of the development	Hampshire CC	Solent Transport/PUSH*	40	RFA	T1	Prior	Proposed for investigation				
Western Access to Gosport (inc. Stubbington bypass)	Road improvements from Western Gosport towards the M27 and Whiteley including a bypass around Stubbington allowing better access to employment areas from the Gosport peninsula	Hampshire CC	Solent Transport/PUSH*	100	RFA	T1	Alongside	Proposed for investigation				
Rapid Transit link. North Fareham SDA - Fareham - Gosport - Portsmouth	To provide access from development at North Fareham SDA and to tackle congestion related problems effecting economic activity on the Gosport peninsula	Hampshire CC/Portsouth CC	Solent Transport/PUSH*	120	RFA	T1, T5	Alongside	Further appraisal work needed				

Sub-Regional Theme	Outcome / Impact	Proposing Agency				Core Policy			Status	2006-11	2011-16	2016-21	2021-26
		Agency	Delivery Agency	Cost (£m)	Funding Sources	Delivered	Prior to or alongside						
Controlled Motorways - Variable speed limits, swift incident recovery, greater use of VMS	To manage the strategic transport network for longer distance journeys (especially from/to the ports of Southampton and Portsmouth and Southampton Airport) & the local network for shorter journeys	Highways Agency	Solent Transport/PUSH*	210	RFA	T1, T3	Alongside	Proposed for investigation					
Southampton Airport interchange improvements	To facilitate direct and swift access to and from this international gateway whose business is set to grow by 200%	Hampshire CC	Solent Transport/PUSH*	10	RFA	T1, T3	Alongside	Proposed for investigation					
Winchester-Southampton Transport Corridor Improvements	To manage the strategic transport network for longer distance journeys from the ports of Southampton & Portsmouth, Southampton Airport & access to developments. Also motorway improvements	Solent Trnaspport / PUSH*	Highways Agency	100	TPI/RFA	T1, T3	Alongside	Proposed for investigation					
Botley Bypass	To provide transport links to the north of Hedge End SDA, bypassing Botley, reducing congestion levels and improving journey time reliability	Hampshire CC	Solent Transport/PUSH*	25	RFA	T1	Alongside	Proposed for investigation					
Whiteley Way	To provide access to the Whiteley development and employment area, reducing congestion levels & improving journey time reliability	Hampshire CC	Solent Transport/PUSH*	30	RFA	T1	Prior	Proposed for investigation					
A35 Rushington - Millbrook highway improvements	To manage the strategic transport network for longer distance journeys to/from Southampton port and motorway improvements (including selective widening and junction improvements). Consequential upon the development in Southampton docks	Hampshire CC	Solent Transport/PUSH*	100	RFA	T1, T3, T13	Alongside	Proposed for investigation					
Botley line redoubling - provision of extra rail capacity	To manage the strategic transport network for longer distance journeys (especially from/to Southampton Airport) & to provide greater capacity to facilitate rail links between the north of Hedge End SDA and the Southampton Hub	Hampshire CC/Network Rail	Solent Transport/PUSH*	60	RFA	T1, T5,	Alongside	Proposed for investigation					

Sub-Regional Theme		Outcome / Impact		Proposing Agency		Delivery Agency Cost (£m)		Funding Sources		Core Policy Delivered		Prior to or alongside		Status		2006-11		2011-16		2016-21		2021-26	
Eastleigh Chord	To manage the strategic transport network for longer distance journeys (especially from/to Southampton Airport) & to invest in Rail improvements (both passenger & freight) to facilitate rail links between the north of Hedge End SDA and the Southampton Hub	Hampshire CC/Network Rail	Solent Transport/ PUSH*	55	RFA	T1, T5	Alongside	Proposed for investigation															
Netley Line improvements (signalling, frequency)	To manage the strategic transport network for longer distance journeys and to enable a more regular train service to be operated between Southampton and Portsmouth	Hampshire CC/Network Rail	Solent Transport/ PUSH*	20	RFA	T1	Alongside	Proposed for investigation															
M271 Spurs	To manage the strategic transport network for longer distance journeys to/from Southampton port and motorway improvements (including selective widening and junction improvements). Consequential upon the development in Southampton docks	Solent Transport/ PUSH*	Highways Agency	40	TPI/RFA	T1, T3, T13	Alongside	Proposed for investigation															
M27 Junctions 4 – 7	To cater for development in the sub-region, making use of the proposed park & ride within the South Hampshire sub-region	Highways Agency	Solent Transport/ PUSH*	80	RFA	T1, T3	Alongside	Under investigation															
Portsmouth Harbour additional platform	To provide additional capacity to enable extra passenger trains to serve the South Hampshire rail network	Hampshire CC	Solent Transport/ PUSH*	10	RFA	T1, T5	Alongside	Proposed for investigation															
New Ferry service: Southampton - Portsmouth (serving intermediate communities) & Upgrading Hythe to Southampton Ferry	To manage the strategic network for the local network for shorter journeys & invest in new ferry services	Hampshire CC	Solent Transport/ PUSH*	15	RFA	T1	Alongside	Proposed for investigation															
A32 Access to Gosport	Road and junction improvements along the A32 into Gosport Peninsula to reduce the high levels of congestion; the scheme will also include a number of bus priority measures	Hampshire CC	Solent Transport/ PUSH*	50	RFA	T1, T5	Alongside	Proposed for investigation															
Management of the strategic network of the local transport authorities including M27 junction interface measures.	To ensure a holistic management of the transport network in South Hampshire encompassing motorways and strategic roads, involving ITS and joint control centres for incident management	Hampshire CC	Solent Transport/ PUSH*	175	RFA		Alongside	Proposed for investigation															

Sub-Regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
Premium Interchanges (approx 10-20 no.)	High quality interchange facilities, offering safe and secure locations on the local hub and spoke network for connections between local bus and rail services, at around 13 strategic locations	Hampshire CC	Solent Transport/PUSH*	30	RFA	T1, T3, T5	Alongside	Proposed for investigation				
Bus and Toll (BAT) lane on the A3024 eastern approach to Southampton	Introducing a bus and toll lane on the A3024 route enables charging to be introduced for car drivers prepared to pay a premium	Hampshire CC	Southampton City Council	10	RFA	T1, T3, T5, T6	Alongside	Under investigation				
Totton Town Centre Improvements	Package of measures removing general traffic from part of the town centre and allowing introduction of environmental improvements. Anticipated catalyst to urban regeneration	Hampshire CC	Solent Transport/PUSH*	15	RFA	T1	Alongside	Further appraisal work needed				
TRANSPORT TOTAL COST				1974	+TBC Costs							
* Schemes may be delivered by one or more partners involved in this delivery agency.												
FLOOD DEFENCES												
Flood defences	Flood protection required to facilitate growth in the sub-region	Operating Authorities	Operating Authorities	250	Public	Policies CC8a, H1, H3	Prior/alongside	Proposed for investigation				
FLOOD DEFENCE TOTAL COST				250								
TOTAL INVESTMENT SOUTH HAMPSHIRE				2224	+ TBC Costs							

NOTE Green infrastructure - The PUSH authorities are working to develop a green infrastructure sub-regional strategy. The strategy is being developed to help inform the emerging LDFs. Until such time as the work has been concluded it is not yet possible to cost green infrastructure for the sub-region. Previous Investment Framework submissions have included costs to meet biodiversity and associated sustainable development measures over the first 10 years of the SE Plan period amounting to some £356m. However, further work is required to test the robustness of this cost and therefore it has been omitted from this investment framework. Flood Defences - Work on the Flood Risk Study has been led by Portsmouth City Council along with the Environment Agency and all the other PUSH coastal authorities. Strategic Development Areas - The SDAs are of sub-regional significance given the scale of development being proposed ie between 6,000 to 10,000 dwellings. Each SDA will require a package of facilities and services to serve the new development and provide for sustainable communities. Major Events Facility - The South Hampshire Town Centres Sub-regional Study: Final Report December 2005 commissioned by PUSH recommends that with the proposed growth of South Hampshire, there is an increasing requirement and greater potential for such a facility. Further work requi

SUB-REGIONAL INVESTMENT FRAMEWORK: SUSSEX COAST

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Agency Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
A27 Selmesdon Improvements	Improved safety, congestion relief of existing A27 to enable delivery of up to 4,600 dwellings and employment land in South Wealden and up to 4,800 at Eastbourne	Highways Agency	Highways Agency	25	TPI/RFA	RES, HI, T1, T3	Prior	Further appraisal work				
A27 Wilmington Improvements (west of Wilmington to Cophall Roundabout)	Improved safety, congestion relief of existing A27 to enable delivery of up to 4,600 dwellings and employment land in South Wealden and up to 4,800 at Eastbourne	Highways Agency	Highways Agency	14	TPI/RFA	RES, HI, T1, T3	Prior	Further appraisal work				
A27 Chichester Bypass (inc Stockbridge link road)	Congestion relief and to facilitate package of measures including bus priority, park & ride, pedestrian and cycle overpasses	Highways Agency supported by West Sussex CC	Highways Agency	164	TPI/RFA	T1, T3, T5	Alongside	Further appraisal work				
A27 Southerham to Beddingham Improvement	Improved safety, congestion relief of existing A27 to enable delivery of 4,600 dwellings and employment land in South Wealden	Highways Agency	Highways Agency	21	TPI/RFA	RES, HI, T1, T3	Alongside	Committed				
A27 Arundel Bypass	Improves capacity to assist east/west communication, reduces accidents, provides congestion relief, improves access and journey times, creates conditions to assist economic regeneration and business prospects in the coastal towns, reduces 'rat running' on unsuitable parallel routes, enables the implementations of proposed housing sites, and reduces the impact on Arundel	Highways Agency	Highways Agency	100	TPI/RFA	T1, T3	Alongside	Under investigation				
A27 Worthing - Lancing	Improved capacity to assist east/west communication, provide congestion relief and improve access and integration with area transport plans, creating conditions to assist economic regeneration	Highways Agency supported by West Sussex CC	Highways Agency supported by West Sussex CC	150	TPI/RFA	T1, T3, T5	Alongside	Under investigation				
A259 Pevensey - Brenzett Improvements	Improved safety, Improved access especially for commercial traffic to Channel Tunnel and ports helps to create conditions to stimulate economic regeneration	Highways Agency	Highways Agency	16	TPI/RFA	CC8b, RES, T1, T3, T10	Alongside	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency			Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	Timeline			
		Agency	Agency	Agency							2006-11	2011-16	2017-21	2021-26
A21 Baldslow Junction	Connects Bexhill and Hastings Link Road and A259 directly to A21 improving access to London which will help regenerate the area and reduce peripherality	Highways Agency	Highways Agency	Highways Agency	24	TPI/RFA	RES, T1, T3	Alongside	Further appraisal work					
Newhaven Port Access Road	Enables delivery of port regeneration and provides access to deliver major business land allocation and housing development	East Sussex CC	East Sussex CC	East Sussex CC	10	Developer/East Sussex CC/SEEDA	RE5, T1, T10	Prior	Scheme within programme					
Eastbourne Park Road Links	Helps to unlock housing and key employment land allocations at Eastbourne Park, reduces congestion on existing roads and improves public transport operation	East Sussex CC	East Sussex CC	East Sussex CC	32	Developer/EAST SUSSEX CC	RE2, RE5, HI, T1	Prior	Under investigation					
Bexhill Country Avenue extension	Relieves congestion on A259 and enables continued development of about 1,000 dwellings and employment at Bexhill beyond 2011	East Sussex CC	t.b.c.	t.b.c.	75	Developer	HI, T1, RE2, RE5	Prior	Proposed for investigation					
A21 Flimwell to Robertsbridge	Improved access from London to Hastings to help integrate area better into rest of region and reduce peripherality to improve attractiveness of area as business location to facilitate economic regeneration	Highways Agency	Highways Agency	Highways Agency	111	TPI/RFA	CC8b, CC9, RE5, T1, T3	Alongside	Under investigation					
A27 Junctions Improvements Tangmere - Slindon	Improved access to and from A27 and to assist economic regeneration	West Sussex CC / Highways Agency	West Sussex CC / Highways Agency	West Sussex CC / Highways Agency	t.b.c.	TPI/RFA and West Sussex CC	T1, T3	Alongside	Proposed for investigation					
Bexhill - Hastings Link Road	Relieves congestion on A259 between Hastings and Bexhill and enables delivery of the area's major housing and employment land allocations at North Bexhill	East Sussex CC	East Sussex CC	East Sussex CC	52	RFA/East Sussex CC/Developers	HI, T1, T3, RE2, RE5	Prior	Committed					
Shoreham Harbour Sustainable Access Improvements	To enable effective accommodation of port, maritime, commercial, housing and related uses	Adur District Council/Brighthelm and Hove City Council/West	Developer	Developer	t.b.c.	Developer	T1	Alongside	Under investigation					
Worthing-Adur Access Road transport improvements	Provides access to development in east Worthing west Adur area and to assist regeneration	Worthing BC/Adur DC	Developer	Developer	14	Developer	T1 T3	Alongside	Not committed			t.b.c.		
Bognor Regis Relief Road	Relieves congestion and provides access to A27 and A259	West Sussex CC	Developers	Developers	34	Developer	T1 T3 T6	Alongside	Committed					

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy		Status	2006-11	2011-16	2016-21	2021-26
						Delivered	Prior to or alongside					
Ashford - Hastings Line Capacity Improvements	Rail service, capacity and line improvements. Improved access to Channel Tunnel/Ashford growth area and help create conditions for economic regeneration.	East Sussex CC/SEEDA/Kent CC	Rail industry	43	Rail Industry	CC8b, RE5, T1, T3, T5	Alongside	Under investigation				
Willingdon Rail Chord	Rail service, capacity and line improvements to deliver faster service from Hastings to Brighton and aids economic regeneration of Hastings area	East Sussex CC	Rail Industry	28	Developers/Rail industry	RE5, T1, T3, T5	Alongside	Further appraisal work				
New Stations at Polegate, Glyne Gap and Witting	Encourages increase in modal shift towards public transport associated with new development proposals for housing and business use	East Sussex CC	t.b.c.	25	Developers/Rail industry/EAST SUSSEX CC	CC2, CC8b, T1, T3, T5	Alongside	Proposed for investigation				
BML Improvements Redhill - South Coast	Rail service, capacity and line improvements	DfT	DfT/Network Rail	100	Network Rail	T1, T3, T5	Alongside	Under investigation				
Central Rail Corridor	Rail service, capacity and line improvements. Re-instatement of Lewes-Uckfield and Erridge - Tunbridge Wells lines to help regenerate Newhaven and relieve congested Brighton Mainline and primary route	East Sussex CC/LDC/WDC	t.b.c.	125	t.b.c.	RE5, T1, T3, T5, T10, T11	Alongside	Under investigation				
Barnham and Worthing Passing Loops	Rail service, capacity and line improvements to encourage modal shift to public transport and aid intercommunication of coastal towns, Barnham - new crossover to allow 'overtaking' and London-bound line, and associated signalling and platform works	Network Rail	Network Rail	22	Network Rail	T1, T3, T5	Alongside	Programmed				
Arun Valley line Improvements	Rail service, capacity and line improvements to encourage modal shift to public transport. Signals renewal planned for 2008-9, Bridge strengthening and renewals for removal of speed restrictions, Community Rail Partnership established for the line	Network Rail	Network Rail	100	Network Rail	T1, T3, T6	Alongside	Programmed				
Brighton & Hove City Council Rapid Transit	Improved public transport to encourage modal shift, improve accessibility	BHCC	BHCC	12	RFA	T1 T5 CC8b	Alongside	Committed				

Sub-regional Theme	Outcome / Impact	Proposing Agency		Delivery Agency	Cost (£m)	Funding Sources		Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
		Agency	Agency											
Brighton & Hove City Council Rapid Transit Strategic Interchange facilities	Creation of interchange facilities for the Brighton & Hove City Council Rapid Transit	BHCC	BHCC	BHCC	42	RFA		T1 T5 CC8b	Alongside	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
Coastal Expressway	Improved public transport to encourage modal shift, improve accessibility, including access to strategic development locations and help relieve congestion	West Sussex CC/Highways Agency/ Operators	West Sussex CC/Highways Agency	20	West Sussex CC/Bus co/Developer	T1 T3 T5	Alongside	Under investigation				
Eastbourne-Hailsham Quality Bus Corridor	Improved public transport to encourage modal shift, reduce congestion on A22/A2270 corridor and provide multi-modal access to major developments in Eastbourne & South Wealden	East Sussex CC	East Sussex CC	5	East Sussex CC/Bus Co/Developers	H1, T1, T3, T5, CC8	Alongside	Proposed for investigation				
TRANSPORT TOTAL COST									1,364.00	+ t.b.c. costs		

EDUCATION

Expansion of University Centre Hastings	Increased capacity	University of Brighton	Seaspace (delivery agency of Hastings/ Bexhill Task Force)	20	Private and public sectors	S6	Alongside	Under investigation				
EDUCATION TOTAL COST									20			

GREEN INFRASTRUCTURE

Ouse Estuary Project	Protection of landscape and biodiversity	East Sussex CC	East Sussex CC/developers	2	Developers, and other sources being investigated	NRM4	Alongside	Proposed for investigation				
Eastbourne Park	Protection of landscape and biodiversity	Eastbourne BC	Eastbourne BC	10	Developers, and other sources being investigated	NRM4	Alongside	Proposed for investigation				
Pebsham Countryside Park	Protection of landscape and biodiversity	East Sussex CC/Rother District Council/Hastings Borough Council	East Sussex CC/Rother District Council/Hastings Borough Council	15	Developers, and other sources being investigated	NRM4	Alongside	Under investigation				
GREEN INFRASTRUCTURE TOTAL COST									27			

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
UTILITIES												
Arlington - Raising	Increased capacity	South East Water	South East Water	16	South East Water	NRM2	Alongside	Proposed for investigation				
Newhaven Desalination	Increased capacity	South East Water	South East Water	8	South East Water	NRM2	Alongside	Under investigation				
UTILITY SERVICES TOTAL COST									24			
FLOOD DEFENCE												
Flood Defence Across Sub-Region	Flood Defence Across Sub-region	Environment Agency	Environment Agency	91	Environment Agency	NRM2	Alongside	Proposed for investigation				
FLOOD DEFENCE TOTAL COST									91			
TOTAL INVESTMENT SUSSEX COAST									1,526 + t.b.c. costs			

SUB-REGIONAL INVESTMENT FRAMEWORK: EAST KENT & ASHFORD

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
ASHFORD AREA												
M20 J10A Ashford	A new junction on M20, essential to the development of land to the east of Ashford and for the overall functioning of the Growth Area	Highways Agency	Highways Agency	46	TP1/National plus developer	T1, T3, T5, H1, RE2	Prior	Committed				
Ashford Ring Road Transformation	Essential to realise Town Centre capacity. The Town Centre Action Plan (DPA) proposes 15,000 jobs	Kent CC	Kent CC	20	RFA	CC8B, T1, T5, TCI, H1, RE2	Prior	Committed				
Ashford Victoria Way Link	Essential to serve Victoria and Power Gen development areas - mixed commercial uses and housing	Kent CC	Kent CC	12.8	RFA / developer	CC8B, T1, TCI, H1, RE2	Prior	Under investigation				
Ashford Western Link Improvement	(Formerly A28 Chart Road) Essential to the development of land to the west of Ashford and for the overall functioning of the Growth Area	Kent CC	Kent CC	20.5	RFA	CC8B, T1, H1, RE2	Prior	Further appraisal work needed				
Ashford Waterbrook Park and Ride Site	Essential to reduce car access to the central area and allow the high density Growth Area to function	Ashford BC	Ashford BC	7.5	Growth Area, developer	CC8b, T1, T5, T7	Alongside	Under investigation				
Ashford Smartlink Bus Rapid Transit	Essential public transport network to provide alternative to the car and enable high density Growth Area.	Kent CC	Kent CC	37	RFA	CC8b, T1, T5, H1, RE2, TCI	Prior	Under investigation				
Ashford Roman Way	Essential to accommodate public transport spine and serve development. Integral to development	Kent CC	Kent CC	9	Developer / RFA	CC8b, T1, T5, H1, RE2	Prior	Proposed for investigation				
Ashford Orchard Way	Essential to accommodate public transport spine and serve development. Integral to development	Kent CC	Kent CC	25	Developer / RFA	CC8b, T1, T5, H1, RE2	Prior	Proposed for investigation				
Ashford New Town Way	Essential to serve New Town and Klondike development areas - housing and 88,000 sq. m employment uses. Consists of a series of smaller schemes	Kent CC	Kent CC	22	Developer + Growth Area	CC8b, T1, T5, H1, RE2	Prior	Proposed for investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
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CANTERBURY

Canterbury 4th park and ride site	To reduce congestion and protect the historic fabric of the City, and help accommodate future employment and housing	Canterbury City Council	Canterbury City Council	5	RFA	CC8b, T1, T5, T7	Alongside	Under investigation				
M2 Junction 7 Brenley Corner Improvement	Improvement that will address congestion issues at this junction of two sections to the TENS and that will enable better access and thus support the gateway function	Highways Agency	Highways Agency	15	TPI/RFA	T1, T3, T10	Alongside	Proposed for investigation				
A2 Canterbury bypass junctions and slips	Essential, taken together, to relieve congestion in World Heritage Site and enable regeneration of historic core through housing, culture and employment projects. Improved eastern junction essential for Barton Farm business land allocation	Kent CC	Kent CC	50	RFA/developer	CC8b, T1, H1, RE1, RE2	Alongside	Under investigation				
Canterbury - Wincheap Relief Road and Gytratory	Redevelopment of Wincheap area and congestion relief at Wincheap roundabout on the central ring-road and	Kent CC	Kent CC	15	Developer	CC8b, T1, T3, RE1, TC1, TC3	Prior	Under investigation				

DOVER AREA

A2 Lydden-Dover	Provides better access to the Port of Dover and supports coastal regeneration and development. Assists in the management of international traffic to Dover via A2 and M20	Kent CC	Highways Agency	80	TPI/RFA and developer	T1, T3, T10, H1, RE2	Alongside	Proposed for investigation				
A20 Dover (Townwall Street)	Improve management of port traffic through the Dover, and reduction of congestion and pollution	Highways Agency	Highways Agency	30	TPI/RFA and developer	T1, T3, T10, TC3, NRM7	Alongside	Proposed for investigation				
Lorry Parking (Cross Channel)	Need for secure overnight parking for cross Channel freight vehicles. Could be combined with emergency accommodation. Public funding will be needed to supplement developer funding. Suitable location(s) need to be identified and responsibility established	Developer - Local authorities	Developer - Local authorities	30	Developer - RFA	T1, T3, T10	Alongside	Under investigation				
Port of Dover Buffer Zone(s) (A20/A2)	To manage flows of international freight traffic into the Port of Dover and to support growth of port traffic	Dover Harbour Board	Dover Harbour Board	t.b.c.	Developer	T1, T3, T10	Alongside	Under investigation				
East Kent Access Phase 2 (A256/A299)	Encourage development in the Sandwich corridor and Thanet, and support regeneration, by removing traffic bottleneck on the A256 coastal route.	Kent CC	Kent CC	64	RFA	T1, T3, T10, CC9, RE1, RE5, TSRI	Alongside	Committed				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
RAIL												
Dover Western Docks rail freight link	Enabling freight traffic to be transported by rail to port of Dover	Dover Harbour Board	Network Rail/Port of Dover	5	Developer	T1, T3, T10, T12	Alongside	Under investigation				
Rail Access to Kent International Airport	Enabling passenger traffic to access airport by rail, supporting its role as an airport of regional significance	Kent International Airport	Network Rail/Kent International Airport	t.b.c.	Developer	T1, T3, T5, T9	Alongside	Proposed for investigation				
Ashford - Thanet journey time improvements on existing line	Enabling improvement of rail access between Growth Area/transport hub and coastal regeneration areas	Network Rail/operator	Network Rail/Operator	t.b.c.	Developer	T1, T3, T5, CC8b	Alongside	Proposed for investigation				
Ashford to Hastings Rail Capacity Improvements	Enabling improvement of rail access between Growth Area/transport hub and coastal regeneration areas	Network Rail/operator	Network Rail/Operator	27	t.b.c.	T1, T3, T5, CC8b	Alongside	Under investigation				
Improved rail station at Aylesham expanded community	Improving rail service to coalfield settlements and expanded community at Aylesham - 1,000 dwellings and commercial sites	Developer	Network Rail/Operator	t.b.c.	t.b.c.	T1, H1	Alongside	Proposed for investigation				
				520	+ t.b.c. Costs							
TRANSPORT TOTAL COST												

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
EDUCATION												
Further Education	Additional capacity at Canterbury College, Folkestone FE College, Dover FE College and Thanet FE College	LSC & FE Colleges	LSC & FE Colleges	t.b.c.	Public sector	S6	Alongside	Under investigation and provisionally approved				
Campus for the Performing Arts, Folkestone.	Creation of Canterbury Christ Church University campus .	Christchurch University College Canterbury and Roger de Haan Foundation	Christchurch University College Canterbury and Roger de Haan Foundation	t.b.c.	Public and charitable sectors	S6	Alongside	Under investigation				
Canterbury Christ Church University	Expansion of Broadstairs Campus and redevelopment of Canterbury Campus	Canterbury Christ Church University	Canterbury Christ Church University	t.b.c.	CCCU, HEFCE	S6	Alongside	Under investigation				
Ashford Learning Campus,	Increased provision of further/higher education	LSC-South Kent College	LSC-South Kent College	46	LSC-South Kent College-SEEDA	S6	Alongside	Provisionally approved				
Imperial College London : Research Centre, Ashford	Additional research centre for Imperial College London	Imperial College London	Imperial College London	t.b.c.	Public and private sectors	S6	Alongside	Under investigation				
EDUCATION TOTAL COST				46	+ t.b.c. Costs							

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
SOCIAL INFRASTRUCTURE												
50 Metre Swimming Pool: Canterbury	Olympic sized (50m) swimming pool	Kent County Council, Canterbury City Council, the University of Kent	University of Kent at Canterbury	25	t.b.c.	§7	Prior (Olympic timetable)	Provisionally approved				
Dover Archery Centre	Establishment of National Archery Centre at The Duke of Yorks School Dover	Grand National Archery Society, Kent County Council.	Grand National Archery Society	2	Corporate sponsorship, Sport England, Sport UK, Dover District Council, and media and broadcasting rights	§7	Prior (Olympic timetable)	Committed				
Betteshanger Cycle Circuit, Dover	Upgrade to facility to enable status as a pre-Olympic training site	Kent County Council.	SEEDA	2	Sport England, European funds and Colliery Regeneration Fund	§7	Prior (Olympic timetable)	Provisionally approved				
Julie Rose Stadium, Ashford	Upgrade to allow registration as a pre-Olympic venue	Ashford Borough Council, Kent County Council	Ashford Borough Council	2	Sport England, Ashford Borough Council, Developer contributions	§7	Prior (Olympic timetable)	Provisionally approved				
Canterbury Polo Farm Sports Club	Upgrade to allow registration as a pre-Olympic venue	Canterbury Hockey Club and others	Canterbury Hockey Club	0.4	Canterbury Hockey Club, Canterbury City Council, and England Hockey Association	§7	Prior (Olympic timetable)	Provisional approved.				
SOCIAL INFRASTRUCTURE TOTAL COST									31			

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status
GREEN INFRASTRUCTURE								
East Kent Natural Park and North East Kent Coastal Management Scheme	Creation of wildlife areas, visitor facilities in Deal, Reculver and along the River Stour and Wantsum Channel	East Kent Partnership, Thanet DC, Dover DC, Canterbury CC and Kent CC, Environment Agency, Natural England, Kent Wildlife Trust, RSPB	East Kent Partnership, Thanet DC, Dover DC, Canterbury CC and Kent CC, Environment Agency, Natural England, Kent Wildlife Trust, RSPB	76	Public & Private: England Rural Development Programme, National Lottery, NGOs, Developer contributions, Charitable Trusts.	TSR2, NRM4, C3	Alongside	Under investigation
Ashford Green Infrastructure	Protection of wildlife, biodiversity and flood risk management	Ashford's Future, Ashford BC, Kent CC	Ashford's Future, Ashford BC, KENT CC, Natural England, Forestry Commission	144	Developer contribution	NRM, NRM3, NRM4	Alongside	Under investigation.
Ashford Rural Impact	Enhance the quality of life in rural areas within the catchments of the Ashford Growth Area.	Ashford's Future, Ashford BC, KENT CC	Ashford's Future, Ashford BC, KENT CC, Natural England, Forestry Commission and Environment Agency	t.b.c.	Public, Developer Contribution, Planning Gain Supplement	RES, NRM1, NRM4, BE3, C3, BE4, BE5	Alongside	Under investigation.
GREEN INFRASTRUCTURE TOTAL COST				220	+ t.b.c. Costs			

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status
UTILITIES								
Construction of new strategic mains Folkestone to Dungeness, Alldham Valley - Dover, Clay Hill reservoir to Dengze zone	Maintain current water supply	Folkestone and Dover Water Company	Folkestone and Dover Water Company	7	Folkestone and Dover Water Company	NRM2	Prior	Under investigation
Development of new sources at Buckland Mill and Cow Lane, Dover	Improve supply	Folkestone and Dover Water Company	Folkestone and Dover Water Company	1	Folkestone and Dover Water Company	NRM2	Prior	Under investigation
Works to mains in the Weald and Ashford areas, including Bewl to Ashford transfer main.	Maintain current water supply	Mid Kent Water	Mid Kent Water	29	Mid Kent Water	NRM2	Prior	Under investigation
Water Quality Ashford	Upgrade of Ashford Waste Treatment Works	Southern Water Services	Southern Water Services	25	Southern Water Services		Prior	Southern Water Business Plan
UTILITY SERVICES TOTAL COST				62				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
FLOOD DEFENCES												
Flood defences across the sub region	Flood protection	Environment Agency	Environment Agency	182	Public	NRM3	Prior	Provisionally approved				
FLOOD DEFENCE				182								
TOTAL INVESTMENT EAST KENT & ASHFORD				10611	+ L.b.c.c. Costs							

SUB-REGIONAL INVESTMENT FRAMEWORK : KENT THAMES GATEWAY

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
KENT THAMESIDE												
A2 Bean-Cobham Phase 2	Capacity increase on A2 serving strategic sites, notably Eastern Quarry mixed uses (c 7,000 dwellings), Ebbsfleet station, housing and employment (c 20,000 jobs)	Highways Agency	Highways Agency	87	TPI/FRA	T1, T3	Prior	Committed				
A2 Bean Junction	Capacity increase at A2 junction providing direct access to strategic sites, notably Eastern Quarry mixed uses (c 7,000 dwellings)	Highways Agency	Highways Agency	50	RFA /developer	T1, T3	Prior	Under investigation				
A2/A282 Dartford Improvements	Increase capacity within Growth Area	Highways Agency	Highways Agency	100	TPI/FRA	T1, T3	Prior	Committed				
A226 London Road/St. Clements Way	Access to Eastern Quarry & Swanscombe Peninsula strategic sites and capacity increase within urban area	Kent CC	Kent CC	6	RFA /developer	T1, T3	Prior	Further appraisal work needed				
Denton Relief Road Phase 2: Gravesend	Access to Canal Basin and NE Gravesend strategic sites, and 1,000 new dwellings and 69,000 sq m business use	Developer	Kent CC / SEEDA	19	Developer	T1, T3	Prior	Under investigation				
South Thameside Development Route Stage 4 Dualling	Capacity increase to serve major sites in Thameside, notably Gravesend Embankment, Swanscombe Peninsula	Kent CC	Kent CC	10	RFA /developer	T1, T3	Alongside	Under investigation				
Fastrack Future Phases	Dedicated bus route passing through strategic sites. Necessary to increase public transport use to achieve Growth Area development of 23,000 dwellings plus employment	Kent CC	Kent CC	100	RFA /developer	T1, T3, T5, TC1	Alongside	Further appraisal work needed				
Demand Management/UTMC in Kent Thameside	In response to planned development in the area, this is a range of measures to maximise efficiency and use of the transport network in Kent Thameside	Kent CC	Kent CC	10	RFA / developer funded	T1, T3, T5, T8	Alongside	Proposed for investigation				
North Kent Line capacity (including Dartford-Slade Green)	Enable improved rail service access between London terminals and Thameside by widening to 4 tracks from Abbey Wood (London) to Hoo Junction (Gravesend). Important stimulus to Ebbsfleet development	DfT - Network Rail	DfT - Network Rail	TBC	DfT - Network Rail	T1, T3, T5	Alongside	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
MEDWAY AREA												
Medway strategic bus corridor improvements	Provides substantial new public transport capacity and quality improvements to serve strategic regeneration sites and a regional transport hub in Medway and support growth area	Medway Council	Medway Council	27	RFA plus DCLG & developer	T1, T2, T4, T5, T9, T10	Alongside	Further appraisal work				
Railway station interchange upgrades in Medway	Provides reconstruction, relocation, expansion or upgrading of four mainline railway stations in Medway (including one at a regional transport hub), to substantially improve the quality of public transport to serve strategic regeneration sites in Medway and supports a growth area	Medway Council	DfT & Network Rail	37	Network Rail plus DCLG, developer contributions & South Eastern Railway	T1, T2, T4, T5, T9, T10	Alongside	Under investigation				
Strood town centre access improvements	Provides highway link capacity improvements to serve strategic regeneration sites in Medway, provides improved public transport linkage and supports growth area	Medway Council	Medway Council	23	RFA plus DCLG & developer	T1, T2, T5, T9, T10	Alongside	Under investigation				
Medway park and ride	Reduces the need for town centre car parking to serve commercial regeneration sites and contributes to the efficient operation of a regional transport hub	Medway Council	Medway Council	11	RFA plus developer	T1, T2, T4, T9, T10, T12	Alongside	Under investigation				
Medway cable car	Provides substantial new, innovative public transport links and quality improvements to serve strategic regeneration sites in Medway, and supports a growth area and a regional transport hub	Medway Council	Medway Council	22	RFA	T1, T2, T4, T9, T10	Alongside	Proposed for investigation				
A228 Ropers Lane – Grain	Increased safety and capacity of a key principal road link from an international gateway, enabling development of employment, energy (Grain) and deep sea port (Thamesport).	Medway Council	Medway Council	22	RFA plus developer	T1, T2, T3, T5, T7, T15	Alongside	Under investigation				
Grain rail freight line improvement	Increased capacity of rail link which enables development of employment, energy (Grain) and deep sea port (Thamesport)	Medway Council	DfT & Network Rail	12	Network Rail plus developer	T1, T2, T3, T5, T7, T12	Alongside	Proposed for investigation				
Rochester Bridge rail junction capacity enhancement	Increases rail capacity through Medway in order to increase rail access to strategic sites in the Thames Gateway, to Ebbsfleet station and to London. Also increases access to Swale & East Kent	Medway Council & Kent CC	DfT & Network Rail	30	Network Rail plus South Eastern Railway	T1, T4, T5	Alongside	Proposed for investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
SITTINGBOURNE - SHEPPEY												
Rushenden Link, Queenborough	Needed to deliver strategic housing and employment sites - up to 2,000 dwellings (800 allocated) and 180,000 sq m business. Masterplan conclusions awaited	Kent CC	Kent CC	21	DCLG	T1, T3	Prior	Committed				
Sittingbourne Northern Relief Road Phase 3	Need to access strategic sites including Kemsley (400 dwellings) and Hall Farm (750) and to cross Milton Creek. Enables Milton Creek (1,000), employment and retail sites to proceed	Kent CC	Kent CC	44	RFA, DCLG, and developer	T1, T3, TCI	Prior	Committed - subject to completion of statutory procedures				
Sittingbourne Northern Relief Road: Phase 4	Final section to cross rail line and connect with A2. Gives access additional 600 dwellings and enables wider development of housing and employment	Kent CC	Kent CC	17	RFA /developer	T1, T3, TCI	Prior	Under investigation				
M2 Junction 5 Improvement	Improvement needed to overcome congestion and safety problems, and to support Growth Area development in Sittingbourne and Sheppey. Reduces congestion on international route to port of Sheerness	Highways Agency	Highways Agency	30	RFA /developer	T1, T3, T10	Alongside	Proposed for investigation				
New Junction 5A on M2 and Sittingbourne Southern Relief Road	Developer proposal for a new motorway junction and link from M2 to A2 to support expansion of Kent Science park and associated 4-5,000 dwellings on new land. The new access would help reduce congestion in Sittingbourne and provide an alternative access to the town from the primary network. Timing and cost to be determined by developer. Proposals are subject to examination through the planning process	Kent Science Park	Kent CC	31	Developer	T1, T3	Prior	Under investigation				
Sheerness rail freight. Improvement to the rail head at Sheerness	Reduction in the share of freight by road and supports development of the port	DfT - Network Rail	DfT - Network Rail	t.b.c.	Developer	T1, T3, T10, T12	Alongside	Proposal				
TRANSPORT TOTAL COST									709			

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
EDUCATION												
Higher Education: Universities at Medway	Upgrades to Chatham Maritime campus	Universities of Greenwich, Kent and Canterbury Christ Church, and Mid-Kent College	Universities of Greenwich, Kent and Canterbury Christ Church, and Mid-Kent College	60	Private / University funding allocations	S6	Alongside	Provisionally approved				
Thameside Campus - Ebbsfleet	Additional capacity	North Kent College-LSC- Kent Thameside Delivery Board	North Kent College-LSC	10	North Kent College-LSC	S6	Alongside	Under investigation				
				70								
EDUCATION TOTAL COST												
SOCIAL INFRASTRUCTURE												
Kent Equestrian Centre 'The Detling Downs Regeneration Project'	Major equestrian facility (Olympic timetable)	Kent County Agricultural Society, Kent County Council, Hadlow College, SEEDA	Kent County Agricultural Society, Hadlow College	50	Sport England, FSA, Lottery, Sportsmatch, RDA, HCFCE and private investment	TSR3	Prior	Under investigation				
Jumpers Rebound Centre, Medway	This is the National Centre of Excellence for Trampoline, and hosts national and international training and competitions and a 2012 Pre-Games training facility	Jumpers Rebound Centre, Medway Council, Kent County Council	Jumpers Rebound Centre	5.2	Medway Council, Sport England and British Gymnastics	TSR3	Prior (Olympic timetable)	Under investigation				
				55								
SOCIAL INFRASTRUCTURE TOTAL COST												

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
GREEN INFRASTRUCTURE												
Greening the Gateway	A framework for strategic green projects in the Kent Thames Gateway	KTS, Medway Renaissance, Swale Forward, Kent CC Dartford BC, Gravesham BC, Medway Council	KTS, Medway Renaissance, Swale Forward, Kent CC Dartford BC, Gravesham BC, Medway Council	178	Various individual proposals funded by: National Lottery, ESF, Private, NGO's England Rural Development Programme, developer contributions	NRM4	Alongside	Under investigation				
				178								

GREEN INFRASTRUCTURE TOTAL COST

UTILITIES												
New Trunk Water Main at Sittingbourne	Additional capacity	Southern Water	Southern Water	TBC	Southern Water	NRM1, NRM2	Prior	Southern Water Business Plan				
Luton Water Supply Works (near Chatham)	Facility upgrade	Southern Water	Southern Water	TBC	Southern Water	NRM1, NRM2	Prior	Southern Water Business Plan				
Swanscombe Chalk Development/Bean Wellfield	40 mega litre reservoir (possibly west of Bean)	Thames Water	Thames Water	TBC	Thames Water	NRM1, NRM2	Prior	Thames Water Business Plan. Feasibility study in progress				
Horton Kirby Aquifer Storage Recovery	Facility upgrade	Thames Water	Thames Water	TBC	Thames Water	NRM1, NRM2	Prior	Thames Water Business Plan				
				TBC								

UTILITY SERVICES TOTAL COST

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
FLOOD DEFENCES												
Dartford Creek to Gravesend (Thames frontage)	Flood prevention	Environment Agency	Environment Agency	2.05	Environment Agency	NRM3	Prior	Provisionally approved				
Dartford Creek Barrier overhaul	Flood prevention	Environment Agency	Environment Agency	5.9	Environment Agency	NRM3	Prior	Provisionally approved				
Thames Tidal & East Schemes	Flood prevention	Environment Agency	Environment Agency	2.8	Environment Agency	NRM3	Prior	Provisionally approved				
Sheerness Southern Defences	Flood prevention	Environment Agency	Environment Agency	1.15	Environment Agency	NRM3	Prior	Provisionally approved				
Medway Basin Defences	Flood prevention	Environment Agency	Environment Agency	1.9	Environment Agency	NRM3	Prior	Provisionally approved				
Swale Defences	Flood prevention	Environment Agency	Environment Agency	2.4	Environment Agency	NRM3	Prior	Provisionally approved				
Upper Tidal Medway Defences	Flood prevention	Environment Agency	Environment Agency	1.8	Environment Agency	NRM3	Prior	Provisionally approved				
FLOOD DEFENCE TOTAL COST									18			

TOTAL INVESTMENT KENT THAMES GATEWAY	1030	+ TBC Costs
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SUB-REGIONAL INVESTMENT FRAMEWORK: LONDON FRINGE												
Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
A244 Walton Bridge	Replacement of temporary bridge with limited lifespan	Surrey CC	Surrey CC	25	RFA	T1, T3	Alongside	Committed				
Kiln Lane Link (Epsom & Ewell)	Improve accessibility by non-car modes and facilitate re-routing of heavy goods vehicles away from unsuitable areas	Surrey CC	Surrey CC	19	RFA	T1	Alongside	further appraisal work required				
A24 Horsham to Capel	Road improvement; Other (safety scheme in Surrey)	West Sussex CC / Surrey CC	West Sussex CC / Surrey CC	60	RFA	T1, T3	Alongside	Scheme within the programme				
A23/M23 Hooley Junction Improvement	Junction improvement and improved access to regional hub of Redhill/Reigate	Highways Agency	Highways Agency	t.b.c.	TPI/RFA	T1, T3	Alongside	Under investigation				
North Downs Rail Line Upgrade	Increased rail access to Gatwick Airport - support orbital movements by public transport	Network Rail	Network Rail	120	t.b.c.	T1, T3, T5	Alongside	Proposed for investigation				
Brighton Main Line Improvements	Capacity improvements from Redhill to the South Coast	DfT	DfT/Network Rail	100	Network Rail	T1, T3, T5	Alongside	Under investigation				
Strategic Bus and Coach Network	Improved public transport - support modal switch in favour of public transport	BAA / West Sussex CC / Surrey CC	BAA / West Sussex CC / Surrey CC	82	RFA	T1, T3, T5	Alongside	Proposed for investigation				
Regional Hubs	Improved public transport in Guildford, Woking and Redhill/Reigate	Surrey CC	Surrey CC	168	RFA	T1 T5 CC8b	Alongside	Under investigation				
A3 (A247-A31) junction improvements	Release congestion around regional hubs (Guildford)	Highways Agency/Surrey CC	Highways Agency	40	TPI/RFA	T1 T5 CC8b	Alongside	Under investigation				
TRANSPORT TOTAL COST				614	+ t.b.c. Costs							
EDUCATION												

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
Higher education (University of Surrey)	Development of incubator/ start up units spun out from research	University of Surrey & Private Sector	University of Surrey	15	University of Surrey	RE1, S6	Alongside development	Proposed for investigation				
Higher education (University of Surrey)	Expansion of University of Surrey to 13000 FTE's over 15 years to support local and regional needs	University of Surrey	University of Surrey	100	University of Surrey	S6, RE3	Alongside development	Provisionally approved				
EDUCATION INFRASTRUCTURE TOTAL COST				115								
GREEN INFRASTRUCTURE												
Green Arc South West	Countryside management and access enhancement on the metropolitan fringe	GLA, Surrey CC, LPAs, Natural England	Surrey CC as Project Lead	10	Public/private	C3	Alongside development	Under investigation				
GREEN INFRASTRUCTURE TOTAL COST				10								
FLOOD DEFENCES												
River Wey Flood Defence Schemes	Flood defence improvements consequent on 2000/2001 flooding	EA	EA	t.b.c.	RFDC	NRM3	Alongside development	Committed				
River Mole Catchments Flood Management Strategy	Implement catchments wide strategy to reduce flood risk	EA	EA	t.b.c.	RFDC	NRM3	Alongside development	Under investigation				
Lower Thames Flood Alleviation Scheme	Reduce risk to life and property from flood events in the catchments	EA	EA	t.b.c.	DEFRA	NRM3	Alongside development	Under investigation				
Chertsey Bourne Flood Alleviation Scheme	Reduce risk to life and property from flood events in the catchments	EA	EA	t.b.c.	RFDC	NRM3	Alongside development	Under investigation				
FLOOD DEFENCE TOTAL COST				t.b.c.								
TOTAL INVESTMENT LONDON FRINGE				739	+ t.b.c. Costs							

SUB-REGIONAL INVESTMENT FRAMEWORK: WESTERN CORRIDOR AND BLACKWATER VALLEY

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
M4 Junction 11	Improvements to capacity to improve road safety and maintain and enhance economic productivity	Reading BC	Reading BC	67	RFA	T1, T3, T5	Alongside	Committed				
New station - West Bracknell	To support sustainable travel patterns. Serving housing and employment sites identified in adopted Local Plan and emerging Local Development Framework	Network Rail / Operator / BFBC	Network Rail	20	RFA/Developer	T1, T5, T13	Alongside	Proposed for investigation				
New station - Chineham (Basingstoke)	To support sustainable travel patterns. Serving housing and employment sites identified in adopted Local Plan and emerging Local Development Framework	Network Rail / Operator / Hampshire CC / Basingstoke & Dean BC	Network Rail	35	RFA	T1, T5, T13	Alongside	Under investigation				
Increase in platform capacity and passenger rolling stock	Provision across the sub-region to maximise the continuing growth in rail travel within the sub-region	Network Rail / Operator / DfT / LTAs	Network Rail / TOC	200	RFA / Network Rail	T1, T5	Alongside	On-going				
Inter-urban Coach Network	Development of North-South and East-West coach network to enhance connectivity, support productivity, provide opportunities for sustainable travel across sub-region and beyond and address existing gaps in the rail network	Highways Agency / Transport Authorities / Local Planning Authorities / Operators	Highways Agency / Transport Authorities / Local Planning Authorities / Operators	83	RFA	T1, T3, T5	Alongside	Under investigation				
M40 / A404 / M4 "Motorway Box"	Schemes to improve the operation and safety of key junctions on both the trunk and local road network. Linked to north-south inter-regional coach services supported by development of Regional Coachway. Supports north-south transport links, connecting MKSM growth area & WCBV sub-region	Bucks CC	Highways Agency/Bucks CC	t.b.c.	RFA	T1, T3, T5	Alongside	Proposed for investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency		Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11			2011-16			2016-21			2021-26		
		Delivery Agency	Network Rail / TOC																	
High Wycombe Station Upgrade	Provision of new station infrastructure and internal enhancements to provide sustainable access to station en route, enhancing public transport interchange, reduction in car use, supporting Regional Coachway and HW's role as regional transport hub	Network Rail / TOC	Network Rail / TOC	15	RFA/NR/ Operator	T1, T5, T13	Alongside	Provisionally approved												
Farnborough Interchange and travel planning initiative*	To support sustainable travel patterns as part of future housing growth and intensification	Hampshire CC/Operator/NR/ Reading BC	Hampshire CC/Operator/NR	10	RFA/ Developer/ DfT rail	T1, T5, T13	Alongside	Provisionally approved												
Regional Coachway - M40 J4 (Handy Cross)	Key links to motorway box proposals and housing/employment development	Highways Agency/ Bucks CC / Wycombe DC	Highways Agency/ Bucks CC / Wycombe DC	10	RFA/Local partnership	T1, T3, T5	Alongside	Under investigation												
Sub-regional Strategic Network Management	Range of interventions within the WC/BV sub-region to improve the operation of the trunk road network including potential provision of wider mobility management opportunities	Highways Agency/ LTAs	Highways Agency/ LTAs	390	RFA	T1, T3, T5	Alongside	Proposed for investigation												
Rail Stations Upgrades and Interchange Facilities	Station improvements across the sub-region linking to local transport initiatives	Network Rail / TOCs / LTAs / LPAs	Network Rail / TOCs / LTAs	100	RFA/ Developer / DfT rail	T1, T5, T13	Alongside	On-going												
Sub-regional Mobility Management Measures	A range of initiatives to support sub-regional travel planning and modal shift and include town centre accessibility plans, co-ordinated ticketing arrangements, bus quality corridors, quality bus partnerships integrated traffic management and information systems, and wider infrastructure improvements, including those identified with an *	LTAs / LPAs / Bus and Rail Operators	LTAs	t.b.c.	RFA/ Developer	T1, T3, T5	Alongside	Proposed for investigation or under investigation												

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Trunk Road Network - Junction Improvements	Improvements to junctions on the M3 and M4 motorways to improve road safety, and manage capacity constraints to support the maintenance and enhancement of economic prosperity and bring forward housing delivery	Transport Authorities/Local Planning Authorities	Highways Agency	250	TPI / National	T1, T3	Alongside	Proposed for investigation or under investigation				
Basingstoke improved junctions*	Required to support delivery of housing and support the maintenance and enhancement of economic prosperity	Hampshire CC / Basingstoke & Dean BC	Hampshire CC	50	RFA/ Developer	T1, T3, T5	Alongside	Under investigation				
Sub-regional Travel Planning Centre	To support local authorities in negotiating and coordinating travel planning/smarter choice measures	Regional Assembly/ Highways Agency/WCBV authorities	Lead by one or more LTA	10	RFA/ Developer	T1, T4, T5, T7	Alongside	Proposed for investigation				
Thames Valley Rapid Transit	High quality, limited stop, bus services	Bus operators / LTAs / LPAs	Bus operators / LTAs	430	RFA/Local partnership	T1, T3, T5	Alongside	Proposed for investigation or under investigation				
M3 Junction 6 to Black Dam	Delivery of housing sites (to overcome Highways Agency concerns re development in Basingstoke post 2011) and to support the maintenance and enhancement of economic prosperity	Hampshire CC / Basingstoke & Dean BC	Highways Agency	15	TPI / National and developer	T1, T3	Alongside	Under investigation				
M3 Junction 6 (including Black Dam)	Delivery of housing sites (to overcome HA concerns re. development in Basingstoke post 2011) and to support the maintenance and enhancement of economic prosperity	Hampshire CC / Basingstoke & Dean BC	Highways Agency	15	TPI / National and developer	T1, T3	Prior	Under investigation				
Rushmoor premier bus network*	Delivery of Aldershot Major Development Area (MDA)	Hampshire CC/Bus operators	Hampshire CC/Operators	30	RFA	T1, T3, T5	Alongside	Under investigation				
Fleet eastern and Aldershot and Farnborough western relief road	Support delivery of housing growth in the area and rising levels of congestion	Hampshire CC / Reading BC	Hampshire CC	10	RFA	T1, T3	Alongside	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Basingstoke premier bus network*	Support status as a Hub, the delivery of housing and the maintenance and enhancement of economic prosperity	Hampshire CC / Basingstoke & Dean BC/Operators	Hampshire CC/Operators	50	RFA	T1, T3, T5	Alongside	Under investigation				
Basingstoke link road improvements	Required to support delivery of housing and support the maintenance and enhancement of economic prosperity	Hampshire CC / Basingstoke & Dean BC	Hampshire CC	40	RFA/ Developer	T1, T3, T5	Alongside	Under investigation				
Basingstoke Interchange	Support sustainable travel patterns as part of future housing development and to maintain / enhance economic prosperity	HCC/NR/ Operator/BDBC	Hampshire CC/NR/ Operator	5	RFA/ Developer	T1, T5, T13	Alongside	Proposed for investigation				
Rushmoor junction improvements*	Delivery of Aldershot MDA to support economic growth of agreed but not implemented employment sites	Hampshire CC	Hampshire CC	30	RFA/ Developer	T1, T3, T5	Alongside	Under investigation				
M4 Management / Capacity Enhancement (J5-9)	Linked to improving the operation of the trunk road network including potential provision of wider mobility management opportunities. Has potential road safety benefits and links to maintaining and enhancing economic prosperity	Highways Agency/Slough Borough Council/Royal Borough of Windsor & Maidenhead	Highways Agency	220	TPI / National	T1, T3	Alongside	Proposed for investigation				
Improved access to the A331 *	Support delivery of Aldershot MDA	HCC/SCC	HCC/SCC	25	RFA/ Developer	T1, T3, T5	Alongside	Proposed for investigation				
A30 safety improvements*	Alleviate higher flows on the A30 caused by traffic diverting from congested M3	Hampshire CC	Hampshire CC	10	RFA	T1, T3	Alongside	Proposed for investigation				
GWML Access to Heathrow	New Chord, maximising economic potential and improving connectivity for travellers and airport employees	Network Rail/TOC/Slough Borough Council/ London Borough of Hillingdon/ Transport for London/ BAA	Network Rail	75	Network Rail	T1, T5	Alongside	Under investigation				
Route upgrade - Aylesbury - High Wycombe	Track and signal upgrade to rail link to enhance connectivity (potential for Milton Keynes to High Wycombe route via East West Rail) and productivity	Operator /NR	Network Rail	20	NR/Local partnership	T1, T5	Alongside	Proposed for investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Resignalling of Basingstoke to Reading line	Support sustainable travel patterns between Reading and Basingstoke Hubs on the A33 corridor	Hampshire CC/TOC/ Network Rail	Network Rail	25	NR	T1, T5	Alongside	Proposed for investigation				
North-South M3 to M40 Improvements	Improvement in north - south links with road safety, environmental and national productivity benefits	LTAs / LPAs	Highways Agency/ LTAs	100	RFA	T1, T3	Alongside	Proposed for investigation				
Access Plan for Central Reading	Various minor schemes to improve access to public transport, improve road safety	Reading BC	t.b.c.	20	LTP	T1, T3	Alongside	Scheme within the programme				
Cow Lane Bridges	Replacement and additions road crossings to facilitate the A329 Bus Quality corridor	Reading BC/Network Rail	t.b.c.	12	LTP	T1, T3, T5	Alongside	Further appraisal work needed				
Slough Regional Transport Hub	New bus station and improved connection to rail station to facilitate connection to adjacent towns	Slough BC	t.b.c.	18	Developer / LTP	T1, T3	Alongside	Proposed for investigation				
Windsor Park and Ride	Improved public transport and traffic alleviation	RBWM	t.b.c.	13	t.b.c.	T1, T3, T5	Alongside	Under investigation				
Freight Bypass - Basingstoke station	To improve capacity on the rail network	Network Rail / LTA /LPA	Network Rail	10	NR	T1, T3, T12, T13	Alongside	Proposed for investigation			t.b.c.	
TRANSPORT TOTAL COST				2,322								

SUB-REGIONAL INVESTMENT FRAMEWORK: CENTRAL OXFORDSHIRE												
Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
Harwell bypass plus possible link to Chilton	Reduce congestion and improve environmental conditions	Oxfordshire CC	Oxfordshire CC	11	RFA and developer	T1	Alongside	Proposed for investigation				
SW link road, Bicester	Provide alternative route avoiding major congestion location	Oxfordshire CC	Oxfordshire CC	6	Developer	T1	Alongside	Scheme within the programme				
Grove NW link road	Provide direct access to development locations avoiding residential areas	Oxfordshire CC	Oxfordshire CC	8	Developer	T1	Alongside	Under Investigation				
Wantage NE relief road	Provide direct access to development locations avoiding town centre	Oxfordshire CC	Oxfordshire CC	15	Developer	T1	Alongside	Proposed for Investigation				
Cogges link road, Witney	Remove traffic from congested town centre roads and AQMA	Oxfordshire CC	Oxfordshire CC	15	RFA and developer	T1	Alongside	Scheme within programme				
Access to Oxford: A34 ITS/VMS/Speed Management	Improve flow of transport and traveller information on A34	Oxfordshire CC	Oxfordshire CC/Highways Agency	30	RFA	T1, T3, T5, CC8b	Prior	Under investigation				
Access to Oxford: Oxford Station Expansion	To increase capacity and performance for services calling at, or through, Oxford Station	Oxfordshire CC	Network Rail	25	RFA and developer	T1, T3, T5, CC8b	Alongside	Under investigation				
Access to Oxford: Bicester to Oxford Rail Corridor	Encourage more public transport trips along A41/A34 corridor	Oxfordshire CC	Network Rail	17	RFA and developer	T1, T3, T4, T5	Alongside	Under investigation				
Access to Oxford : Northern approaches	Reduce congestion and provide improved bus priority on A40/A44	Oxfordshire CC	Oxfordshire CC	10	RFA	T1, T3, T4, T5	Prior	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency		Delivery Agency	Cost (£m)	Funding Sources		Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
		Agency	Agency											
Access to Oxford: Southern Approaches	Reduce congestion and provide improved bus priority on A1444 and A4074	Oxfordshire CC	Oxfordshire CC	Oxfordshire CC	5	RFA	T1, T3, T5	Prior	Proposed for investigation					
Bicester NW perimeter road upgrade	Provide alternative route avoiding major congestion location	Oxfordshire CC	Oxfordshire CC	Oxfordshire CC	9	Developer contribution	T1, T3, T5	Alongside	Proposed for investigation					
TRANSPORT TOTAL COST					151									
UTILITIES														
Water supply: upgrades at Bicester, Wantage and Grove	Additional capacity	Thames Water	Thames Water	Thames Water	t.b.c.	Private	CO7, NRM2	Alongside	Provisionally approved					
Water supply: upgrades at Bicester, Didcot and Banbury	Additional capacity	Thames Water	Thames Water	Thames Water	t.b.c.	Private	CO7, NRM2	Alongside	Provisionally approved					
UTILITY SERVICES TOTAL COST					90									
FLOOD DEFENCES														
Banbury Flood Alleviation Scheme	Flood alleviation	Environment Agency	Environment Agency	Environment Agency	t.b.c.	t.b.c.	NRM3	Alongside	Provisionally approved					
FLOOD DEFENCE TOTAL COST					t.b.c.									
TOTAL INVESTMENT CENTRAL OXFORDSHIRE					241	+ t.b.c. Costs								

SUB-REGIONAL INVESTMENT FRAMEWORK: MILTON KEYNES AND AYLESBURY VALE

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Cost funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
MILTON KEYNES												
M1 Junction 14	Improvements to M1 Junction 14, improved park & ride and interchange facilities at Coachway coupled with improvements to the local highway network	MKC/MKP	MKC/MKP	11	CIFS 106/Tariff	T1, T3, T5	Alongside	Committed				
A421 Dualling from M1 Junction 13 to Milton Keynes	Reduced congestion levels along A421 corridor coupled with safety improvements. Links into M1 widening / A421 Improvements (East of M1 J13)	MKC/MKP/BedsC	MKC/MKP/BedsCC	33	RFA/S 106/ Local Tariff	T1, T3, T5	Alongside	Further appraisal work				
A421 Dualling (M1 Junction 13 to Bedford)	Dualling of A421 east of the M1 motorway including full grade separation at M1 J13	Highways Agency	Highways Agency	171	TPI/RFA	t.b.c.	t.b.c.	t.b.c.				
A5 Junction Improvements	Interim Scheme	MKC/MKP	MKC/MKP	5	Developer	T1, T3, T5	Alongside	Under investigation				
Further A5 Junction Improvements	Additional capacity enhancements likely to be required	MKC/MKP/Highways Agency	MKC/MKP/Highways Agency	35	Developer	T1, T3, T5	Alongside	Under investigation				
A428 Lavendon Bypass	Single carriageway bypass on the Bedford to Northampton corridor	MKC	MKC	8	RFA	T1, T5	Alongside	Under investigation				
A509 Olney Bypass	Dual carriageway linking MK/M1 to Wellingborough /Kettering / Corby growth area	MKC	MKC	30	RFA	T1, T3, T5	Alongside	Under investigation				
Extensions to H6 and H7 Grid Roads	Extensions to existing H6 and H7 to provide additional access to the South-West Development Area off the A421	MKC / BucksCC	Developer	8	Developer	T1, T3, T5	Alongside	Under investigation				
Milton Keynes Central Station & Wolverton Station	Rail infrastructure enhancements at Milton Keynes Central and Wolverton Stations coupled with enhanced passenger facilities at Wolverton Station	MKC/MKP	Network Rail	115	NR/CIF/ Developer	T1, T3, T5	Alongside	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency		Delivery Agency	Cost (£m)	funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
		Agency	Agency										
Park & ride	4 sites at key locations (Stony Stratford, Eastern Expansion Area, South and West Milton Keynes)	MKC/MKP	MKC/MKP	MKC/MKP/ Developer	12	RFA/Developer	T1, T3, T5	Alongside	Under investigation				
Central MK Traffic Management and Bus Priority Scheme	Traffic management and Bus Priority measures within CMK	EP		MKC/MKP	6	Growth Area Fund	T1, T3, T5	Alongside	Committed				
Central MK Public Transport Access Improvements Schemes	Priority measures for Public Transport within Central MK	MKC		MKC/MKP	6	RFA	T1, T3, T5	Alongside	Committed				
Bletchley Public Transport Improvement Scheme	New Public Transport access corridor into central Bletchley with local junction improvements and extensions to the existing Redway network	MKC		MKC	9	RFA/Developer	T1, T3, T5	Alongside	Further appraisal work				
Milton Keynes Public Transport (linking Eastern Expansion Area, Western Expansion Area, Central Milton Keynes and Milton Keynes General Hospital)	Improved Public Transport network serving the new growth areas and accelerating housing delivery, reducing congestion and improving safety	MKC/MKP		MKC/MKP	5	GAF/Developer	T1, T3, T5	Alongside	Committed				
Milton Keynes 'Diameter Route' Bus Infrastructure	Bus infrastructure improvements along corridors to support public transport diameter routes	MKC/MKP		MKC/MKP/ Operator	12	RFA/Developer	T1, T3, T5	Alongside	Further appraisal work				
A509 Newport Pagnell Bypass to M1 Junction 14	Upgrade of A509 between Newport Pagnell Bypass & M1 J14 to a dual 2-lane standard	MKC/MKP		MKC/MKP	15	RFA/Developer	T1, T3, T5	Alongside	Proposed for investigation				
MK Public Transport Scheme (Busways)	Develops and completes the key east west and north south public transport corridors	MKC/MKP		MKC/MKP	77	RFA/Developer	T1, T3, T5	Alongside	Further appraisal work				
MK Southern Distributor Road	Route improvements between A421 west of MK to A421 east of MK (including Dualling Fenny Stratford Bypass)	MKC/BucksCC		MKC	45	RFA	T1, T3, T5	Alongside	Under investigation				
CMK Public Transport and Highway Junction Improvements	Additional improvements for public transport and highways within CMK & its approaches	MKC/MKP		MKC/MKP	9	t.b.c.	T1, T3, T5	Alongside	Further appraisal work				
Western Flank Public Transport and Junction Improvements	Additional improvements for public transport and highways within the Western Expansion Area & its approaches	MKC/MKP		MKC/MKP	9	t.b.c.	T1, T3, T5	Alongside	Further appraisal work				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Development of Mini-Interchanges	Introduction of mini-transport hubs at district centres plus other key locations such as Open University and General Hospital	MKC/MKP	MKC/MKP	5	T1, T5	Alongside	Further appraisal work				
AYLESBURY VALE											
TRANSPORT											
Stoke Hammond - Linslade West Phase 2	Improvements to link around Stoke Hammond & Linslade to improve capacity on existing link as part of MK to Aylesbury strategic route	Bucks CC	Bucks CC	40	TPI/RFA	Alongside	Committed				
Aylesbury Parkway Station	New station at Berryfields MDA to extend London services north & intercept commuter journeys from north & west. Linked to Park & Ride service	Chiltern Railways / Laing Rail	Chiltern Railways / Laing Rail	12	CIF / LTP / Developer / CR & LR	Alongside	Committed				
Aylesbury Public Transport Hub	Bus priorities in town centre, new facilities to increase public transport capacity supporting housing & employment growth, & development of further QBRs and PPTCs across Aylesbury	Bucks CC	Bucks CC	15	CIF / RFA / Developer contribution	Alongside	Committed				
Bierton, Broughton, Stocklake Link (A418 Hulcott crossroads to Aylesbury & Aston Clinton Road - RPQ03)	Improvements to link from Hulcott to A41 Aston Clinton Road to improve capacity & journey times as part of MK to Aylesbury strategic route (identified in MKSM SRS)	Bucks CC	Bucks CC	50	RFA or CIF	Alongside	Under investigation				
A418 Aylesbury to Milton Keynes route improvements (Wing & Rowsham sections - RPQ02)	Improvements to link south of SHLW bypass to improve capacity & journey times as part of MK to Aylesbury strategic route (identified in MKSM SRS)	Bucks CC	Bucks CC	80	RFA	Alongside	Under investigation				
Aylesbury Southern Link Rd (see RPQ06)	Provide new link between A41 (East) & A418 (West), supporting employment growth at Aston Clinton Road MDA, housing growth options south of Aylesbury (Subject to AVDC LDF development)	Bucks CC	Bucks CC	30	LTP / Developer	Prior	Under investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency		Cost (£m)		Core Policy Delivered	Prior or Alongside	Status	Timeline			
		Agency	Delivery Agency	Agency	Delivery Agency				2006-11	2011-16	2016-21	2021-26
Aylesbury Primary Public Transport Corridors (PPTCs - see RPQ07)	Improvements to A41 (NW), A413 (N), A41 (SE), B4443 to provide public transport priority on key radial routes	Bucks CC	Bucks CC	6	Bucks CC	T1, T3, T5	Alongside	Provisionally approved				
Park & ride services for Aylesbury (see RPQ07)	New Park & Ride services on A41 (NW), A413 (N), A41 (SE) & A418 (SW) to reduce car journeys to town centre linked to development of PPTCs	Bucks CC	Bucks CC	6	Bucks CC	T1, T3, T5	Alongside	Provisionally approved				
Urban Traffic Management & Control for Aylesbury (UTMC - RPQ07)	Integrated traffic management & information system to manage demand for transport network & enhance public transport priorities across town centre, providing information to road users to make informed travel choices, increasing connectivity & sustainability	Bucks CC	Bucks CC	8	Bucks CC	T1, T3, T5	Alongside	Under investigation				
A413 Wendover Road improvements (RPQ06)	Focus car based traffic movements from south & south east on high quality corridor, enabling development of public transport corridor on A41. This will enhance transport connectivity for employment growth at Aston Clinton Road MDA (supported by £6.2m GAF funds) and housing growth options south of Aylesbury	Bucks CC	Bucks CC	10	Bucks CC	T1, T3, T5	Alongside	Proposed for investigation				
A4146 Fenny Stratford Bypass Dualling (RPQ05)	Improvements to link north of SHLW bypass to improve capacity on existing link as part of MK to Aylesbury strategic route (identified in MKSM SRS), providing access to development areas on SW fringe of MK	Bucks CC	Bucks CC	15	Bucks CC	T1, T3, T5, CC8b	Prior	Proposed for investigation				
A421 Tingewick to Milton Keynes Upgrade (RPQ04)	Online improvements to route in Bucks to improve capacity & journey times as part of MK to Oxford (M40) strategic route (identified in MKSM SRS) increasing connectivity (supporting MK to Oxford coach) & productivity	Bucks CC	Bucks CC	50	Bucks CC	T1, T3, T5, CC8b	Alongside	Proposed for investigation				

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
New Station at Stoke Mandeville	New station / halt at Stoke Mandeville hospital to improve accessibility to key healthcare facility for SE region & housing growth options south of Aylesbury	Chiltern Railways / Laing Rail	Chiltern Railways / Laing Rail	5	T1, T3, T5	Alongside	Proposed for investigation				
Route upgrade - Aylesbury to High Wycombe	Track & signalling upgrade to rail link to enhance connectivity (potential for MK to HW route via EWR) & productivity	Chiltern Railways / Laing Rail	Chiltern Railways / Laing Rail	80	T1, T3, T5	Alongside	Proposed for investigation				

TRANSPORT TOTAL COST 1033

EDUCATION	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Higher and further education	New Higher Education Centre	Bucks Chiltern University College (BCUC) and Aylesbury College	BCUC, Aylesbury College	39	S6	Alongside	Proposed for investigation				

EDUCATION TOTAL COST 39

SOCIAL INFRASTRUCTURE	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Major identified sports facilities	Development of Stoke Mandeville Stadium	Wheelpower/ Sport England/AYDC	Wheelpower/ Sport England/AYDC	12	S7	Alongside	Proposed for investigation				
Major identified sports facilities	Creation of indoor and outdoor sports centre north of Aylesbury Town	AYDC	AYDC	27	S7	Alongside	Proposed for investigation				

SOCIAL INFRASTRUCTURE TOTAL COST 39

GREEN INFRASTRUCTURE	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Aylesbury Strategic Open Space/Habitat Network Project	Creation of a new strategic wetland/wet woodland habitats/landscape and access enhancement network. Creation of a strategic green gap to buffer the new growth areas	Aylesbury Vale DC & Bucks CC	Aylesbury Vale DC & Bucks CC	24	NRM4, NRM5, C4,	Alongside	Proposed for investigation				

SUB-REGIONAL INVESTMENT FRAMEWORK: GATWICK

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
A23/M23 Improvements	Package of measures including junction improvements and traffic management, enabling planned housing growth and access to employment sites; and improving business prospects for the 'Gatwick Diamond' area	Highways Agency	Highways Agency/West Sussex CC	250	TPI/RFA / developer	T1, T3	Alongside	Under investigation				
A23 Handcross to Warninglid	Reduction of accidents and congestion. Journey time improvements. Improved access to Gatwick and major housing developments	Highways Agency	Highways Agency	41	RFA	T1, T3	Alongside	Scheme within programme				
A24 Horsham to Capel	Single carriageway bypass of the existing A24 between Great Daux and Clarks Green roundabouts. Reduced accidents on the A24 and on the adjacent A29	West Sussex CC	West Sussex CC	62	RFA	T1, T2, T3	Alongside	Under investigation				
A24 Ashington to Southwater	Improved safety and accessibility, congestion relief, facilitating delivery of dwellings and employment space, facilitating public transport provision in a rural area, supporting the role of Crawley as a regional hub	West Sussex CC	West Sussex CC	27	RFA	T1, T2, T3	Alongside	Further appraisal work				
A22/A264 East Grinstead Relief Road	Single carriageway relief road linking A264 west of East Grinstead and A22 to accommodate strategic development proposal and provide relief and reduce town centre congestion	West Sussex CC/MSDC	Developer	60	Developer	T1, T2, T3	Alongside	Further appraisal work				
A272 West of Maresfield	Relief to the A22 across the environmentally sensitive Ashdown Forest, with an increase in strategic accessibility to the A1M23 from central East Sussex	East Sussex CC	East Sussex CC	160	East Sussex CC /developer	T1, T3, NRM4	Alongside	Proposed for investigation				
High Quality Inter-urban Bus Schemes	High quality bus services linking urban, residential and employment centres	West Sussex CC	Developer	t.b.c.	Developer / RFA	T1, T2, T3	Alongside	Feasibility			t.b.c.	

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior to or alongside	Status	2006-11	2011-16	2016-21	2021-26
EDUCATION												
Higher Education	New university campus in Crawley	University of Sussex, West Sussex and Surrey Economic Partnerships and Learning Skills Councils and the Gatwick Diamond Initiative	University	300	HEFCE and private sector	S6	Prior	Under investigation			t.b.c.	
				300								
EDUCATION TOTAL COST												
UTILITIES												
Desalination Plant	A desalination plant on Sussex Coast to benefit large parts of West Sussex	Water Companies	Environment Agency, Water Companies and OFWAT	20	Water Companies and OFWAT	NRM1 NRM 2	Prior	Under investigation			t.b.c.	
				20								
UTILITY SERVICES TOTAL COST												
				1000	+ t.b.c. Costs							
TOTAL INVESTMENT GATWICK SUB REGION												

SUB-REGIONAL INVESTMENT FRAMEWORK: ISLE OF WIGHT

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
Undercliff Drive	t.b.c.	Isle of Wight Council	Isle of Wight Council	12.8	t.b.c.	T2	Alongside	t.b.c.				
Ryde Interchange	Primary transport facilities including ticketing, waiting and tourist and travel information	Isle of Wight Council	Isle of Wight Council	5.56	t.b.c.	T1, T5	Alongside	t.b.c.				
Newport-Cowes	Creating good transport links between Cowes and Newport and supporting the regeneration of the Medina Valley area	Isle of Wight Council	Isle of Wight Council	t.b.c.	t.b.c.	T1	Alongside	Proposed for investigation				
Bouldnor Highways Scheme	To reconstruct and reinforce a section of strategic corridor east of Yarmouth currently under threat from coastal erosion and subsidence	Isle of Wight Council	Isle of Wight Council	10.5	RFA and developer	T1, T2, T3, T5	Alongside	Proposed for investigation				
Tackling traffic congestion in Newport	To put in place a set of measures and initiatives to reduce congestion and improve access by public transport, freight, car, foot & cycle	Isle of Wight Council	Isle of Wight Council	10	RFA and developer	T1, T3, T5	Alongside	Proposed for investigation				
TRANSPORT TOTAL COST									39			
									+ t.b.c. Costs			

SUB-REGIONAL INVESTMENT FRAMEWORK: PROPOSALS FOR OTHER AREAS (INCLUDING TUNBRIDGE WELLS & MAIDSTONE)

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
TRANSPORT												
A228 Colts Hill Strategic Link	Improvement of primary route which suffers from congestion, a poor safety record and environmental problems	Kent CC	Kent CC	20	RFA	T1, T3, CC8c	Alongside	Further appraisal work needed				
A31 Hickey's Corner Underpass, Farnham	Road improvement	Surrey CC	Surrey CC	87	RFA	T1	Alongside	Under investigation				
A31 (Ringwood) Capacity improvements	Relieve bottleneck and release potential employment site	Hampshire CC	Solent Transport / PUSH*	30	TPI	T1, T3	Alongside	Under investigation				
Wrecclesham Relief Road, Farnham	Improve congestion, increased reliability for freight delivery	Surrey CC	Surrey CC	33	RFA	T1, T5	Alongside	Under investigation				
Medway Bridge & Access	Bridge crossing the Medway near Snodland, and improved access from A229, to the Peters Village new community of 1,000 dwellings	Developer	Developer	10	Developer	T1, HI	Prior	Under investigation				
MAIDSTONE												
South East Maidstone Strategic Route	Road access for potential development options for housing and employment to be explored in the Local Development Framework. Also removes traffic from unsuitable local roads	Maidstone BC - Kent CC	Kent CC	40	RFA	T1, CC8c, RE1, RE2	Alongside	Under investigation				
Maidstone Hub Package	Public transport, pedestrian and highway works will be developed to implement policies for the transport hub	Maidstone BC - Kent CC	Maidstone BC - Kent CC	t.b.c.	RFA/developers	T1, CC8c, T7, TCI, TC3	Alongside	Proposed for investigation				
Maidstone All Saints Link Road	Relief of critical congestion point in town centre, improving access and regeneration prospects	Maidstone BC - Kent CC	Kent CC	20	RFA/developers	T1, CC8c, TCI	Alongside	Under investigation				

TONBRIDGE - TUNBRIDGE WELLS

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
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RAIL

Medway Valley Line Improvements	Improvements to rail line and services between Medway and Maidstone-Malling. Serves strategic sites (Halling, Holborough, Leybourne, Peters Pt: 2,800 dwellings) and provides public transport alternative on spoke linking two of the regions largest hubs	Local Authorities	Network Rail	t.b.c.	t.b.c.	T1, T3, T5	Alongside	Proposed for investigation				
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TRANSPORT TOTAL COST 345.00 + t.b.c. Costs

HIGHER EDUCATION

Hadlow College	Additional capacity	Hadlow College	Hadlow College	t.b.c.	Public sector. Some private contribution possible	S6	Alongside	Under investigation				
KIAD	New Campus for KIAD at Canterbury and Maidstone	KIAD	KIAD	t.b.c.	Public sector. Some private contribution possible	S6	Alongside	Under investigation				

EDUCATION TOTAL COST t.b.c.

Sub-regional Theme	Outcome / Impact	Proposing Agency	Delivery Agency	Cost (£m)	Funding Sources	Core Policy Delivered	Prior or Alongside	Status	2006-11	2011-16	2016-21	2021-26
SOCIAL INFRASTRUCTURE												
Maidstone Athletics Track	New athletic tracks	Maidstone Borough Council, Kent County Council	Maidstone Borough Council	2	Maidstone Borough Council, Sport England, developer contributions	S7	Prior (Olympic Timetable)	Provisionally approved				
SOCIAL INFRASTRUCTURE TOTAL COST												
				2								
UTILITIES												
Small Reservoir Postern Park - Tonbridge	Essential to secure water supply for south west of County	South East Water	South East Water	t.b.c.	Private	NRM1, NRM2	Prior	Provisionally approved				
UTILITY SERVICES TOTAL COST												
				t.b.c.								
FLOOD DEFENCES												
East Peckham	Flood protection	Environment Agency	Environment Agency	9	Environment Agency	NRM1, NRM2	Prior	Provisionally approved				
Yalding	Flood protection	Environment Agency	Environment Agency	6	Environment Agency	NRM1, NRM2	Prior	Provisionally approved				
Eden - Leigh Storage	Flood protection	Environment Agency	Environment Agency	6	Environment Agency	NRM1, NRM2	Prior	Provisionally approved				
FLOOD DEFENCE TOTAL COST												
				21								
TOTAL INVESTMENT OUTSIDE OF SUB-REGIONS												
				368	+ t.b.c. Costs							

ANNEX 4 – Local Infrastructure Costs

I. Assumptions

- I.1 The estimates of infrastructure need and cost are based on the population estimates set out in the South East Plan table C3. This also shows the breakdown of population by sub-region and the population for the areas not covered by a sub-region (the Isle of Wight figures are for the unitary authority).
- I.2 The population figures indicate a growth in the overall population in the South East over the period 2006 to 2026. This growth produces demand for housing and places additional demand on public infrastructure.
- I.3 However, it is important to note that the estimates of falling household size indicate that there is likely to be a growing demand for housing in the South East from the existing population, irrespective of population growth through migration or natural increase.
- I.4 The work below:
 - i Is based upon the population forecasts and estimated household sizes taken from work carried out by Anglia Polytechnic University on behalf of the Assembly
 - ii Provides infrastructure costs for each five-year period in the Plan – it breaks the costs down for each sub-region, and for the rest of the South East¹
 - iii Produces a ‘cost per new person in the South East’, which is based on the population growth figure for each five-year period in the Plan, and represents the cost of the capital infrastructure required to meet the demands of a growing population.

¹ All costs are at 2006 prices unless otherwise stated.

2. Formula-based local infrastructure requirements

- 2.1 The need and cost assumptions for each investment theme are set out in each sub-section below. Some investments, such as swimming pools, require a relatively large population to trigger a new investment. Where only a portion of the necessary population has been ‘achieved’ in a given five-year period its “progress” has been noted to one decimal place, which has been carried forward, so that the pent up demand driven by population growth is captured in future years.

Affordable housing and supported accommodation

- 2.2 The Roger Tym & Partners report “South East Counties – The Cost of Funding of Growth in South East England” used the following basic assumptions for estimating ‘affordable housing’:
- i 40% of all housing will be ‘affordable housing’
 - ii This was split 25% socially rented and 15% other tenures.
- 2.3 There is also a need to take account of future needs for supported accommodation. Central Oxfordshire provided a working estimate for this based on the assumption that 4.2 percentage points of the socially rented housing is for supported housing for the elderly and 2.1 percentage points of the socially rented housing is for other needs. Central Oxfordshire then assumed an additional cost of £10,000 per unit.
- 2.4 The Tym’s Report assumed an average construction cost of £105,000 (including £30,000 land costs).² It was assumed that developers would provide a £20,000 contribution and £30,000 worth of land – leaving £55,000 to be funded by the Registered Social Landlords and/or public subsidy with the assumption being that all of the £55,000 would be from public subsidy. Thus, taking account of the additional costs of supported accommodation, 18.7% of all housing will be socially rented housing that requires a subsidy of £55,000 and 6.3% of all housing will be supported housing that requires a subsidy of £65,000 per unit. The Tym’s Report also assumed a public subsidy of £35,000 for intermediate/other tenures.³
- 2.5 Given the population estimates and the estimates of new dwellings given household sizes over the life of the Plan, it is estimated that the South East will require 232,071 affordable homes between 2006 and 2026. Of these dwellings 87,201 will be some form of shared ownership and 145,044 will be

² These costs are for a standard two-bedroom flat or house of around 60 sq m at 2005 prices.

³ The subsidies have been cross checked with Housing Corporation proposals to ensure they are still of relevance. The Housing Corporation’s proposals show a wide range of public intervention rates across socially rented housing and shared ownership schemes, these figures sit within that range.

socially rented. The socially rented housing will provide 24,367 units for older people, 12,184 units of other supported housing and 108,493 standard socially rented provision.

2.6 The total cost for the Plan period at constant 2005 prices for:

- i Shared ownership is £9.134 billion
- ii Older people's supported accommodation is £2.802 billion
- iii Other supported accommodation is £1.401 billion
- iv Socially rented accommodation is £11.391 billion.

2.7 The public subsidy required at 2005 prices is:

- i £3.046 billion for shared tenure dwellings
- ii £1.584 billion for older people's supported accommodation
- iii £792 million for other supported accommodation
- iv £5.42 billion for standard socially rented dwellings.

Affordable Housing - total cost to public sector £	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	2,830,622,464	2,534,780,938	2,690,297,641	2,790,706,744	10,846,407,787
Rest of South East	449,380,128	390,847,383	391,025,505	407,013,521	1,638,266,537
Sussex Coast	238,659,903	207,319,113	226,975,148	236,553,415	909,507,579
South Hampshire	336,607,636	317,654,876	386,856,374	394,929,777	1,436,048,662
Milton Keynes & Aylesbury Vale	377,254,747	299,372,421	313,602,491	327,805,596	1,318,035,256
London Fringe	193,861,075	175,012,536	182,736,020	183,660,365	735,269,996
Kent Thames Gateway	170,172,012	157,357,293	182,722,935	207,438,575	717,690,814
Gatwick Area	193,262,091	192,020,191	196,761,853	195,436,405	777,480,541
East Kent and Ashford	199,628,069	167,982,847	151,325,101	171,677,279	690,613,296
Central Oxfordshire	163,771,693	135,881,351	134,309,165	136,571,860	570,534,069
Western Corridor	508,025,110	491,332,926	523,983,050	529,619,950	2,052,961,036

Primary education

2.8 The estimates for the costs of primary education are based on the approach used in the Tym's Report.⁴ The report estimated that:

- i Each 1,750 dwellings was likely to trigger the need for a primary school of 420 places (0.25 places per dwelling)
- ii A cost of £10,877 per pupil (at 2005 prices).

2.9 This implies the need for 332 primary schools in the South East over the life of the Plan at a cost of £1.5 billion, or £2,643 per additional person in the region and £2,610 per new dwelling.⁵

Primary schools Assumption 10,875 £ per pupil

Assuming schools are full

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	395,181,847	353,879,553	375,591,166	389,609,233	1,514,261,799
Rest of South East	62,737,745	54,566,016	54,590,884	56,822,963	228,717,607
Sussex Coast	33,319,195	28,943,722	31,687,892	33,025,109	126,975,918
South Hampshire	46,993,631	44,347,645	54,008,833	55,135,957	200,486,066
Milton Keynes & Aylesbury Vale	52,668,355	41,795,240	43,781,894	45,764,782	184,010,271
London Fringe	27,064,852	24,433,416	25,511,688	25,640,736	102,650,692
Kent Thames Gateway	23,757,633	21,968,576	25,509,861	28,960,400	100,196,471
Gatwick Area	26,981,228	26,807,847	27,469,828	27,284,783	108,543,686
East Kent and Ashford	27,869,979	23,452,005	21,126,425	23,967,783	96,416,192
Central Oxfordshire	22,864,088	18,970,330	18,750,838	19,066,732	79,651,988
Western Corridor	70,925,142	68,594,755	73,153,023	73,939,988	286,612,907

⁴ Consultations with Government Office for the South East confirmed that there is no central formula for calculating the impact of housing growth on the requirement for new schools; as local authorities produce their own estimates and parental choice makes such forecasts very difficult. The consultations also confirmed that cost estimates on *teachernet* are still based on 2003 figures, and therefore do not supersede the Tym's Report.

⁵ Some areas, such as Aylesbury Vale, have detailed calculations for education in their area, but in order to bring consistency to the approach the same formula has been applied to all areas.

Secondary education

2.10 The estimates of the cost of secondary schools are driven by dwelling figures and are also based on the Tym's Report,⁶ which assumed:

- i 5,000 dwellings would trigger a 1,500 place secondary school (0.3 places per dwelling)
- ii a cost of £17,307 per pupil (at 2005 prices).

2.11 This suggests a need for 116 secondary schools in the South East over the Plan period at a cost of £3 billion, or £5,258 per person and £5,192 per dwelling. These are broad estimates, and it should be noted that the age cohort shrinks over the life of the Plan.

Secondary schools **Assumption: 17,307 £ per pupil**
Assuming schools are full

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	786,139,336	703,976,256	747,167,391	775,053,677	3,012,336,661
Rest of South East	124,804,844	108,548,740	108,598,209	113,038,508	454,990,302
Sussex Coast	66,282,219	57,578,046	63,037,051	65,697,191	252,594,507
South Hampshire	93,484,916	88,221,229	107,440,330	109,682,530	398,829,006
Milton Keynes & Aylesbury Vale	104,773,703	83,143,704	87,095,774	91,040,355	366,053,536
London Fringe	53,840,390	48,605,648	50,750,665	51,007,381	204,204,084
Kent Thames Gateway	47,261,305	43,702,316	50,747,031	57,611,224	199,321,876
Gatwick Area	53,674,036	53,329,127	54,646,013	54,277,901	215,927,078
East Kent and Ashford	55,442,038	46,653,316	42,027,016	47,679,358	191,801,728
Central Oxfordshire	45,483,766	37,737,874	37,301,236	37,929,647	158,452,524
Western Corridor	141,092,119	136,456,255	145,524,065	147,089,582	570,162,022

⁶ See above.

Nursery education

- 2.12 As with the costs of primary and secondary education, the estimate of the needs and costs of nursery provision are based on the Tym's Report. However, unlike the estimates for primary and secondary education, it has not been possible to generate new data, as a ratio of dwellings to places/nursery schools was not provided in the Tym's Report. Thus, the following estimate repeats the calculations made in the Tym's Report and applies them to the population and new dwelling estimates set out at the start of the chapter. The Tym's report made the following assumptions:
- i Provision has to cover all three and four year olds
 - ii Additional space is required for 19,300 three and four year olds⁷
 - iii The costs of nursery provision are similar to primary provision £10,875 per full time pupil
 - iv Nursery pupils are half-time, so the cost is £5,438 per child
 - v 43% of provision is public, and 57 % is private.
- 2.13 The Tym's Report estimated a cost of £105 million over the life of the Plan with £45 million coming from public sources (based on the current public to private sector ratio of provision). This works out at £183 per additional person to the region and £181 per new dwelling.

⁷ The Tym's Report used net change in 3-4 year-olds between 2006 and 2026; however, current estimates indicate the 0-4 age cohort may shrink over time.

Health centres and GPs

2.14 Investment in health centres and GP surgeries is driven by a number of factors including market forces and the LIFT programme. In order to provide a guide to the likely needs over the Plan period a number of assumptions have been made:

- i The current number of patients to GPs in the South East is maintained at 1,648
- ii A new practice is triggered when there is enough demand for 4 GPs, i.e., 6,592 patients trigger a new practice
- iii A practice would have between 650 and 700 sq m⁸, taking the mid-point of 675 sq m per practice this implies each GP requires 168.75 sq m of space
- iv A construction cost of £1,700 per sq m at 2006 prices.⁹

2.15 These assumptions produce the need for an estimated 87 GP practices in the South East over the Plan period at a cost of £99.7m, or £174 per additional resident and £172 per new dwelling.

Health Centres & GPs **Assumption:** **1,700 £ per sqm of Gross Floor Area**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	29,460,914	20,682,330	21,478,895	28,101,739	99,723,877
Rest of South East	2,815,239	1,181,424	821,110	2,271,647	7,089,420
Sussex Coast	1,343,492	470,503	676,453	1,484,402	3,974,851
South Hampshire	3,532,130	2,825,166	3,934,083	4,590,498	14,881,877
Milton Keynes & Aylesbury Vale	6,544,858	4,576,422	4,586,519	4,991,764	20,699,563
London Fringe	1,003,354	431,470	425,286	964,385	2,824,495
Kent Thames Gateway	1,838,934	1,414,394	1,782,762	2,524,391	7,560,481
Gatwick Area	2,893,802	2,688,063	2,605,516	2,710,232	10,897,613
East Kent and Ashford	2,019,190	1,176,223	681,680	1,452,500	5,329,593
Central Oxfordshire	1,986,173	1,254,560	1,096,124	1,367,197	5,704,054
Western Corridor	5,483,742	4,664,105	4,869,363	5,744,722	20,761,931

⁸ Based on advice from Department of Health Estates and Facilities Division, August 2006.

⁹ Based on advice from Department of Health Estates and Facilities Division, August 2006. It should also be noted that LIFT schemes tend to appear to be more expensive than this, running at £2,000 to £2,500 per sq m; but these are life-time costs rather than construction costs.

Social and community infrastructure

2.16 The Tym's Report used the following planning assumptions for the provision of community facilities:

- i Every new 1,500 dwellings should trigger 750 sq m of community space (0.5 sq m per new dwelling)
- ii A cost of £1,746 per sq m (at 2005 prices).

2.17 On this basis, the South East requires an additional 387 community centres at a cost of approximately £506.5 million, or £884 per new individual and £873 per new dwelling.

Community centres **Assumption: 1,746 £ per sqm**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	132,181,514	118,366,609	125,628,769	130,317,571	506,494,464
Rest of South East	20,984,694	18,251,392	18,259,709	19,006,301	76,502,096
Sussex Coast	11,144,696	9,681,176	10,599,053	11,046,330	42,471,255
South Hampshire	15,718,559	14,833,523	18,065,023	18,442,027	67,059,133
Milton Keynes & Aylesbury Vale	17,616,657	13,979,787	14,644,289	15,307,531	61,548,263
London Fringe	9,052,726	8,172,557	8,533,220	8,576,384	34,334,887
Kent Thames Gateway	7,946,519	7,348,110	8,532,609	9,686,755	33,513,992
Gatwick Area	9,024,756	8,966,763	9,188,184	9,126,289	36,305,992
East Kent and Ashford	9,322,028	7,844,291	7,066,425	8,016,810	32,249,554
Central Oxfordshire	7,647,643	6,345,248	6,271,832	6,377,493	26,642,217
Western Corridor	23,723,237	22,943,763	24,468,425	24,731,651	95,867,076

Sports centres and swimming pools (excluding major investments)

- 2.18 Sport England provided the following assumptions about the need for sports halls (assuming current utilisation rates). It assumes 0.283 courts per 1,000 people, and it assumes four courts make up one hall. This implies 41 new sports halls across the region over the Plan period, at a cost of approximately £98.7 million, or £172 per additional person and £170 per additional dwelling.
- 2.19 Sport England provided the following assumptions about the need for swimming pools (assuming current utilisation rates apply). It assumes the need for 0.01045 sq m of swimming pool per person at a cost of £91 per person. It also assumes that each pool is around 214 sq m.
- 2.20 Thus, there is a need for an additional 28 pools in the region over the Plan period, at a cost of over £52m. This is a cost of £91 per additional person and £90 per additional dwelling.

Sports Halls **Assumption: 172.26 £ per person**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	29,153,799	20,466,727	21,254,989	27,808,793	98,684,309
Rest of South East	2,785,892	1,169,108	812,550	2,247,966	7,015,517
Sussex Coast	1,329,487	465,599	669,401	1,468,928	3,933,415
South Hampshire	3,495,309	2,795,715	3,893,072	4,542,644	14,726,741
Milton Keynes & Aylesbury Vale	6,476,631	4,528,715	4,538,706	4,939,728	20,483,781
London Fringe	992,895	426,972	420,853	954,332	2,795,051
Kent Thames Gateway	1,819,764	1,399,650	1,764,178	2,498,076	7,481,667
Gatwick Area	2,863,635	2,660,041	2,578,355	2,681,979	10,784,011
East Kent and Ashford	1,998,141	1,163,961	674,574	1,437,359	5,274,035
Central Oxfordshire	1,965,468	1,241,482	1,084,697	1,352,944	5,644,592
Western Corridor	5,426,576	4,615,484	4,818,602	5,684,836	20,545,499

Swimming Pools**Assumption: 90.99 £ per person**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	15,399,421	10,810,795	11,227,165	14,688,971	52,126,351
Rest of South East	1,471,545	617,538	429,200	1,187,405	3,705,688
Sussex Coast	702,253	245,935	353,586	775,907	2,077,682
South Hampshire	1,846,268	1,476,734	2,056,372	2,399,485	7,778,858
Milton Keynes & Aylesbury Vale	3,421,042	2,392,127	2,397,405	2,609,229	10,819,803
London Fringe	524,460	225,532	222,300	504,091	1,476,383
Kent Thames Gateway	961,223	739,314	931,862	1,319,517	3,951,915
Gatwick Area	1,512,610	1,405,069	1,361,921	1,416,657	5,696,257
East Kent and Ashford	1,055,444	614,820	356,319	759,232	2,785,815
Central Oxfordshire	1,038,186	655,767	572,951	714,643	2,981,548
Western Corridor	2,866,389	2,437,959	2,545,249	3,002,805	10,852,403

Open spaces, parks and play space (in urban areas)

- 2.21 The Tym's Report sets out the following assumptions for Open Spaces:
- i 0.6 hectares of park is required for each 1,000 people
 - ii At a cost of £1.44 million for two hectares of park (£0.72 million per hectare) at 2005 prices.¹⁰
- 2.22 This produces a forecast of 343 hectares of open space required over the Plan period at a cost of £24.75 million, or £43.20 per additional person in the region and £43.66 per new dwelling.
- 2.23 The Tym's Report also sets out the need for playing fields. The assumptions are:
- i 1.44 hectares per 1,000 people
 - ii A cost of £372,640 for two hectares (at 2005 prices), or £186,320 per hectare.¹¹
- 2.24 This implies an overall cost of £178.4 million in the South East over the plan period.
- 2.25 The Tym's Report used the National Playing Fields Association standards for the provision of Play Areas. The Play Areas fall in to three categories:
- i Local Area of Play (LAP) a small area for children of 4-6 years with an activity zone of 100 sq m and a buffer zone of 5 sq m
 - ii Local Equipped Areas of Play (LEAP) for children of 4-8 years with five types of equipment, 400 sq m of activity space and a buffer zone of 20 sq m
 - iii Neighbourhood Equipped Area for Play (NEAP) for children of 8-14 years with at least eight types of equipment, 1,000 sq m of space split in to two areas, one for equipment and one a hard surface.
- 2.26 The Tym's Report then assumed 1,000 dwellings would require:
- i 15 LAPs
 - ii 0.9 LEAPs
 - iii 0.2 NEAPs.
- 2.27 Implies over the Plan period:

¹⁰ 75% turf and 25% hard landscaping, drainage, services and lighting and land costs of £50,000 per hectare.

¹¹ Including two football pitches, two tennis courts, car parking, a pavilion and land purchase of £50,000 per hectare.

- i 8,702 LAPs
- ii 522 LEAPs
- iii 116 NEAPs

2.28 Tym's Report estimated that 25% of NEAPs, 50% of LEAPs and 75% of LAPs would be delivered by developers, with the rest coming from public subsidy. It also assumed the public sector had to incur land costs of £50,000 per hectare, while developers did not, and on this basis it calculated:

- i A NEAP cost the public sector £143,000 and a developer £86,000
- ii A LEAP costs the public sector £79,200 and a developer £54,800
- iii A LAP cost the public sector £14,500 and a developer £11,800.

2.29 This gives a total cost of:

- i £108.6 million for LAPs (£31.5 million from the public sector)
- ii £35 million for LEAPs (£20.7 million from the public sector)
- iii £15 million for NEAPs (£12.4 million from the public sector).

2.30 This gives a total play space cost over the Plan period of £158.6 million.

2.31 Thus, when considering the provision of open space, playing fields and play areas, the total costs are over £495.4 million, or £588 per additional person and £581 per new dwelling.

Play Areas Total Cost

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	41,361,610	37,038,715	39,311,156	40,778,353	158,489,834
Rest of South East	6,566,430	5,711,138	5,713,741	5,947,361	23,938,671
Sussex Coast	3,487,345	3,029,387	3,316,605	3,456,565	13,289,903
South Hampshire	4,918,577	4,641,635	5,652,821	5,770,791	20,983,824
Milton Keynes & Aylesbury Vale	5,512,520	4,374,488	4,582,421	4,789,960	19,259,389
London Fringe	2,832,736	2,557,317	2,670,174	2,683,681	10,743,909
Kent Thames Gateway	2,486,587	2,299,336	2,669,983	3,031,133	10,487,039
Gatwick Area	2,823,984	2,805,837	2,875,123	2,855,755	11,360,698
East Kent and Ashford	2,917,004	2,454,598	2,211,192	2,508,582	10,091,377
Central Oxfordshire	2,393,064	1,985,525	1,962,552	1,995,615	8,336,756
Western Corridor	7,423,362	7,179,453	7,656,543	7,738,910	29,998,269

Open Spaces Total Cost

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	94,080,940	74,049,060	77,746,928	91,065,485	336,942,412
Rest of South East	11,604,208	7,825,257	7,183,090	10,012,399	36,624,954
Sussex Coast	5,891,481	3,871,338	4,527,095	6,112,854	20,402,767
South Hampshire	11,239,206	9,697,176	12,692,733	13,985,335	47,614,450
Milton Keynes & Aylesbury Vale	17,224,327	12,563,844	12,789,844	13,722,556	56,300,572
London Fringe	4,628,205	3,329,418	3,431,211	4,409,416	15,798,250
Kent Thames Gateway	5,777,298	4,830,347	5,860,177	7,548,448	24,016,270
Gatwick Area	8,002,346	7,616,036	7,537,608	7,705,626	30,861,616
East Kent and Ashford	6,530,278	4,559,410	3,431,036	5,107,783	19,628,507
Central Oxfordshire	5,947,255	4,230,519	3,924,029	4,442,168	18,543,970
Western Corridor	17,236,336	15,525,714	16,370,107	18,018,900	67,151,057

Libraries

2.32 The South East Museum, Library & Archive Council (SEMLAC) provided the following basic assumptions about the demand for libraries. The basic assumptions are 30 sq m per 1,000 people or 0.3 sq m per additional person, and £3,000 per sq m. Over the Plan period this gives 17,186 sq m of new library space, at a cost of £90 per additional person in the region, which if spread out across new houses would imply a cost of £89 per additional dwelling.¹²

Libraries	Cost	Assumption: 3,000 £ per sqm			
£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	15,231,870	10,693,170	11,105,010	14,529,150	51,559,200
Rest of SE region	1,455,534	610,819	424,530	1,174,486	3,665,369
Sussex Coast	694,612	243,259	349,739	767,465	2,055,076
South Hampshire	1,826,180	1,460,666	2,033,998	2,373,377	7,694,222
MK & AV	3,383,820	2,366,100	2,371,320	2,580,840	10,702,080
London Fringe	518,754	223,078	219,881	498,606	1,460,319
Kent Thames Gateway	950,765	731,270	921,723	1,305,160	3,908,917
Gatwick Area	1,496,152	1,389,781	1,347,103	1,401,243	5,634,280
East Kent and Ashford	1,043,961	608,130	352,442	750,971	2,755,504
Central Oxfordshire	1,026,890	648,632	566,717	706,867	2,949,108
Western Corridor	2,835,202	2,411,434	2,517,556	2,970,134	10,734,326

¹² The estimates did not give a standard size for a library; therefore, there is no estimate of the number of libraries. SEMLAC's own estimates assume a household size of 2.4 throughout the period, which explains much of the difference between its estimates and those provided here.

Archives

2.33 The South East Museum, Library & Archive Council (SEMLAC) provided the following basic assumptions about the demand for archives. The basic assumptions are 5 sq m per 1,000 people. Over the Plan period this gives a cost of £18 per additional person in the region, which if spread out across new houses would imply a cost of £17.77 per additional dwelling.

Archives **Cost** **Assumption:** **3,600** **£ per sqm**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	3,046,374	2,138,634	2,221,002	2,905,830	10,311,840
Rest of South East	291,107	122,164	84,906	234,897	733,074
Sussex Coast	138,922	48,652	69,948	153,493	411,015
South Hampshire	365,236	292,133	406,800	474,675	1,538,844
Milton Keynes & Aylesbury Vale	676,764	473,220	474,264	516,168	2,140,416
London Fringe	103,751	44,616	43,976	99,721	292,064
Kent Thames Gateway	190,153	146,254	184,345	261,032	781,783
Gatwick Area	299,230	277,956	269,421	280,249	1,126,856
East Kent and Ashford	208,792	121,626	70,488	150,194	551,101
Central Oxfordshire	205,378	129,726	113,343	141,373	589,822
Western Corridor	567,040	482,287	503,511	594,027	2,146,865

Cemeteries

2.34 The Tym's Report provided the following assumptions for the need for cemeteries:

- i 30% of all deaths are burials
- ii An annual death rate of 9.9 per 1,000 people – giving a burial rate per capita of 0.1485 over a five year period
- iii A cost per hectare of £428,000¹³
- iv 1,730 grave plots per hectare
- v 2.5 burials per grave
- vi 4,325 burials per hectare.

2.35 This implies the need for an additional 1.97 hectares over the plan period, at a cost of £841,875. This gives a cost per additional person of £1.47 and a cost per additional dwelling of £1.45.

Cemeteries **Assumption: 428,000 £ per ha**

£	2006-2011	2011-2016	2016-2021	2021-2026	Total
South East	248,711	174,602	181,326	237,237	841,875
Rest of South East	23,766	9,974	6,932	19,177	59,849
Sussex Coast	11,342	3,972	5,711	12,531	33,556
South Hampshire	29,818	23,850	33,212	38,753	125,634
Milton Keynes & Aylesbury Vale	55,252	38,634	38,720	42,141	174,747
London Fringe	8,470	3,642	3,590	8,141	23,845
Kent Thames Gateway	15,524	11,940	15,050	21,311	63,826
Gatwick Area	24,430	22,693	21,996	22,880	91,998
East Kent and Ashford	17,046	9,930	5,755	12,262	44,993
Central Oxfordshire	16,767	10,591	9,254	11,542	48,154
Western Corridor	46,294	39,375	41,107	48,497	175,274

¹³ 2005 prices

ANNEX 5 - Summary of the Cross-Cutting Policies Audit

1. The cross-cutting policies within the draft South East Plan provide the overarching context within which the Regional Policy Framework has been developed. The Sustainability Appraisal of the draft South East Plan recommended that the Assembly carries out an audit of the Regional Policy Framework to ensure that the cross-cutting policies are adequately embedded in the sectoral policies.
2. The table below shows how cross cutting policies are integrated into the policies in the Regional Policy Framework. Policy CCI is not shown in the table as the principles of sustainable development underpin the Plan.

	CC2	CC3	CC4	CC5	CC6	CC7	CC8a	CC8b	CC8c	CC9	CCI0a	CCI0b	CC11	CC12
RE1														
RE2														
RE3														
RE5														
H1														
H2														
H3														
H5														
H6														
H7														
T1														
T2														
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T5														
T6														
T13														
NRM1														
NRM2														
NRM3														
NRM4														
NRM5														
NRM6														
NRM7														
EN1														
EN2														
EN3														
EN4														
EN5														
EN6														

(continued overleaf)

	CC2	CC3	CC4	CC5	CC6	CC7	CC8a	CC8b	CC8c	CC9	CC10a	CC10b	CC11	CC12
W1														
W2														
W3														
W4														
W5														
W6														
W7														
W12														
W13														
M1														
M2														
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C1a														
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BE5														
BE6														
BE7														
TC1														
TC3														
TC4														
TSR1														
TSR2														
TSR4														
S1														
S2														
S3														
S4														
S5														
S7														
S8														

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