PORTFOLIO : ECONOMY AND PLANNING

CABINET – 4TH SEPTEMBER 2002

SOUTH EAST REGIONAL TRANSPORT STRATEGY – CONSULTATION DRAFT

1. **INTRODUCTION**

    1.1   The purpose of this report is to inform Members about the Consultation Draft of the Regional Transport Strategy, produced by the South East England Regional Assembly and to determine a response from this Council.

    1.2   The Regional Transport Strategy, once finalised, will have a major impact on transport investment in the region and set a regional basis for local transport policies in Local Transport Plans and Development Plans.

    1.3   New Forest District lies on the outer western edge of the South East region (see Map 2.1)

2. **SUMMARY OF THE STRATEGY**

    2.1   A copy of the full Consultation Document has been placed in the Members' Room. The document includes a useful short summary (including the proposed policies) and this is attached as Appendix 1 to this report.

    2.2   The title of the document – "From Crisis to Cutting Edge" encapsulates the strategy. Quite clearly, the transport systems in the region are seen as currently failing to meet needs. The (optimistic) vision for the future is "a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system which by 2021 matches the standards of the best in North West Europe."

    2.3   The strategy's aims include:
    - support the regional economy,,
    - help those who are socially excluded,
    - support the region's national and international gateway role,
    - reduce the domination of the car and lorry, by giving priority to investment in public transport and other non-car modes,
    - reduce the rate of traffic growth.

    2.4   Key proposals include:
    - new or improved cross-London public transport services,
    - focusing on transport hubs in the region (reflecting economic activity and "gateways") and key transport corridors, including improving inter-regional links – see Map 6.1. Southampton is identified as a regional "hub" and a "gateway" with regional "spokes" across the New Forest (the A31), going eastwards across south Hampshire to connect across the south coast with the Channel tunnel; and going northwards to connect the London

area and with the Midlands via the M3 and A34, and the cross-country rail corridor.

- major investment in public transport (rail and bus) – including the South Hampshire Rapid Transit system (South Hampshire is identified as a "regional priority area" in both the Regional Planning Strategy and the draft Regional Transport Strategy),
- substantial enhancement of the rail freight capacity - including upgrading the Southampton-West Midlands route,
- selective investment in the road network at key bottle necks,
- the introduction of Mobility Management measures through development plans and/or local transport plans – including a co-ordinated approach to parking policies and the possibility of road user charging (Thames Valley area is suggested),
- emphasis on links with other parts of Europe,
- encouraging Southampton Airport to sustain and enhance its role as an airport of regional significance

3.   OFFICER COMMENT

3.1   The basic aims and principles of the draft Regional Transport Strategy should be supported. Many of them are clearly embodied in national guidance, local transport plans and strategies, and development plans.

3.2   The policies focus on capacity improvements, mainly in public transport infrastructure. However, it is not clear whether the measures proposed are sufficiently radical and extensive to achieve the aims of putting the region "as good as the best region in North West Europe by 2021". Given the current scale of the problems and the increasing demands for transport, the transport "crisis" in the south east region is likely to get worse unless:

- major improvements are forthcoming in the capacity of transport systems in the region;
- ways can be found of stemming the growth in travel demands and successfully diverting travel modes towards walking, cycling and public transport. This will need practical solutions that result in non-car modes being (relative to the car) the most convenient and/or least cost ways of travelling; and
- a substantial increase is forthcoming in funding available for public transport, including in areas such as New Forest District.

3.3   With regard to Policy T8 (Airport development), the implications of the statement that the Regional Assembly "encourages Southampton Airport to sustain and enhance its role as an airport of regional significance" need to be assessed. What would be the implications for the surrounding areas, including this District? How much of a constraint is the length of the runway? There could be major implications for the M27 and the railway (including the effect on planned railway improvements) if the runway were to be extended to allow the Airport to achieve its full potential?

3.4   Policy T9 refers to the encouragement of short sea shipping connections linking into the wider European network; and Policy T21 states that Development Plans should safeguard wharves, depots and others sites which are, or could be, critical in developing infrastructure for the movement of freight, particularly by rail or water. However, the draft strategy does not make any policy statements directly relating to Dibden Bay.

3.5   With regard to Policy T13 (Development of the public transport network):

(i) the Regional Transport Strategy should aim to ensure that real improvements are forthcoming in public transport services in areas such as New Forest District, as well as in and between the proposed regional transport "hubs". This is likely to need substantial increases in funding for relatively small scale local measures and support. This needs to be considered alongside the major regional infrastructure proposals specified in the draft strategy.

(ii) the strategy should ensure real improvements in rail capacity and services within the region – both for passengers and freight;

(ii) a recent study commissioned by Hampshire County Council makes it clear that Quality Bus Partnerships on their own will not deliver "area wide" higher patronage of bus services in areas where the bus services are not commercially viable (i.e. have to be subsidised by the Local Authority) or the services are not frequent (say less than 4/hr). In the NF area there is perhaps only one corridor (Waterside to Southampton) that is likely to be the subject of a QBP in the next few years;

3.6   Policy T18 deals with parking provision. It allows for local levels of parking provision for non-residential developments to be within 30% and 100% of the maximum level of provision set out in PPG13. Provision in a largely rural District like this one would be expected to be generally towards the upper end of this range. This policy is consistent with the approach to local parking standards recommended to Cabinet in April this year with regard to the Local Plan Alterations.

4.   **FINANCIAL IMPLICATIONS**

4.1   None directly arising from this report.

5.   **CRIME AND DISORDER IMPLICATIONS**

5.1   None directly arising from this report.

6.   **ENVIRONMENTAL IMPLICATIONS**

6.1   The stated aims of the draft Regional Transport Strategy include reducing the environmental impact and resource consumption of the transport system.

7. PORTFOLIO HOLDER'S COMMENTS

7.1   Although the Portfolio Holder supports the essential aims of the Transport Strategy, he believes that no policy will be effective unless it incorporates a commitment by Central Government to fully fund public transport alternatives.

8. RECOMMENDATIONS

8.1   That the Council response to the consultation on the draft Regional Transport Strategy on the basis of the comments set out above in Section 3 of this report and other points raised by the Cabinet.

Further Information: **Background Papers:**
Graham Ashworth,   None
Team Leader,
Policy and Plans,
Telephone: 023 8028 5352
e-mail:graham.ashworth@nfdc.gov.uk

G\ppi\grahama\RTS1.doc

i

Summary

1 Purpose

The Secretary of State approved new Regional Planning Guidance (RPG9) including the South East England region in March 2001. The guidance included an initial Regional Transport Strategy, but was unable to reflect the latest Government guidance. Accordingly, the Secretary of State asked the South East England Regional Assembly to undertake an early review of the transport elements of the guidance. This draft fulfils that requirement, although the overall spatial strategy has not been altered. The new Regional Transport Strategy formally covers the same period as the existing regional guidance, to 2016, but also takes the opportunity to put forward a vision, key proposals and policies which are intended to provide building blocks for the longer term. A further roll forward of Regional Planning Guidance to 2026 will begin in 2003.

2 The Problem

South East England has the largest population of all the English regions, the second highest Gross Domestic Product (GDP) after London and the largest concentration of the "new" industries, such as information technology, and of research facilities. It is a true powerhouse of the national economy and one of the very few English regions that can compare with the best in Europe or North America.

At the same time, the region contains pockets, some of them quite large, of significant social and economic deprivation. It enjoys a high quality environment, with substantial tracts of attractive and nationally designated countryside, including much woodland, downland and river valley. It has a long, and often spectacular, coastline and a rich fauna and flora. And yet, despite these qualities it is, in one respect, a region in crisis. It has a transport system which is failing to deliver. In economic terms, the system does not provide the secure and reliable links which business needs to deliver its modern "just in time" or even "real time" requirements. In social terms, its pattern of provision, dominated by the car and lorry, does not do enough to help those without access to a car. A lack of past investment also means that these groups often live in places which suffer from severe transport disturbance and pollution. In environmental terms, the congestion experienced in the region on a daily basis causes pollution, disturbance and environmental damage on a major scale. Overall, the transport system is wasteful of resources and unsustainable in economic, social and environmental terms.

The system's failings are not, however, the only aspect of this crisis. Many of the problems highlighted are far from new. They have been recognised and debated for years. Measures have been proposed, theories have been propounded and some programmes initiated. Despite these efforts, the public and political perception in the region is that the problems are getting worse. We therefore face a second crisis, one of confidence: a lack of belief that the promises can be delivered and that the system can be made to work better; a failure of confidence in both the public sector and the private sector in respect of aspects such as rail and bus services. This second crisis is as serious as the first, because a lack of confidence blights business investment, creates social resentment, gives rise to fierce protest by environmental groups and makes people reluctant to consider the changes in their own behaviour and lifestyles which might be essential to help deliver overall improvement.

Some of this perception, though not all of it, is based on fact. Professor David Begg's Commission for Integrated Transport recently published a set of
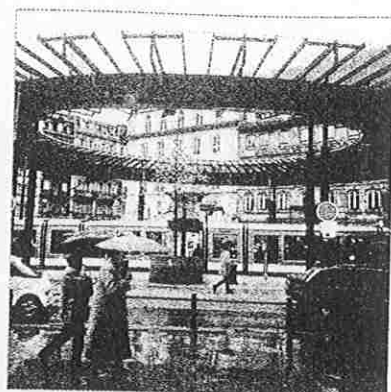
statistics about UK transport investment performance, which demonstrated how poorly the UK fares compared with its European peers. The Assembly's assessment of available evidence in the South East suggests that our region performs poorly compared with the UK average in terms of congestion, pollution, journey times and distance.

But the picture is not entirely one of unrelieved gloom. The Government has committed itself to a substantial increase in transport investment as reflected by the national 10 Year Transport Plan. Major recent transport investment has occurred in the region, such as the Channel Tunnel and the Channel Tunnel Rail Link now under construction, and major motorway projects such as the M25 and M40 (even if these new motorways have had some negative as well as positive impacts). More locally, new rail rolling stock, the Park & Ride programme in Oxford, remodelled bus services in Brighton and Hove, well-designed local bypasses and bottleneck improvements show that change and improvement is possible. Yet these are too isolated examples. We need to do much better and more consistently in many more places.

3 The Vision

- ···> Supports our regional economy better, reflecting the priorities in the Regional Economic Strategy.

- ···> Helps those who are socially excluded, such as the elderly, those with disabilities or on low pay, to get around the region better and meet their daily travel needs with some comfort.

- ···> Links us better, not only with London, but also with other regions.

- ···> Supports the region's vital national and international gateway role.

- ···> Assists the priority sub-regions of the South East.

- ···> Focuses on urban areas as centres for development and for the achievement of an urban renaissance.

- ···> Gradually changes the balance of movement away from the present domination of the car and the lorry.

- ···> Reduces the environmental impact and resource consumption of the transport system.

- ···> Uncouples economic growth from traffic growth, so that the rate of traffic growth is much reduced over time.

- ···> Maps out a regional transport system that can evolve to 2016 and provide building blocks for the decade beyond.

In other words: Our vision is a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system which by 2021 matches the standards of the best in North West Europe.
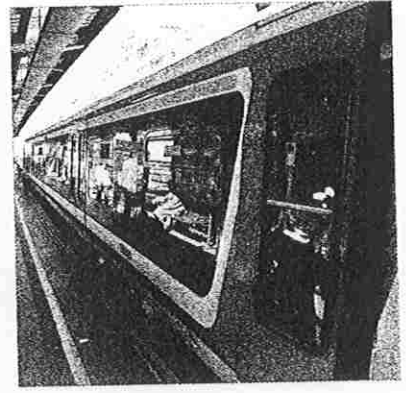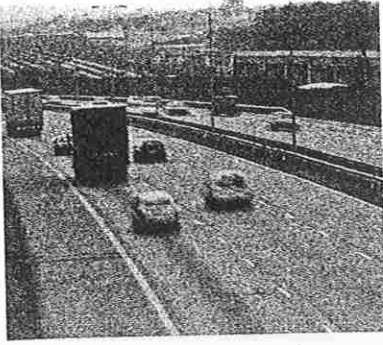
4 Getting There

We are not starting from scratch. A considerable transport infrastructure is already in place. The Regional Transport Strategy is built around the spatial strategy already in the approved Regional Planning Guidance (RPG9). It closely relates to the Regional Economic Strategy and the Regional Sustainable Development Framework. It can take advantage of a rising trend in transport investment, promised by Government for at least the next 10 years.

The Strategy makes full use of these assets to establish a phased approach, which will build momentum, capability and confidence, so that over time improvements in transport quality and substantial shifts in behaviour can occur. It proposes to do so by interlinking more investment and better management so that they are mutually reinforcing.

Neither of these actions is a panacea, and neither will succeed in isolation. The challenge is to link them together better than we have managed before. We need more investment to provide new transport infrastructure for the region, especially public transport, but we cannot simply "build" our way out of the congestion problem.

The demand for some elements of our transport system, for example fast road links, has been proven to outstrip consistently any attempts at increasing supply. As well as investing in these new facilities, it is equally important to persuade businesses and individuals to adjust their travel behaviour, using appropriate forms of pricing and regulation, advice and information; we call this 'Mobility Management'. Recent experience, however, has also shown that to rely on the use of such "sticks", unsupported by any improvement in services or networks, is unlikely to persuade

people to change. We need some of the improvements before introducing the management measures. We term our overall strategy, especially in urban areas, 'Invest and Manage.'

The strategy is not anti-car in the sense of car ownership, but it does advocate a reduction in the overall level of car usage that would otherwise occur, especially in urban areas and especially for journeys to work and school trips.

The strategy also demonstrates a mixture of ambition and humility: ambition, because we must strive to improve both the quality and sensitivity of the transport system that reflects people's needs in a more sustainable way; humility, because the Assembly recognises that we start from a background of inadequate performance and widespread cynicism.

On this basis, the 'Invest and Manage' Strategy:

- Makes the case for high and sustained levels of investment in the region's transport system.

- Proposes or supports key large-scale projects which are necessary to improve the regional network.

- Supports increasing levels of investment through Local Transport Plans, because these locally focused programmes can deliver clusters of small-scale improvements quickly, giving good value and building confidence.

- Proposes a new package of Mobility Management measures, as an integrated part of the approach.

- Gives priority to investment in public transport and other non-car modes, so as to change the balance of movement away from the present degree of car and lorry dominance.

...⟩ Ensures that land use planning plays a full and active part in the Strategy, reflecting an overall emphasis on urban areas and an urban renaissance, as set out in the Spatial Strategy.

...⟩ Focuses investment and emphasis on key sub-regions where need is greatest and there is an opportunity to demonstrate the benefits that the Strategy's integrated approach can achieve.

...⟩ Advocates the need for better transport management and delivery structures and suggests some early initiatives.

...⟩ Sets out a phased programme of infrastructure investment and linked Mobility Management measures to build momentum and confidence over a prolonged period, and in a sustained manner.

5   Key Proposals

To deliver this Strategy, the Assembly has set out a policy framework supported by a suite of key proposals. These can be summarised as:

...⟩ New or improved strategic cross-London public transport services to assist movement to and through the capital:

- Thameslink 2000
- Channel Tunnel Rail Link domestic services
- Crossrail.

...⟩ Focusing on key transport "hubs" in the region which are essential for economic activity and which need to be enhanced to reflect the region's national gateway role as well as delivering the region's own needs.

...⟩ A set of linked "spokes", or key corridors, which connect these hubs with each other and with other regions, and are essential for the regional economy to work effectively.

...⟩ Investment in a new "regional frame" of appropriate transport improvements, focusing on public transport, in four strategic corridors on the south, west, north and east edges of the region to provide better inter-regional links, and reduce reliance on radial routes to London, and routes around London.

...⟩ Major investment in public transport. Although much will need to be spent on the rail system, the Strategy also gives a new emphasis to improvements to bus services and, where densities allow, the development of local mass transit systems such as trams or dedicated bus networks. Key projects will include:

- Oxford to Milton Keynes East-West link
- Great Western upgrade – Paddington to Reading
- Fastrack – Gravesend/Thameside Area
- Airtrack – Links to Heathrow Airport
- Fastway – Crawley Area
- SHRT – South Hampshire Rpid Transit
- Medway Transit
- Thames Valley Transit.

...⟩ Substantial enhancement of the freight capacity of the railway system, with the development of high quality, strategic routes and new interchange facilities, including schemes such as upgrading the Southampton-West Midlands route.

...⟩ Selective investment in the road network by removing key bottlenecks and/or providing relief to heavily polluted and congested interchange facilities, such as J11, M4 and J10, M20.

...> A new package of Mobility Management measures, including travel planning, tough parking standards, guidance on accessibility criteria and the possible introduction of traffic charging, in for example parts of the Western Policy Area/Thames Valley.

...> Phased investment packages reflecting these themes focused on the region's priority Sub-Regions, reflecting the emphasis in the overall Strategy and Regional Planning Guidance.

...> A strong European dimension, recognising the importance of links with the near continent, and the opportunities to reflect European Commission priorities and their evolving Trans European Network programme.

6 Consultation Draft

The Assembly believes this overall approach is the right way forward. But it does recognise that the draft Strategy has had to be produced at a time when several important transport studies are not yet completed. Repeated delay in the production of these studies has meant that the alternative would have been further significant delays in the production of this draft Strategy. The Assembly felt that such delay was unacceptable.

These major studies include SERAS (airports), SEAPLAG (ports) and a series of multi-modal studies (looking at the case for various improvements to key transport corridors). Wherever possible, we have been able, with the help of the Government Office for the South East (GOSE), to take account of the emerging findings of these studies in proposing this draft Strategy. The exception is SERAS, the airports study which, because of its potentially very substantial

implications, we have not sought to incorporate into this draft Strategy in any form. Nevertheless, it will be necessary to review the Strategy in the light of the final reports of all the studies, when they become available.

We also recognise that some of the proposals put forward are quite radical, for example, the possibility of introducing new congestion charging regimes. This is, therefore, a genuine process of consultation. We want to hear your views before deciding how far to modify the Strategy prior to its submission to Government for approval. We hope to complete that process of consultation and review to allow submission by the turn of this year.

ii

Proposed Policies

POLICY T1

The transport system in South East England will be developed to support:

i delivery of the spatial strategy set out in Regional Planning Guidance by focusing on key regional "hubs" and "spokes", including a "regional frame" of strategic transport corridors;

ii a focus on urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development;

iii the region's "gateway" function.

Development plans, Local Transport Plans and other relevant regional strategies which should ensure that their policies and proposals:

i encourage development that is located and designed to reduce average journey lengths;

ii promote increased investment so as to achieve a rebalancing of the transport system in favour of non-car modes as a means of access to services and facilities;

iii are consistent with, and supported by, a Mobility Management plan.

POLICY T2

The Regional Assembly will encourage investment in Local Transport Plans that improves rural public transport services and other alternative modes of travel, provided that this is part of a wider package of measures to improve rural access to key services.

POLICY T3

Development plans, Local Transport Plans and other relevant regional strategies should encourage better use to be made of the existing transport system by maintaining it to an appropriate standard to meet the needs of users. An adequate level of maintenance and revenue support for public transport will be essential to provide the transport quality necessary to fulfil the Strategy.

POLICY T4

The priorities for managing the transport system in the region should be to:

i improve the level of safety, across all modes;

ii improve the overall level of access by addressing issues in a way that takes into consideration gender, ethnicity, disabilities and age;

iii reduce the environmental impact of movement on the urban and rural environments;

iv support sustained growth of the economy;

v exploit information technology and intelligent transport systems to rebalance the allocation of capacity within the transport system in favour of non-car modes;

vi promote opportunities to reduce the need to travel by improving the local availability of services and e-services.

POLICY T5

Regional and sub-regional transport hubs should act as a focus for the integration of national and local rail, bus, cycle and pedestrian networks. Development plans, Local Transport Plans and other relevant regional strategies should:
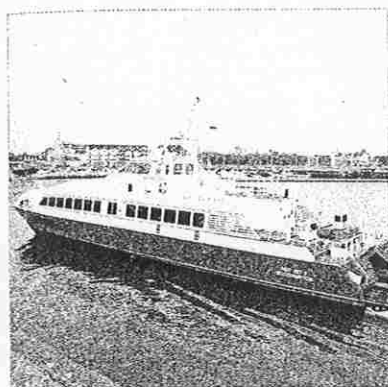
i   give priority to measures that will increase the level of public transport accessibility;

ii   encourage the development of concentrations of higher density land uses and/or mixed land uses that require a high level of accessibility close to interchange points within hubs so as to create "Living Centres";

iii   give priority within their policies and proposals to the development of high quality interchange facilities as part of the transport hub.

POLICY T6

Regional and sub-regional corridors that provide links to, and between, transport hubs will be a focus for investment. Proposals to increase the capacity of these transport spokes that link, or provide access to, transport hubs will not be endorsed unless they:

i   support delivery of the spatial strategy set out in Regional Planning Guidance;

ii   include a Mobility Management plan as an integral element of the proposal;

iii   support the function of transport hubs as a focus for economic activity;

iv   deliver an improvement in journey reliability that supports the rebalancing of the use of the transport system in favour of non-car modes.

POLICY T7

A regional frame of strategic transport corridors will be developed in order to assist regional and inter-regional movement, reduce the present concentration of movement on the London area, and assist the regeneration of sub-regional priority areas. Priority for investment to improve movement within these corridors will be given to public transport.

POLICY T8

The Regional Assembly:

i   supports the development of Gatwick and Heathrow Airports within the currently agreed levels of growth;

ii   encourages Southampton Airport to sustain and enhance its role as an airport of regional significance;

iii   will assess the potential of Manston Airport to be developed as an airport of regional significance.

POLICY T9

The Regional Assembly will encourage the development of short sea shipping connections linking the region into the wider European network.

POLICY T10

The Regional Assembly will support proposals to increase the capacity of the highway network that are of regional or sub-regional significance where they are justified after a thorough examination of options on a multi-modal basis.

POLICY T11

Development plans, Local Transport Plans and other relevant regional strategies should include policies and proposals that seek to achieve:

i   a minimum target of a 40% reduction in the number of people killed or seriously injured in road accidents by 2010 compared to the average for 1994 to 1998;

ii   a minimum target of a 50% reduction in the number of children killed or seriously injured;

iii   an improvement on the national target of a 10% reduction in the slight casualty rate.

POLICY T12

Public transport services should be enhanced. Development plans, Local Transport Plans and other strategies should foster a comprehensive and integrated network of public transport services that:

i improves the level of public transport accessibility at transport hubs;

ii identifies the complementary roles of each form of public transport in providing the network;

iii identifies the links between the network and other modes of transport, specifically walking and cycling.

POLICY T13

Development and improvement of the public transport network should give priority to:

i local bus services, delivered in partnership with operators through Quality Bus Partnerships;

ii intra-regional scheduled coach services and rail services as links with the transport hubs;

iii rail services to provide better inter-regional connections;

iv mass transit systems, where justified by density of population.

POLICY T14

Development plans, Local Transport Plans and other relevant regional strategies should:

i focus development in existing urban areas and positively encourage the development local services so as to increase the modal share of trips made by walking and cyclin

ii give priority to the development of a network of safe, direct and continuous pedestrian routes that provide access to local services and public transport;

iii include policies and proposals for existing urban areas that give priority to the need of pedestrians;

iv give priority to the development of a network of safe, direct and continuous cycling routes that connect residential are with the principal services and facilities within an urban area;

v ensure that local cycle networks integrate with the National Cycle Network.

POLICY T15

The development of Mobility Management measu is a key component of the Strategy. Development plans and/or Local Transport Plans should theref include a Mobility Management Plan that sets ou the balance to be sought between the following elements of the transport system:

i the allocation and management of highway space used by individual modes of travel;

ii the provision and management (including pricing) of car parking, both off and on-stre

iii the availability and management of public transport services;

iv the availability and quality of pedestrian a cycling routes;

v the contribution of charging initiatives.

The plans for Mobility Management should:

vi   support delivery of the spatial strategy;

vii be supported by the use of accessibility criteria where appropriate;

viii be supported by the availability of an integrated and comprehensive travel planning advice service.

POLICY T16

Public funds to increase the capacity of the transport system at a regional or sub-regional level should be focused on projects that are supported by a Mobility Management Plan.

POLICY T17

Development plans and/or Local Transport Plans should identify ceilings for the maximum level of car parking associated with new development, provided these are linked to an integrated programme of public transport improvements.

POLICY T18

Development plans and/or Local Transport Plans should:

i   adopt maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport improvements, that are between 30% and 100% of the maximum level of provision set out in PPG13;

ii include policies and proposals for the management of the total parking stock within transport hubs that are consistent with these limits.
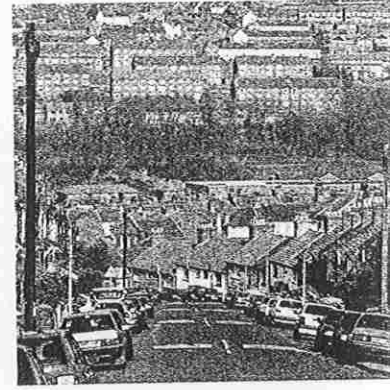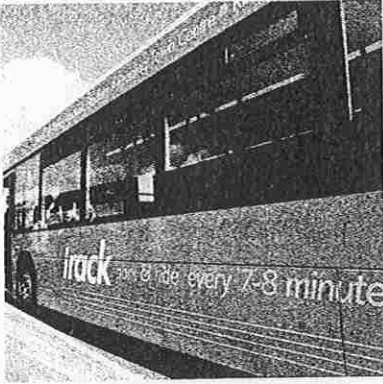
POLICY T19

Local Transport Authorities should ensure that their Local Transport Plans submitted to Government in 2005:

i   identify those major travel generating developments, both existing and proposed, for which Travel Plans should be developed;

ii require all major travel generating developments to have a Travel Plan agreed and implemented by 2010;

iii include proposals to establish Transport Planning Advice Centres as part of the Mobility Management Plan associated with the transport hubs.

POLICY T20

The railway system should be developed to carry an increasing share of freight movements. In particular, the Regional Assembly considers that priority should be given to providing enhanced rail freight capacity on the following corridors (in priority order):

i   Southampton to West Midlands;

ii Dover/Channel Tunnel to London;

iii Great Western Main Line.

POLICY T21

Development plans, Local Transport Plans and other relevant regional strategies should:

i   use Freight Quality Partnerships as the most appropriate mechanism for promoting the vitality of urban and rural areas by securing more efficient distribution of goods, whilst protecting the local environment and amenity;

ii safeguard wharves, depots and other sites which are, or could be, critical in developing infrastructure for the movement of freight, particularly by rail or water;

iii safeguard sites adjacent to railways, ports and rivers for development, particularly new inter-modal facilities, that are likely to maximise the usage of movement of goods by rail and sea;

iv include policies and proposals that encourage development with a high generation of freight and commercial movement to be located close to inter-modal freight facilities, rail freight facilities, or ports and wharves.

POLICY T22

The Regional Assembly advocates that the levels of capital investment outlined in the Government's 10 Year Transport Plan are sustained beyond the ten year period, and increased. They should be accompanied by significant increases in revenue funding, in order to deliver the vision and objectives of this strategy.

POLICY T23

The Regional Assembly will encourage and support the development of innovative integrated management partnerships to improve the delivery of transport services at a sub-regional level.

POLICY T24

The Strategy will give priority to investment in the sub-regional areas identified in Regional Planning Guidance. A provisional list of projects for each sub-region is set out in Tables 11.1 to 11.6 (see Annex 2).

Development plans should include policies that safeguard delivery of:

i   the specific investment proposals identified in this Strategy;

ii other major projects where they are consistent with the spatial strategy.

The Regional Assembly will work with local authorities, the Strategic Rail Authority, the Highways Agency, statutory environmental bodie public transport operators, the business community and other key stakeholders to deliv the identified proposals of regional or sub-regional significance.
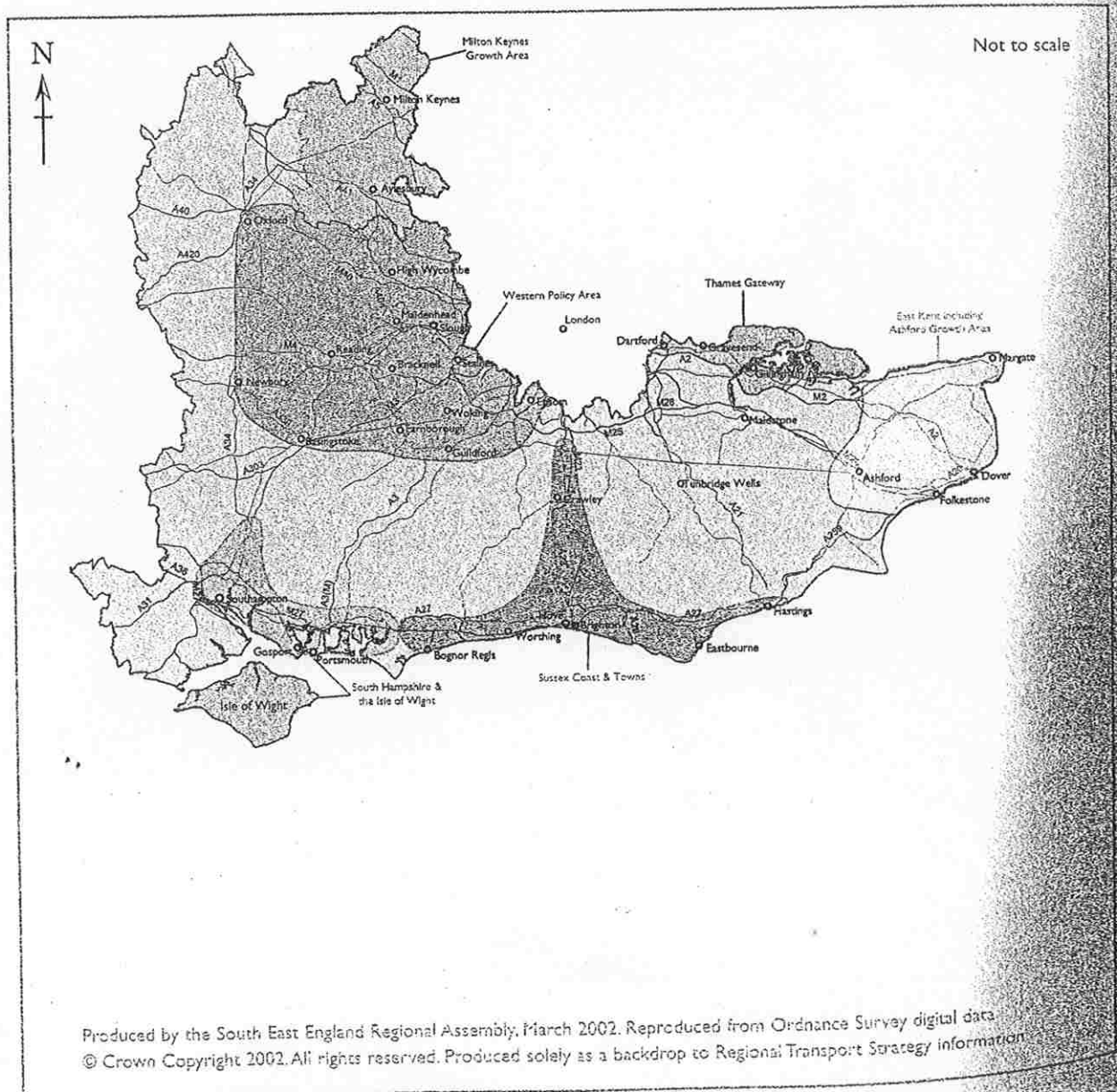
POLICY T25

The Regional Assembly will use this Strategy to advocate South East England's case for priority investment as part of the Trans European Netwo (TENS) programme, reflecting the region's critica role in North West Europe.
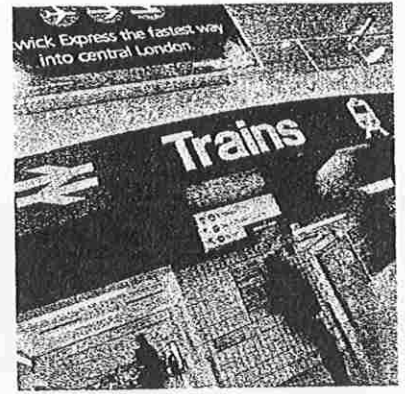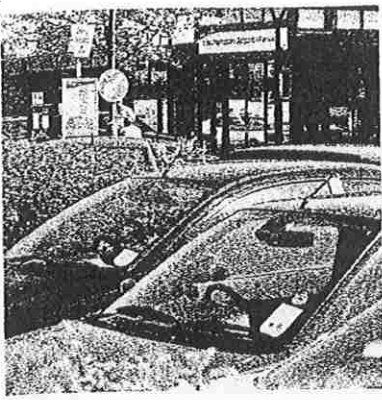
Map 2.1
Sub-regional Priority Areas

Map 6.1

Transport Hubs, Spokes and the Regional Frame

Produced by the South East England Regional Assembly, March 2002. Reproduced from Ordnance Survey digital data
© Crown Copyright 2002. All rights reserved. Produced solely as a backdrop to Regional Transport Strategy information.