



Compendium of National and Regional Policy context for RFA2 prioritisation process

TravelWatch SouthWest has attempted to provide a compendium of policy and guidance in relation to RFA2 and the funding of regional transport infrastructure. Our list is far from exhaustive but we hope that it will nonetheless be useful to those involved in the RFA process. We cover:

1. Treasury Regional Funding Advice
2. South West Regional Economic Strategy
3. DfT Delivering a Sustainable Transport System
4. Draft SW Regional Spatial Strategy (with Secretary of State's proposed changes) – salient transport policies and Regional Transport Key Diagram
5. South West Regional Rail Priorities

1 *HM Treasury Regional Funding Advice: guidance on preparing RFA advice July 2008*

1.1 General

- RFA should be consistent with the Multi Area Agreement evidence base (if done)
- The region should show how the proposed investment will support the delivery of the sub-regional outcomes, strategies and priorities agreed by sub-regions, the Government and RDAs.
- RFA investment should show how investment will promote growth within cities
- If necessary, regional advice will need to make trade-offs between the priorities of different sub-regions within a region, whether or not they are covered by an MAA.

1.2 Tie in with PSAs – Public Service Agreements

RFA advice from the region should include an assessment of the impact of proposed investment approaches on national priorities, as set out in the Government's PSA set2. Relevant PSAs include but are not limited to:

- PSA 1: Raise the productivity of the UK economy
- PSA 2: Improve the skills of the population, on the way to ensuring a world class skills base by 2020;
- PSA 5: Deliver reliable and efficient transport networks that support economic growth;
- PSA 6: Deliver the conditions for business success in the UK;
- PSA 7: Improve the economic performance of all English regions and reduce the gap in economic growth rates between regions;
- PSA 20: Increase long-term housing supply and affordability;
- PSA 27: Lead the global effort to avoid dangerous climate change;
- PSA 28: Secure a healthy natural environment for today and the future;

1.3 Stakeholder involvement and developing the advice

".....advice will be more credible if it is based on a wide consensus and reflects the

views of the broadest range of stakeholders, including the business community, social, environmental and economic partners, and the third sector”.

“Regional Development Agencies, Regional Assemblies, Leaders’ Forums (where they have been established) and local government will all have a key role to play in developing the advice. Sub-regional partners and cities should also play a role in ensuring that the advice recognises the importance of developing functional economic areas”.

2 Regional Economic Strategy

2.1 Key issues

The SW RES stresses that we need to address five key issues:

- Population growth, ageing and distribution
- Business creation and retention
- Rapidly changing industrial and employment mix
- Technological and other knowledge dissemination
- Energy, use of resources and climate change

2.2 Transport infrastructure

The RES says that “Improving transport networks continues to be a key priority for the region”. Issues are:

- Connectivity, particularly the reliability and resilience of access routes to major markets such as London and the South East, are consistently identified as an essential ingredient to support a successful economy.
- Our cities and towns cannot realise their economic potential and accommodate the projected population and economic growth without transport interventions. To support the economic development and regeneration opportunities in these areas, and particularly in the West of England, we must address the problem of congestion through sustainable transport measures.
- Journey times from parts of the region to major markets represent a significant brake on productivity while congestion in urban centres remains a problem.

2.3 Environment

The SW RES also emphasises Climate Change and Energy; Protecting Natural Resources, and Enhancing our Environment. The RES talks about the need to “Promote and enhance what is best about the region” and “The South West is distinctive and the region must celebrate what makes it special – its environment, its culture and its creativity.”

3 Delivering a Sustainable Transport System

The five goals from the recently published (November 08) DfT document “Delivering a Sustainable Transport System ” are:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- To reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change
- To contribute to better safety and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- To promote greater equality of opportunity for all citizens, with the desired outcome of

achieving a fairer society;

- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment

4 SW Draft Regional Spatial Strategy (incorporating Secretary of State's recommended changes)

The following excerpts are from Regional Transport Strategy policies and regional environmental policies pertinent to transport.

4.1 Regional Transport Strategy Key Diagram



4.2 Regional Transport Strategy Policy RTS1 Corridor Management and Transport Key Diagram

For the corridors of National and Regional importance:

London - South Wales (via Bristol); and
Exeter - Birmingham (via Bristol).

Regional importance:

Exeter - London (via Taunton and/or Salisbury);
Exeter - Penzance (via Plymouth or Okehampton);
Weymouth - London (via South East Dorset);
Swindon - Gloucester / Cheltenham;
Bristol/Bath - South Hampshire;
Torbay - Exeter (via Newton Abbot);
Barnstaple - Exeter;
Exeter - Dorchester; and
Penzance - Isles of Scilly.

- Demand management measures and improvements to the local transport networks serving the SSCTs along the corridors (particularly walking, cycling, public transport and interchange facilities) that will reduce the rate of road traffic congestion
- Developers managing down the impacts of their developments on the corridors of national and regional importance;

- Access control measures on the corridors of national and regional importance;
- Improvements to road junctions that will reduce the rate of road traffic growth and congestion on the corridors of national and regional importance;
- Proposals that will make the best use of the existing infrastructure)
- Improvements in information management, including the timetabling of rail services;
- Engineering measures to enable increasing frequency of rail services;
- Capacity enhancements to the corridors, including rail passenger services.

Substantial priority should be given to those measures that will have the greatest impact in reducing the rate of growth of congestion on the corridors of national importance. Priority on corridors of regional importance should be commensurate with the relative level of economic and housing growth along and within the corridor.

4.3 Regional Transport Strategy- Policy RTS2 Demand Management and Sustainable Travel at the SSCTs

Demand management measures should be introduced progressively at the SSCTs to reduce the growth of road traffic levels and congestion. This should be accompanied by a 'step change' in the prioritisation of sustainable travel measures serving these places. The range and degree of demand management measures should be determined by the functional role of the SSCT and the availability of sustainable travel modes. Priority should be given to those measures that will have the greatest impact in relieving congestion at the most congested SSCTs.

4.4 Policy RTS4 - Freight and the Primary Route Network

- Relevant plans and strategies should include policies and proposals for rest and service areas for freight vehicles.
- The primary route network (including motorways and trunk roads) should be promoted for use by HGVs in preference to other roads. The routes should be signed appropriately.
- Environmental weight restrictions should not be placed on these routes.
- The priority for road maintenance investment should reflect the importance of the corridors identified in RTS1 and the rest of the Primary Route Network.
- A site for a road/rail freight interchange should be identified and safeguarded in Local Development Documents at or near Exeter subject to viability.

4.5 Regional Environmental policies – selection of headlines from policy text – see esp. draft RSS policies SD1-4 and ENV1-4.

- a) The quality, character, diversity and local distinctiveness of the natural and historic environment in the South West will be protected and enhanced.
- b) The region's contribution to climate change will be reduced by: Reducing greenhouse gas emissions at least in line with the current national targets, ie by of 30% by 2026
- c) Growth and development will be planned for and managed positively to create and maintain Sustainable Communities throughout the region.....

5 Regional Rail priorities

5 priorities have been agreed between SWRDA, First Great Western and Network Rail:

- Rolling stock between Cardiff and Portsmouth. A letter has been sent to Ruth Kelly regarding our concerns on this issue. The next step will be to ratchet up our lobbying work with business and local authorities
- Bristol Metro Network
- Bristol Port
- Paddington/Reading
- Electrification for the Great Western Main Line.