

a clear vision

FOR THE SOUTH EAST

THE SOUTH EAST PLAN Implementation Plan

Draft for Public Consultation
January 2005



I The Role of the Implementation Plan

- 1.1** Spatial planning goes beyond traditional land use planning, to bring together and integrate policies for the development and use of land with other policies and programmes that influence the nature of places and how they function.
- 1.2** The policies within the South East Plan will provide the spatial direction for the region and must be integrated and co-ordinated with a range of other plans and programmes likely to have a bearing on land use, eg health and social issues, economic development and skills. The nature of the relationship will be two-way; it is essential that the Plan both shapes and is shaped by other regional strategies.
- 1.3** The primary aim of the Implementation Plan is to identify the mechanisms required to deliver the policies and proposals set out in the South East Plan. Delivery of the policies and proposals in the Plan will be subject to external influences relating to the political, social and economic environment. It is therefore important that the final version of the Implementation Plan sets out how progress will be monitored on a regular basis through the Annual Monitoring Report and how the information collected through the monitoring regime is then fed back into subsequent refinements of the Implementation Plan.
- 1.4** For the Implementation Plan to be successful, it will be essential that the right organisations and partnerships are engaged, at the right time and in the right way to realise the opportunity to achieve a more integrated approach to delivering sustainable development in the region. The Implementation Plan will set the context for achieving the required level of co-ordination and engagement.

2 The Regional Context

- 2.1** The inadequacy of infrastructure provision to keep pace with development in South East England is a long-standing issue. The Implementation Plan will need to state that the term 'infrastructure' extends to both physical and service provision and applies to all policy areas covered by the South East Plan.
- 2.2** There is a widespread perception that the region has suffered from a degree of under-investment, especially in respect of transport and affordable housing, compared with both its needs and the investment made in other regions. Even more widespread a concern is the serious time lag in investment that arises, with infrastructure being provided several years after development has occurred.
- 2.3** The Implementation Plan will set out how the legacy of past under-investment in infrastructure serves as a constraint on the region realising its full potential, in terms of the region's role as an economic powerhouse within the UK and within Europe. Under-investment in infrastructure has not only had an adverse impact on the economic performance of the region, it has also resulted in an increased environmental impact and reduced quality of life for the citizens of the region.
- 2.4** Although the Implementation Plan will set out appropriate examples of these concerns, its key focus is on setting out how the policies and proposals of the South East Plan will be delivered in the future. The Implementation Plan will show that the implication of under-investment in the past is a requirement for higher levels of investment in the future.



3 Barriers to Implementation

- 3.1** The Implementation Plan will (briefly) refer to some of the barriers to delivery of the policies and proposals set out in current Regional Planning Guidance 9.
- 3.2** Reference will be made to the tensions and inconsistencies between Government policy and advice. The difficulty experienced in delivering planned levels of development (as approved by the Government) as a result of the application of the Highways Agency development control policy (as approved by the Government) is as an example of a failure on the part of Government to be consistent in its approach to spatial planning.
- 3.3** Reference will be made to difficulties experienced with the current planning system. In particular, the difficulties experienced in capturing more effectively part of the benefit derived by the private sector through investment made by the public sector will need to be identified, as will the difficulties experienced with the current Section 106.

4 Maintaining the Existing Infrastructure Asset

- 4.1** A key feature of Government policy is the emphasis on ensuring that maximum use is made of the existing infrastructure. Although the South East Plan provides the spatial context for the delivery of growth, new development represents an extremely

small proportion of the overall demand for infrastructure. Existing patterns of development and activity will place the greatest demands on the region's infrastructure.

- 4.2** Notwithstanding the current, historically high, levels of public sector investment in the provision of infrastructure, the continuing decline in the provision and quality of key services is a reflection of the fact that the level of investment available to maintain the current asset base continues to be insufficient.
- 4.3** The Implementation Plan will set out how the continuing failure to maintain key infrastructure is creating a backlog of investment. This will ultimately require a higher level of resource to be addressed satisfactorily (eg under investment in highway maintenance led to a backlog in maintenance that had to be subsequently addressed at a higher cost than would otherwise have been the case).

5 Improving the Infrastructure Asset

- 5.1** Whilst there is some scope for additional development to be accommodated by existing infrastructure, the Implementation Plan will state that the level of growth in the South East Plan will increase the pressure on the region's infrastructure.
- 5.2** In order for the growth to be accommodated in a manner that is consistent with the principle of sustainable development, it will be necessary for investment in infrastructure to be

delivered in a timely manner. Equally critical will be the need to ensure that there are arrangements in place to give greater confidence and assurance that this will actually be achieved.

- 5.3** Ensuring that such arrangements are put in place will have the added benefit of bringing clarity and certainty in respect of the relative roles of the public and private sectors in the provision of infrastructure. In this way the Implementation Plan will also provide a more productive environment in which to bring forward the new and innovative delivery mechanisms that will be essential to satisfactorily address the infrastructure requirements of the South East Plan.

6 The Cost of Improving the Infrastructure Asset

- 6.1** A feature of South East England is the higher cost of infrastructure provision required to deliver the policies and proposals set out within the South East Plan relative to other regions. The Implementation Plan will briefly set out the key contributory factors that lead to this being the case.
- 6.2** Contributory factors include, but are by no means limited to, the legacy of under-investment in the past, leading to a backlog of investment that needs to be made good; the higher cost of land within the region and the implication this has for both costs and the ability of the private sector to contribute to delivery of infrastructure, and the competitive nature of the labour market within the region relative to adjoining regions (in particular relative to London) and the implications that this has for the cost of operating services.

7 The Balance of Resource Funding

- 7.1** The Implementation Plan will set out a strong case for arguing that greater account needs to be taken of the on-going revenue implications that arise from capital investment in infrastructure. The Implementation Plan will draw upon work undertaken as part of the Regional Transport Strategy. This has developed the evidential basis that underpins the argument that capital investment in transport infrastructure has proportionately greater revenue implications than many other policy areas.
- 7.2** The Implementation Plan will develop the argument that the opportunities created through the adoption of a spatial planning approach will bring into focus even more sharply the importance for the public sector of moving towards a position of talking in terms of resource planning (as opposed to continuing to distinguish between capital and revenue investment).
- 7.3** The Implementation Plan will however acknowledge the continued significance that the distinction between capital and revenue funding streams has for private sector investment.

8 The Resource Base for the South East Plan

The Current Resource Base – The Implementation Plan will acknowledge the increase in the level of investment made by the public sector in recent years.

- 8.1** However, the Plan will also need to set out that the current level of investment is insufficient to provide a level of infrastructure that is adequate to support a more sustainable pattern of development (supported by statistics as available – for



example using outputs from the Best Value Performance Indicators to provide evidence of the performance of the infrastructure asset within the level of funding currently available).

The Future Resource Base – In developing the policies and proposals set out within the South East Plan, it will be necessary to make an assumption about the future level of resources required. These assumptions will be set out in the final version of the Implementation Plan.

8.2 The Assembly will use the research commissioned by the South East Counties to identify the cost of infrastructure in the region as an input into the preparation of the Implementation Plan.

8.3 The Implementation Plan will set out the implications for delivery of the South East Plan arising from both a higher and lower level of resources being made available by the public sector.

The Role of the Private Sector – The Implementation Plan will identify what assumptions have been made with regard to the contribution of the private sector.

8.4 A significant amount of the infrastructure required to support delivery of the South East Plan will have to be provided by the private sector, either on a commercial basis or through investment made in regulated sectors. The Implementation Plan will need to identify what assumptions are made in respect of such investment.

8.5 In addition, the private sector contributes to the delivery of infrastructure through developer contributions negotiated as part of the planning system.

Phasing of Infrastructure – The Implementation Plan will set out the assumptions made in respect of the phasing of infrastructure that is required in order to support delivery of the planned levels of growth. Phasing will be considered in five year blocks and will be shown illustratively on the supporting investment framework tables. Phasing issues will in part be a function of the level of resource available to support delivery.

Prioritisation of Infrastructure Requirements – The Assembly has developed a more robust and transparent methodology that will be used to prioritise the infrastructure requirements identified in the South East Plan. The methodology was originally developed in response to the need to assist in the prioritisation of the investment frameworks in the Regional Transport Strategy, however its application will be extended to other policy areas as appropriate.

Regional Indicative Allocations – This version of the Implementation Plan has been prepared in the knowledge that the context within which regional planning takes place will continue to evolve. In particular, the Government is committed to undertaking a consultation on regional indicative allocations. This follows a Government statement that they intend to identify regional indicative allocations for public sector investment as part of the 2005 Budget.

8.6 The Implementation Plan may need to be reviewed in the light of any future announcement on the level of funding identified as an indicative regional allocation. Potential issues that may need to be looked at include the implications for

phasing of infrastructure and/or the ability to support certain levels of development.

- 8.7** The Implementation Plan will be used to set out the case for a higher level of funding than that identified as the regional indicative allocation, where that is required, in order to support delivery of planned levels of development set out within the South East Plan.

Regional Boards – The Implementation Plan will make reference to the role of Regional Boards (such as the Regional Housing Board, and the Regional Transport Board) to assist in advising on the distribution of regional indicative allocations. Any such distribution would be undertaken in accordance with the agreed strategy set out in the South East Plan.

9 Delivery Mechanisms

- 9.1** There are a vast number of delivery plans and programmes with a potential effect (either direct or indirect) on land use in the region. For the purposes of the Implementation Plan it will be proposed that the focus is on those plans and programmes that:

- i are important to spatial planning and implementation at the regional level
- ii are delivery documents (ie those which are action-orientated)
- iii focus on spatial scales of action (ie those that operate at either the regional or sub-regional level)
- iv cover topic areas identified for the South East Plan (with a particular emphasis given to those areas of the plan that land use planning has not typically engaged with closely in the past).

- 9.2** The Implementation Plan will take into account the fact that the delivery plans and programmes considered can be categorised on the basis of their likelihood of being delivered, specifically:

- i Statutory – those with a statutory basis with more certainty of resources, often less dependent on delivery partnerships and with a high likelihood of being delivered
- ii Regional and Sub-regional Response – those that have been developed at the regional or sub-regional level in response to a particular Government agenda. There is often certainty of resources in the short term, more formal partnerships and there is a high likelihood of delivery
- iii Local Response – those developed at a regional level and below in response to national legislation. Often dependent on a mix of resources with variable dependency on partnerships and a lower likelihood of delivery
- iv Service Industry Response – those developed by the service industry with a weaker relationship to Government, although often operating under regulatory regimes. Resources dependent on being generated by the private company themselves. Less dependent on partnerships and delivery likely to take place with constraints
- v Voluntary response – those developed voluntarily in response to perceived need. Often dependent on bidding for resources and highly dependent upon partnerships, with delivery less certain as a consequence.

Existing Delivery Mechanisms – The Implementation Plan will include a table (see Annex FI for illustrative layout) in which the key delivery mechanisms for the South East Plan will be identified.

- 9.3** A key opportunity presented by the development of the South East Plan is to explicitly set out the importance that delivering a particular set of policies and proposals has for achieving delivery of another policy area. The table in Annex FI not only sets out the extent of this interdependency, it also shows how the contents of policy areas combine to support delivery of the vision statement for the South East Plan.



New Delivery Mechanisms

9.4 The Assembly is continuing to work with regional partners to identify areas in which new and innovative delivery mechanisms need to be developed to support delivery of the South East Plan. This dimension of the Implementation Plan is being informed by the work underway to develop a concordat with Government on infrastructure delivery.

9.5 The Implementation Plan will set out how approaches such as ‘ring-mastering’ provide the potential for the public sector to increase the opportunity and transparency with which contributions from the private sector can be fed into the delivery of infrastructure. One aspect that is being explored is the opportunity for public funds to act as a catalyst to cover the development costs of essential infrastructure; costs that are subsequently recovered from the private sector through the planning system.

9.6 The Implementation Plan will consider opportunities to capture a proportion of the uplift in land values realised by the private sector arising from investment by the public sector in infrastructure and how those funds can then be recycled to support further investment in infrastructure required to support delivery of planned levels of growth.

10 Implementation of the South East Plan

10.1 For the purposes of consultation this aspect of the Implementation Plan is presented in outline form only. As work

on the development and refinement of the policies and proposals set out within the South East Plan progresses so the tables forming the core of the Implementation Plan will be filled out in greater detail, including those which have a sub-regional element.

The Implementation Framework – The Implementation Plan will include a series of tables that set out the Implementation Framework for each policy area. The format of these tables follows a similar format to that successfully pioneered with the partial reviews of RPG9. For each individual policy the framework identifies the delivery mechanism, the lead organisation responsible for taking forward the delivery mechanism plus the organisations that have a key role in supporting delivery.

10.2 Annex F2 sets out an initial draft of the Implementation Framework. The content of the tables will need to be reviewed and developed in parallel with work on the development of the South East Plan.

The Investment Framework – Again drawing upon the experience obtained within the partial reviews of Regional Planning Guidance, the Implementation Plan will include a series of tables that set out the infrastructure requirements identified as being required to support delivery of the South East Plan.

10.3 The tables will include infrastructure requirements identified for all policy areas included within the South East Plan; they will not be limited to transport infrastructure. Only those infrastructure requirements that have been identified as having either a regional or sub-regional

significance will be included within the investment framework. Infrastructure requirements that are of local significance will be identified in the relevant Local Development Documents.

10.4 The framework will include an indication of the phasing of the infrastructure requirement. Infrastructure requirements will be grouped into five year time periods.

10.5 The level of detail available for each entry in the framework will be a function of the phasing. Those pieces of infrastructure that need to be delivered in the early stages of the Plan period will have been developed to a high level of detail. For those pieces of infrastructure that will be required in the later stages of the Plan period it is unlikely that the detail of the measure to be implemented will have been identified. However, the Implementation Plan is the appropriate mechanism for identifying potential infrastructure requirements that require further examination by the delivery agencies. The Implementation Plan will therefore assist delivery agencies in the development of their forward programme of work.

10.6 The tables will include an indication of the status of each measure. It is proposed to build upon the categorisation used in the development of the Regional Transport Strategy, namely:

- i** Committed – measures that have been fully appraised and included in the relevant funding programme
- ii** Further appraisal work required – measures that have been supported in principle but on which further work is required to develop a detailed proposal
- iii** Under investigation – where there is an identified issue that is subject to a study or initial appraisal work and a range of potential measures remain under consideration
- iv** Proposed for investigation – issues that need to be considered in order to deliver the South East Plan but which are not yet clearly defined.

10.7 An example of the format of the investment framework tables is attached as Annex F3. This is based on the proposals associated with the Milton Keynes and South Midlands growth area that have been recently published by the Secretary of State. It should be noted that, at present, this example is limited to consideration of purely transport infrastructure, however it is proposed that the tables included in the South East Plan submitted to the Government will cover all infrastructure requirements.

10.8 The infrastructure requirements will be grouped on a geographical basis. Individual tables will be produced for each of the identified sub-regional strategy areas. Infrastructure requirements in residual county areas, where these are identified as being of regional significance, will be included on a separate table.

10.9 Those investment tables previously identified on a sub-regional basis within the Regional Transport Strategy published in July 2004 will be incorporated into the new tables prepared as part of the submission to the Government in Summer 2005.

11 Indicators and Monitoring

11.1 The guidance set out in PPS11: Regional Spatial Strategies identifies the need for the Implementation Plan to set out, where possible, the output targets and indicators related to each policy so that progress can be monitored. For the South East Plan, it is proposed to have a discrete chapter dealing with monitoring and there will be reference to this within the Implementation Plan.

Delivering the Vision: Delivery Mechanisms to be used

Notes: i) Purpose is to show linkage between policy areas and the vision statement for the Plan ii) Content of table is illustrative at this stage and incomplete, detail yet to be developed

Policy Area	Delivery Mechanisms	Lead Agency	Source of Resources	Resources Required (£)	Phasing of Resources
A reduction in the disparity experienced across the region by raising the performance of the most deprived areas					
Economy and Tourism: RE1, RE3, TSR7					
Housing: HI, H7					
Communications and Transport: TI, T10					
Management of Built & Historic Environment: BE1					
Town Centres: TC1, TC3					
Social, Cultural & Health Dimensions: SI					
An increase in the overall level of accessibility to essential services					
Economy and Tourism: RE4, TSR3, TSR7					
Housing: H3, H4					
Communications and Transport: TI, T3, T5, T9, T10					
Sustainable Natural Resource Management: M7					
Countryside and Landscape Management: C3					
Management of Built & Historic Environment: BE3					
Town Centres: TC1 to TC5					
Social, Cultural & Health Dimensions: S3, S7					

DELIVERING THE VISION (continued)

Notes: i) Purpose is to show linkage between policy areas and the vision statement for the Plan ii) Content of table is illustrative at this stage and incomplete, detail yet to be developed

Policy Area	Delivery Mechanisms	Lead Agency	Source of Resources	Resources Required (£)	Phasing of Resources
More and better quality housing so that most individuals have access to a decent home					
Economy and Tourism: REI					
Housing: HI to H6					
Communications and Transport: TI					
Sustainable Natural Resource Management: ENI					
Social, Cultural & Health Dimensions: SI, S2, S7					
More prudent use and management of natural resources, including land, water, energy and waste, with the emphasis on reducing our use of resources and increasing their reuse and recycling					
Economy and Tourism: REI, RE4					
Housing: HI					
Communications and Transport: TI, T11					
Sustainable Natural Resource Management: NRM1, NRM2, W1 to W20, EN1 to EN6, M1 to M7					
Better management of the impact of increased activity and development on the natural environment					
Economy and Tourism: RE4, TSR2, TSR4, TSR5					
Housing: HI, H2, H4					
Communications and Transport: TI, T2, T3, T4, T11					
Sustainable Natural Resource Management: NRM1, NRM2, NRM3, NRM7, W1, W2, W13, W14, EN1, EN3					

DELIVERING THE VISION (continued)

Notes: i) Purpose is to show linkage between policy areas and the vision statement for the Plan ii) Content of table is illustrative at this stage and incomplete, detail yet to be developed

Policy Area	Delivery Mechanisms	Lead Agency	Source of Resources	Resources Required (£)	Phasing of Resources
Better management of the impact of increased activity and development on the natural environment (continued)					
Countryside and Landscape Management: CI to C3					
Management of Built & Historic Environment: BE3					
Realising opportunities to improve the quality of the built and natural environment					
Economy and Tourism: RE1, TSR2					
Housing: H5, H6, H7					
Communications and Transport: T1, T3, T4, T9, T10, T12					
Sustainable Natural Resource Management: NRM1, NRM4, NRM5, NRM6, NRM7, NRM8, W2, EN1, M1, CI to C3					
Management of Built & Historic Environment: BE1 to BE5					
Town Centres: TC1, TC2, TC3, TC4					
Steady and sustainable levels of economic growth, capitalising on the region's strengths and the opportunities to increase productivity					
Economy and Tourism: RE1, RE2, TSR1, TSR4					
Housing: H1					
Communications and Transport: T1, T6, T7, T8, T14, T15, T16					
Sustainable Natural Resource Management: W9, W11, W12, M3					
Town Centres: TC1 to TC5					
Social, Cultural & Health Dimension: S6					

DELIVERING THE VISION (continued)

Notes: i) Purpose is to show linkage between policy areas and the vision statement for the Plan ii) Content of table is illustrative at this stage and incomplete, detail yet to be developed

Policy Area	Delivery Mechanisms	Lead Agency	Source of Resources	Resources Required (£)	Phasing of Resources
Providing for, and retaining, a broader educational and skills base across the population					
Economy and Tourism:					
RE3					
Communications and Transport:					
T1, T9, T10, T13					
Social, Cultural & Health Dimension:					
S6					
Improved levels of health across the region's citizens					
Economy and Tourism:					
TSR3					
Communications and Transport:					
T10, T13					
Countryside and Landscape Management:					
C1 to C3					
Social, Cultural & Health Dimension:					
S1 to S6					

Implementation Framework

ECONOMY AND TOURISM

Policy	Delivery Mechanisms	Lead Roles	Support Roles
RE1: Sustainable economic development	Development Plans Area Investment Frameworks	Local authorities Local Strategic Partnerships Businesses	SEEDA Business support organisations
RE2: Supporting sectors	Development Plans Local Transport Plans	Local authorities Economic partnerships Businesses	SEEDA Business support organisations
RE3: Human Resource Development	Development Plans Community Strategies FRESA	Action South East Local authorities Local Strategic Partnerships Local employers Further and higher education establishments	Learning and skills councils Economic partnerships Business support organisations
RE4: Supply of Employment Land	Development Plans Local Transport Plans	Local authorities	SEEDA
TSR1: Coastal Resorts	Community Strategies Regional Tourism Strategy Local Tourism Strategies Development Plans/Area Action Plans in LDFs Area Investment Frameworks Exchange of Good Practice	Local authorities Local Strategic Partnerships SEEDA and adjoining RDAs in a support role on priority areas	TSE Transport operators
TSR2: Rural Tourism	Development Plans England Rural Development Plan Exchange of Good Practice	Countryside Agency Local authorities TSE SEEDA and adjoining RDAs in priority areas National Park Authorities	Transport operators DEFRA Regional Assembly
TSR3: Regionally Significant Sports Facilities	Development Plans National Lottery (New Opportunities Fund)	Sport England Local authorities SEEDA	Governing bodies needs' strategies TSE

ECONOMY AND TOURISM (continued)

Policy	Delivery Mechanisms	Lead Roles	Support Roles
TSR4: Tourism Attractions	Development Plans Tourism Strategies	Attraction operators Local authorities	Heritage Lottery Fund SEEDA and adjoining RDAs in a support role on priority areas GOSE TSE
TSR5: Tourist Accommodation	Development Plans Regional and Local Tourism Strategies	Developers Owners/operators Local authorities TSE	GOSE SEEDA
TSR6: Visitor Management	Local Transport Plans Development Plans Tourism Strategies Visitor Management Plans AONB Management Plans	Local authorities Developers Tourism operators AONB management boards	Passenger Transport Operators Regional Assembly
TSR7: Priority Area for Tourism	Community Strategies Growth Area Strategies Development Plans Regional Tourism Strategy Local Tourism Strategies Area Investment Frameworks	Local authorities National Park Authorities TSE Regional Assembly	SEEDA and adjoining RDAs in a support role on priority areas Passenger Transport Operators Sport England GOSE

HOUSING

Policy	Delivery Mechanisms	Lead Roles	Support Roles
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H1: District Distribution and Provision	RSS	Regional Assembly Local authorities	
H2: Delivering Planned Levels of Housing	Housing Potential Assessments and Market Assessments Housing Delivery Action Plans Local Development Documents Monitoring reports	Local authorities Regional Assembly	GOSE English Partnerships Infrastructure providers
H3: The Location of Housing	Local Development Documents Urban Potential Studies Local Needs Assessments/Housing Market Assessments	Local authorities	Regional Assembly Infrastructure providers
H4: Affordable Housing	Regional Housing Strategy (incl. identification of funding needs) Housing Market Assessments Local Development Documents	Regional Housing Board Regional Assembly Local authorities	Government
H5: Housing Density & Design	Local Development Documents Supplementary Planning Documents	Local authorities	Regional Assembly
H6: Type & Size of New Housing	Housing Market Assessments Parish Appraisals Local Development Documents/Local Housing Strategies	Local authorities	
H7: Making Better Use of the Existing Stock	Regional Housing Strategy Funding Local Development Documents/Local Housing Strategies	Regional Housing Board	SEEDA English Partnerships Local Strategic Partnerships Regional Assembly

COMMUNICATIONS AND TRANSPORT

Policy	Delivery Mechanisms	Lead Roles	Support Roles
T1: Manage and Invest	Regional Spatial Strategy Development Plans Local Transport Plans SRA Route Utilisation Strategies (RUS) SRA Regional Planning Assessments (RPA) SRA Strategic Plan HA Route Management Strategies (RMS) National Road Programme (TPI)	Regional Assembly Local authorities Highways Agency Strategic Rail Authority	Government Office Regional Development Agency (RDA)
T2: Key Management Issues	Local Transport Plans HA RMS SRA RUS/RPA Development Plans	Local authorities Highways Agency Strategic Rail Authority	Government Office Passenger transport operators
T3: The Rural Dimensions	Local Transport Plans Rural Transport Partnerships SRA RPA	Local authorities Countryside Agency Rural Community Councils	Government Office Passenger transport operators SRA RDA
T4: Regional Hubs	Development Plans Local Transport Plans SRA Strategic Plan, RUS, RPA	Local authorities Passenger transport operators Strategic Rail Authority	Government Office Highways Agency RDA
T5: Regional Spokes	National Road Programme HA RMS SRA Strategic Plan, RUS, RPA Local Transport Plans	Highways Agency Strategic Rail Authority Local authorities	Government Office Passenger transport operators
T6: Airports	Development Plans National Road Programme HA Route Management Strategies SRA Strategic Plan, RUS, RPA Local Transport Plans	Highways Agency Strategic Rail Authority Local authorities Passenger transport operators Airport operators	Government Office
T7 & T8: Ports and Short Sea Services	Development Plans National Road Programme SRA Strategic Plan Local Transport Plans	Highways Agency Strategic Rail Authority Local authorities Port operators	Government Office European Commission

COMMUNICATIONS AND TRANSPORT (continued)

Policy	Delivery Mechanisms	Lead Roles	Support Roles
T9: Public Transport	Local Transport Plans	Local authorities Passenger transport operators	Government Office Strategic Rail Authority
T10: Mobility Management	Regional Transport Strategy Local Transport Plans	Regional Assembly Local authorities	Strategic Rail Authority Highways Agency Passenger transport operators Government Office RDA
T11: Charging	Local Transport Plans	Local authorities	Government Office RDA
T12: Parking	Regional Transport Strategy Development Plans Local Transport Plans	Regional Assembly Local authorities	Government Office
T13: Travel Plans and Advice	Development Plans Local Transport Plans	Local authorities Government Office	Regional Assembly RDA
T14: Rail Freight	SRA Strategic Plan, RUS, RPA	Strategic Rail Authority	Regional Assembly Local authorities Government Office RDA
T15: Freight and Site Safeguarding	Development Plans Local Transport Plans	Local authorities British Waterways Port operators	Government Office Highways Agency Strategic Rail Authority Freight operators RDA
T16: Inter-Modal Interchanges	Regional Transport Strategy Development Plans SRA Strategic Plan	Regional Assembly Local authorities Strategic Rail Authority	Government Office Highways Agency Freight operators RDA
T18: Delivery Partnerships	Regional Transport Strategy Local Transport Plans	Regional Assembly Local authorities	Government Office Highways Agency Strategic Rail Authority

SUSTAINABLE NATURAL RESOURCE MANAGEMENT

Policy	Delivery Mechanisms	Lead Role	Support Roles
NRM1: Sustainable Water Resources and River Quality Management	Building Regulations BREEAM standards Code for Sustainable Buildings Sustainability Checklist Water Metering Reduced leakage	ODPM Local authorities Water companies	Developers SEEDA Environment Agency Householders Business
NRM2: Strategic Water Resources Development	Water Resource Strategies & investment Local Development Documents	Water companies Local authorities	Environment Agency Regional Assembly OFWAT
NRM3: Sustainable Flood Management	Local Development Documents/SPD Catchment Flood Management Plans Strategic Flood Risk Assessments Agri-Environment Schemes	Local authorities Developers	Environment Agency DEFRA ODPM SEEDA
NRM4: Conservation & Improvement of Biodiversity	Local Development Documents Agri-Environment Schemes	Local authorities DEFRA	English Nature Forestry Commission Ministry of Defence Private landowners & farmers RSPB/Wildlife Trusts
NRM5: Woodlands	Local Development Documents Regional Forestry Framework	Local authorities Forestry Commission	Power companies SEEDA DEFRA
NRM6: Coastal Zone Management	Local Development Documents CZM plans Shoreline Management Plans	Local authorities	Coastal groups Coastal zone management partnerships
NRM7: Air Quality	Local Development Documents Air Quality Management Area Action Plans	Local authorities	Local air quality groups
NRM8: Noise	Local Development Documents	Local authorities	

WASTE MANAGEMENT

Policy	Delivery Mechanisms	Lead Roles	Support Roles
W1: Waste Reduction	Incentives and regulation Demonstration of good practice Advocacy	Government Local authorities Environment Agency WRAP	Regional Assembly SEEDA
W2: Waste Reduction (Planning)	Waste/Local Development Documents	Local authorities Developers	Regional Assembly Environment Agency
W3: Regional Self-Sufficiency	Waste/Local Development Documents Waste Management Strategies	Local authorities	Regional Assembly
W4: Sub-Regional Self-Sufficiency	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies Reprocessors	Regional Assembly
W5: Recovery Targets	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies Reprocessors	Regional Assembly Environment Agency
W6: Recycling & Composting Targets	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies Reprocessors	Regional Assembly Environment Agency
W7: Provision of Waste Management Capacity	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies Reprocessors	Regional Assembly Environment Agency
W8: Recycling	Waste/Local Development Documents Waste Management Strategies & collection Investment in facilities	Local authorities Waste management companies Reprocessors	Regional Assembly Environment Agency
W9: Markets for Recycled Materials	Market support and development	WRAP SEEDA	Regional Assembly
W10: Specific Material Streams/Pan-regional	Waste Strategy/SE Plan	Environment Agency Regional Assembly	WRAP SEEDA Local authorities Waste management companies Reprocessors SERTAB DEFRA

WASTE MANAGEMENT (continued)

Policy	Delivery Mechanisms	Lead Roles	Support Roles
W11: Other Recovery & Diversion (renewable energy)	Local Development Documents	Local authorities	Waste management companies Energy generation and distribution companies
W12: Other Recovery & Diversion	Waste/Local Development Documents Promotion of good practice	Local authorities Regional Assembly Environment Agency	Waste management companies
W13: Landfill	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies	Regional Assembly Environment Agency
W14: Landfill Restoration	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies	Regional Assembly Environment Agency
W15: Hazardous Waste	Waste/Local Development Documents Investment in facilities	Local authorities Environment Agency Waste management companies	Regional Assembly SERTAB
W16: Waste Transfer	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies	Regional Assembly Environment Agency
W17: Location of Facilities (criteria)	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies Regional Assembly	Environment Agency
W18: Location of Facilities	Waste/Local Development Documents Waste Management Strategies Investment in facilities	Local authorities Waste management companies	Regional Assembly Environment Agency
W19: Advocacy	Advocacy to government	Regional Assembly	SERTAB
W20: Implementation	South East Plan	Regional Assembly	SERTAB

ENERGY EFFICIENCY AND RENEWABLE ENERGY

Policy	Delivery Mechanisms	Lead Roles	Support Roles
EN1: Development Design for Energy Efficiency and Renewable Energy	Local Development Documents SPD Sustainability Checklist/Code for Sustainable Buildings BREEAM standards Building Regulations	Local authorities Developers	Regional Assembly SEEDA ODPM Energy Efficiency Advice Centres
EN2: Combined Heat and Power	Local Development Documents Local authority estate/building management	Local authorities Developers	
EN3: Regional Renewable Energy Targets	Local Development Documents	Local authorities Developers	Regional Assembly SEEDA GOSE
EN4: Sub-regional Targets	Local Development Documents	Local authorities Developers	Regional Assembly
EN5: Location of Renewable Energy Development	Local Development Documents	Local authorities	
EN6: Development Criteria	Local Development Documents	Local authorities	

MINERALS

Policy	Delivery Mechanisms	Lead Roles	Support Roles
M1: Sustainable Construction	Minerals/Local Development Documents Procurement	Local authorities Developers/construction industry Minerals industry	Regional Assembly ODPM DEFRA DTI GOSE Environment Agency BRE
M2: Environmental Management	Minerals/Local Development Documents	Local authorities Minerals industry	Strategic Rail Authority Port authorities British Waterways GOSE
M3: Recycling and Re-Use	Minerals/Local Development Documents	Local authorities Minerals industry Developers/construction industry	Regional Assembly GLA
M4: Advocacy for Recycling and Re-Use	Advocacy	Regional Assembly	ODPM SEERAWP
M5: Primary Aggregates	Minerals/Local Development Documents	Local authorities Minerals industry	Regional Assembly SEERAWP ODPM DEFRA Crown Estates Port Authorities
M6: Other Minerals	Minerals/Local Development Documents	Local authorities Minerals industry	Regional Assembly SEERAWP Material specific industries (brick, silica, cement, gypsum) Strategic Rail Authority British Waterways
M7: Safeguarding of Mineral Reserves, Wharves and Rail Depots	Minerals/Local Development Documents	Local authorities	Strategic Rail Authority British Waterways

COUNTRYSIDE AND LANDSCAPE MANAGEMENT

Policy	Delivery Mechanisms	Lead Roles	Support Roles
C1: New Forest National Park	Strategy for the New Forest 2003 National Park Plan Local Development Documents Regional Rural Delivery Framework	Interim New Forest National Park Authority Local authorities	Countryside Agency DEFRA New 'integrated agency' SEEDA GOSE Regional Assembly Voluntary sector
C2: Areas of Outstanding Natural Beauty	AONB Management Plans Local Development Documents Regional Rural Delivery Framework	AONB management boards and committees Local authorities	Countryside Agency DEFRA New 'integrated agency' SEEDA GOSE Regional Assembly Voluntary sector
C3: Landscape and Countryside Management	Local Development Documents Landscape Character Assessments Strategic Landscape Sensitivity analysis Regional Rural Delivery Framework	Local authorities Countryside Agency New 'integrated agency'	Regional Assembly GOSE SEEDA Voluntary sector

MANAGEMENT OF THE BUILT AND HISTORIC ENVIROMENT

Policy	Delivery Mechanisms	Lead Roles	Support Roles
BE1: Management for an Urban Renaissance	Local Development Documents SPDs/Design Briefs	Local authorities Developers	CABE
BE2: Managing Neighbourhood Change	Local Development Documents Area Action Plans Neighbourhood Management Plans	Local authorities	
BE3: Managing the Urban-Rural Fringe	Local Development Documents Local Management Plans 'Green Arc' type initiatives	Local authorities Countryside Agency Groundwork Trust Voluntary sector	Regional Assembly New 'integrated agency' GOSE SEEDA
BE4: The Role Of Small 'Market' Towns	Local Development Documents Community Action Plans Regional Rural Delivery Framework	South East Rural Towns Partnership Local authorities Town Councils Voluntary sector Rural Community Councils Countryside Agency SEEDA	Regional Assembly New 'integrated agency' Local Strategic Partnerships GOSE Local businesses
BE5: Village Management	Local Development Documents Community Action Plans Regional Rural Delivery Framework	Local authorities Parish Councils Rural Community Councils Countryside Agency	New 'integrated agency' Local Strategic Partnerships SEEDA Local businesses

TOWN CENTRES

Policy	Delivery Mechanisms	Lead Roles	Support Roles
TC1: Development of regional/sub-regional town centres	Sub-regional working Development Plans Town Centre Strategies	Local authorities	Town Centre Management Partnerships
TC2: Regional network of town centres	Sub-regional working Development Plans Town Centre Strategies	Local authorities	Town Centre Management Partnerships
TC3: Sub-regional town centres	Sub-regional working Development Plans Town Centre Strategies	Local authorities	Town Centre Management Partnerships
TC4: Creating and supporting town centres	Local Development Documents Local Transport Plans Health Checks Town Centre Management Schemes Business Improvement Districts Masterplans/Development Briefs	Local authorities Businesses	Public transport operators South East Arts
TC5: Retail	Sub-regional working Development Plans	Local authorities	Town Centre Management Partnerships Investors and Developers

SOCIAL, CULTURAL AND HEALTH DIMENSIONS

Policy	Delivery Mechanisms	Lead Roles	Support Roles
S1: Reducing Disparities	Regional Economic Strategy Local Development Documents	SEEDA GOSE Regional Assembly	Local authorities, South East Business Links Voluntary and private sector Economic Partnerships
S2: Supporting Healthy Communities	Local Health Service Plans Local Development Documents	Strategic health authorities Acute Trusts, PCTs GOSE Voluntary sector	Regional Assembly Local Strategic Partnerships
S3: Promoting Accessible Health Services	StHA Local Development Documents	NHS Strategic health authorities Primary Care Trusts	GOSE Regional Assembly Local authorities
S4: Supporting an Ageing Population	Local Development Documents	Local authorities Voluntary sector	GOSE Regional Assembly Social Inclusion Partnership South East
S5: Cultural and Sporting Activity	South East Cultural Strategy Local Development Documents	Culture South East Voluntary sector	Arts Council English Heritage Screen South South East Museum Library and Archive Council Sport England Tourism South East South East lottery distributors Local authorities
S6: Education and Skills	Framework for Regional Skills and Employment Action Local Skills for Productivity Delivery Plans Local Development Documents	Regional Skills for Productivity Alliance Local Skills for Productivity Alliances Local Education Authorities	SEEDA Local Learning and Skills Councils Sector Skills Councils Universities/FE Colleges Economic Partnerships Local LSCs Business Link and Jobcentre Voluntary sector
S7: Community Infrastructure	Local Development Documents	SEEDA GOSE Regional Assembly Local authorities	NHS Strategic health authorities Voluntary sector

Investment Framework: Milton Keynes and Aylesbury Vale

Note: Illustrative example (based on Secretary of State's proposed changes). Investment frameworks for remainder of South East Plan and sub-regional areas yet to be developed

Proposal	Status	Delivery	Lead Role	2006 - 2011		2011 - 2016		2016 - 2021		2021 - 2026	
Milton Keynes											
Bletchley Link Road	Committed	LTP	LA								
Central MK Public Transport Access Improvements	Committed	LTP/ODPM	LA								
M1 Junction 14 Improvements	Under consideration	TPI	HA								
A421 Junction 13 to Milton Keynes	Under consideration	LTP	LA								
MK Southern Bypass Upgrade of A5 (Fenny Stratford to Bow Brickhill)	Not under active consideration	LTP	LA								
MK Southern Bypass M1 Junction 13 to A4146	Not under active consideration	LTP	LA								
MK Southern Bypass A5 to A421	Not under active consideration	LTP	LA								
A509 Newport Pagnell Bypass – M1 Junction 14	Not under active consideration	LTP	LA								
Quality public transport services on East-West and North-South corridors in Milton Keynes	Not under active consideration	LTP	LA								
East-West rail station at Newton Longville	Under consideration	DfT	NR								
Junction 13 East-West Parkway and Park and Ride	Not under active consideration	DfT/LTA	NR								
Aylesbury Vale											
Quality Bus Corridors and Urban Transport Hub	Under consideration	LTP	LA								
Aylesbury Southern Distributor Road (Aston Clinton Road to Lower Road)	Not under active consideration	LTP Developer	LA								
Aylesbury Southern Distributor Road (Lower Road to Oxford Road)	Not under active consideration	LTP Developer	LA								
Aylesbury North Station (Berryfields) East-West rail	Under consideration	DfT	NR								

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