

Review of Regional Transport Strategies in the UK

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Figure 2.2 Transport Responsibilities in England, Scotland and Wales

Mode	England	Scotland	Wales
Road	<p>Highways Agency maintains and improves Motorways and Trunk roads.</p> <p>Local authorities and London Boroughs maintain local roads.</p> <p>Transport for London (TfL) is responsible for a 580km network of main roads in London.</p>	<p>Extensive Devolved Powers</p> <p>The Scottish Executive maintains and improves Motorways and Trunk roads.</p> <p>Local authorities maintain local roads.</p>	<p>Partial Devolved Powers</p> <p>Welsh Assembly Transport Directorate maintains and improves Motorways and Trunk roads. Close links are maintained with the DfT and the Highways Agency.</p> <p>Local authorities maintain local roads.</p>
Rail	<p>The Strategic Rail Authority provides overall strategic direction and leadership (though most of its functions will transfer to the Department for Transport soon). Its responsibilities include heavy rail in London, London Underground, Croydon Tramlink and Docklands Light Railway are overseen by TfL.</p>	<p>Partial Devolved Powers</p> <p>The Scottish Executive has executive responsibility for the Scottish passenger rail franchise, specifying timetables and fares for services that both start and finish in Scotland.</p>	<p>None</p>
Bus	<p>Traffic Commissioners license operators, register timetables, monitor bus fitness, safety, and adherence to drivers' hours regulations.</p> <p>DfT sets bus policy. Local authorities fund Concessionary Fare Schemes.</p> <p>Bus operators are privately owned and run.</p> <p>In London, bus services are run by private operators but bus operators compete for franchises, administered by TfL.</p> <p>Civil Aviation Authority / National Air Traffic Services.</p>	<p>Extensive Devolved Powers</p> <p>The Scottish Executive has policy responsibility for bus subsidy arrangements, concessionary fares policy and sponsorship of the Bus User Complaints Tribunal.</p> <p>Bus operators are mostly privately owned and run, and regulated by a DfT Traffic Commissioner.</p>	<p>Limited Devolved Powers</p> <p>Welsh Assembly Transport Directorate fund (through local authorities) a concessionary fares scheme, in accordance with provisions in the 2000 Transport Act.</p> <p>Bus operators are privately owned and run, and governed by DfT Traffic Commissioners.</p>
Air	<p>Civil Aviation Authority / National Air Traffic Services.</p>	<p>Limited</p>	<p>None</p>
Mari-time	<p>British Waterways (sponsored by DEFRA) is responsible for rivers and canals.</p>	<p>Partial Devolved Powers</p> <p>British Waterways (sponsored by the Scottish Executive) is responsible for rivers and canals.</p> <p>The Scottish Executive has legislative responsibility for provision of freight shipping and ferry services – including infrastructure and service specification / funding for lifeline ferries.</p>	<p>None</p>

Table 4.1 Illustrating the Links between Strategic Aims and Problems and Issues / Objectives (South West RTS)

Regional key principles and policy outcomes	Issues						Regional priorities for investment and management
	1	2	3	4	5	6	
Improve journey time reliability on the South West region's 'Trunk' road, air and rail connections to UK and European centres (to improve competitiveness and reduce regional inequalities)							Second strategic road route, Great Western Mainline upgrade
Reduce congestion on the Trunk and local networks around Bristol as the gateway to the South West and Wales and the main urban centre in the South West							West of England/PUA priorities M4/M5 management - ITS ⁷
Supporting the Spatial Strategy – making the PUAs work – making them attractive places to live and work (and visit). Facilitating future development without reliance on the strategic road network for commuting							PUA priorities
Making the south West a 'show case' region for addressing rural accessibility							Rural accessibility
Safety – tackling safety problems on the Inter Urban road network to meet national targets. Reducing accidents in PUAs especially in areas of social exclusion.							Trunk Road Improvements – 2 nd Strategic Route, Route Management Strategies for Inter Urban routes, PUA priorities.
Pollution and Environment – Addressing hot spots of air pollution on the Trunk and local PUA road network. Environment – Meet the needs of the region for effective movement of goods and people with minimum impact on the environment							PUA Priorities Trunk Road Schemes and Route Management Strategies
Freight – Facilitating the effective movement of goods and services to meet the needs of the economy, including encouraging modal shift by identifying a location(s) for regional inter-modal freight facilities. Reducing conflicts between freight movements and the environment including impacts on communities							Trunk Road Priorities Route Management Strategies
Make best use of the existing network by establishing a Route Management approach for existing inter-urban corridors with route/corridor co-ordinating groups to ensure common standards/policies.							No regional priority for increased strategic capacity - Route Management Strategies for inter-urban routes to make the best use of the network and address impacts on local communities and environment.

1 – Peripherality, 2 – Principal Urban Areas, 3 – Accessibility and social inclusion, 4 – Reducing the impact of transport on the environment, 5 – Inter urban routes, 6 – Regeneration and Objective One areas.

Appendix A Summary Overview of Regional Transport Strategies in Scotland

RTS Key Features	SESTRAN	NESTRANS	HITRANS	WESTRANS	SPT
General Overview					
Main document title	Regional Transport Strategy 2003	Delivering a Modern Transport System for North East Scotland	Regional Transport Strategy for the Highlands and Islands	A Joint Transport Strategy for Western Scotland to 2025	Strathclyde Public Transport Strategy – Part 1: Strategic Framework
Overall document responsibility	South East Scotland Transport Partnership	North East Scotland Transport Partnership	Highlands and Islands Strategic Transport Partnership	West of Scotland Transport Partnership	Strathclyde Public Transport
Date of document	2003	March 2003	November 2002	March 2005	October 2000
Current Status	Final / Adopted	Final / Adopted	Final	Second Draft – anticipate final adoption in June 2005 <i>Note: referred to 2004 draft document for some idea of Diagrams / Tables</i>	Final / Adopted
Length of document	20 pages	31 pages (2003 Annual Report) 23 pages (2004 Annual Report)	RTS Summary Leaflet : 8 pages	32 pages Plus appendices	55 pages Plus glossary, bibliography and appendix.
Strategy time frame	25 years 2003 - 2028	10 years 2003 - 2013	20 years 2003 – 2023	20 years 2005 - 2025	10 to 20 years 2000 – 2010 to 2020
Vision	“That people in the region should have the ability to move into and out of Edinburgh by a choice of modes of transport, with an increased use of public transport”.	“To deliver a Modern Transport System for the north east of Scotland which enables a more economically competitive, sustainable and socially-inclusive society”.	A transport system which: <ul style="list-style-type: none"> • Provides cost effective access to all regional transport services in pursuit of social inclusion; • Enables the optimum growth of the regional economy through a network which secures the efficient import and export of products; facilitates internal and external business travel; and encourages growth in tourism; • Is safe to use and operate; • Is sustainable and has the minimum practical impact on the environment. 	“To invest in and maintain the best possible sustainable transport system for Western Scotland that supports the economy, promotes social inclusion and enhances the environment for the people who live, work, visit and enjoy the region”.	“West central Scotland is an attractive place supported by sustainable and inclusive economy where people want to be. Residents enjoy a high quality of life, good health standards and there is a real sense of community. People feel safe moving around their environment and can easily access their most frequent destinations. When walking or cycling are inappropriate, travel by public transport is at least as attractive by car”
Objectives	1) Reduce the overall number of	Acceptability and Participation	1) Reduce transport costs to users	1) External Connections: Improve	1) Modal Shift;

<p>people commuting in single occupancy vehicles within the region – especially for journeys to and from Edinburgh; but also for journeys to destinations outwith the SESTRAN area;</p> <p>2) Minimise the overall need for travel, especially by car</p> <p>3) Maximise public transport provision and achieve public transport integration and intermodality</p> <p>4) Improve safety for all road and transport users;</p> <p>5) Enhance community life and social inclusion (ambiguous – enhance in terms of what? ... by improving mobility and accessibility?)</p> <p>6) Maintain existing infrastructure properly in order that it can fully utilised</p> <p>7) Enhance movements of freight especially by rail and other non-road modes.</p>	<p>(1) To develop a strategy through public participation which will carry the endorsement of the community.</p> <p>Deliverability</p> <p>(2) To develop an achievable strategy, both practically and financially, and demonstrate best value.</p> <p>Environment</p> <p>(3) To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the north east.</p> <p>(4) To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.</p> <p>Safety, Accidents</p> <p>(5) To reduce the number and severity of transport-related accidents.</p> <p>(6) To provide a practical, healthy, safe and attractive transport system.</p> <p>(7) To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.</p> <p>Economic Activity</p> <p>(8) To deliver a transport system for the north east of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.</p> <p>(9) To reduce the impact of peripherality by improving external links to the north east by</p>	<p>and in the movement of goods.</p> <p>2) Improve journey times by investment in better infrastructure.</p> <p>3) Improve integration and enhance the attractiveness of the public transport system, increase the choice of destinations provided by public transport particularly for movements outside the region, improve the frequency and flexibility of public transport.</p> <p>4) Develop the region's air service network. <i>(these objectives are paraphrased from the strategy document)</i></p>	<p>the economic competitiveness by tackling key capacity constraints, enhancing service reliability, and addressing congestion on the strategic transport networks linking the region, and in particular Glasgow, to its international and national networks.</p> <p>2) Internal Connections: Tackle key capacity constraints on the strategic transport networks within the Partnership area with specific focus on support to Glasgow City Centre, the regional hub, and the sub-regional centres which act as drivers in the regional economy. This will support economic activity, freight and rural 'life-line' linkages and improve integration for the sustainable development of the region.</p> <p>3) Modal Shift: Improve public transport, walking and cycling capacity and integration, and the quality of public transport services, on key corridors by investment in services, interchanges and infrastructure, by improving travel awareness and by managing capacity in order to address the key issues relating to the economy, social justice and environment.</p> <p>4) Demand Management: Introduce demand management policies to stabilise overall road traffic levels, reduce road congestion and traffic-related pollution, and to support investment in public transport.</p> <p>5) Sustainable Development: Support and facilitate the sustainable economic growth and regeneration of the Partnership area particularly in those priority areas recognised in the approved Development Plans through the</p>	<p>2) PT integration;</p> <p>3) Land use integration;</p> <p>4) Safety and security;</p> <p>5) Information</p> <p>6) Social inclusion and accessibility</p>
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		<p>rail, road, sea and air.</p> <p>Economic Benefits</p> <p>(10) To enhance the efficiency of the transport networks.</p> <p>(11) To ensure whole-life, long-term value of transport networks, in capital and running costs.</p> <p>Transportation Integration</p> <p>(12) To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.</p> <p>(13) To ensure integration of the north east into international transport systems.</p> <p>Land Use Integration</p> <p>(14) To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.</p> <p>(15) To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.</p> <p>Policy Integration</p> <p>(16) To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.</p> <p>Base Accessibility</p> <p>(17) To reduce the impact of peripherality and improve the perception of accessibility of the north east of Scotland, nationally</p>		<p>integration of transport and land use.</p> <p>6) Accessibility: Promote social inclusion by improving access to identified priority areas, job opportunities, healthcare and community facilities; and through the development of accessible and affordable public transport.</p> <p>7) Environment: Protect the environment and improve health by investing in sustainable transport in order to reduce congestion and improve air quality, and support measures to encourage modal shift from road to rail and sea for freight movements.</p> <p>8) Safety: Improve the safety and personal security of journeys for all road and public transport users and support measures to maintain the transport network.</p>	
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Appendix B Summary Overview of English Regional Transport Strategies in England

RTS Key Features	SOUTH-EAST	SOUTH-WEST	YORKSHIRE & HUMBERSIDE
General Overview			
Main document title	Regional Transport Strategy (Chapter 9 of the Regional Planning Guidance for the South East RPG9)	Developing the Regional Transport Strategy in the South West: Investment Priorities for the South West	Regional Spatial Strategy (Chapter 7: Transport)
Overall document responsibility	South East Regional Assembly	South West Regional Assembly	Yorkshire & Humberside Regional Assembly
Date of document	July 2004	September 2004	December 2004
Current Status	Final / Adopted	Approved by the Executive Committee of the Assembly on 14th September 2004. An interim document, until it is replaced by the Regional Spatial Strategy in 2006.	Final / Adopted
Length of document	50 pages	40 pages	51 pages
Strategy time frame	2001-2016 (consistent with the current RPG9)	2001-2016 (consistent with the current RPG9)	2001-2016 (consistent with the current RPG9)
Strategy Content			
Vision	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.	No Vision Statement in document.	No Vision Statement in document.
Objectives	<p>Translating this vision into a set of regionally specific objectives that integrates spatial and transportation planning at the regional level, the RTS must seek:</p> <ul style="list-style-type: none"> - to facilitate urban renaissance and foster social inclusion by rebalancing the structure and use of the transport system. In particular by bringing forward measures that encourage modal shift and significantly improve the attractiveness of local public transport services; - to reduce the wider environmental, health, and community impact associated with the transport system by bringing forward measures to positively manage the transport system in ways that reduce our dependence on the car; - to improve transport infrastructure within and to the 	<p>(1) To support the spatial strategy of RPG10</p> <ul style="list-style-type: none"> - to help deliver the spatial strategy and service existing and new development efficiently and with an integrated approach - helping PUAs and other designated centres for growth function to enable them to maximise their potential as locations for sustainable growth - supporting regeneration and access to services and facilities - assisting the economy of peripheral parts of the region by reducing journey times and increasing the reliability of journey times <p>(2) To reduce the impact of transport on the environment</p>	<p>To integrate transport and land-use planning, in particular:-</p> <ul style="list-style-type: none"> • To support regeneration and economic growth and in particular facilitate development in the main urban areas and regeneration priority areas identified in RSS • To support sustainable development • To reduce the need to travel, especially by car • To reduce the impact of traffic and travel on the environment • To improve access to opportunities in a manner that is equitable and socially inclusive <p>Within the transport system itself: -</p>

<p>Thames Gateway to maximise regeneration potential and encourage economic development;</p> <ul style="list-style-type: none"> - to improve strategic road and rail links within and to the Western Policy Area to maintain economic success; - to improve road and rail links along the South Coast Corridor to improve spatial connectivity and realise economic opportunities to reduce disparities within the region; - to support economic development in East Kent through investment in improved accessibility; - to take forward transport infrastructure proposals required to support development in the growth areas of Milton Keynes and Ashford; - to develop road and rail links that improve inter and intra-regional connectivity whilst avoiding the need to interchange in London; - to improve and develop more sustainable transport connections to the region's key ports, airports and international rail stations as a basis for the enhancement of its gateway function to Europe and the rest of the world; - to facilitate urban renaissance and foster social inclusion by bringing forward measures that encourage modal shift, with particular emphasis given to significantly improving the attractiveness of local public transport services; - reduce the wider environmental, health and community impact associated with the transport system by bringing forward measures to positively manage the transport system in urban areas that reduces our dependence on the private car. 	<ul style="list-style-type: none"> - improve the range of travel alternatives to the private car - reduce noise, pollution and impacts of congestion - introduce measures to encourage behavioural change (3) To secure improved accessibility to work, education, shopping leisure and services by public transport, walking and cycling - locating development at accessible locations with the potential to develop sustainable transport linkages - considering the impact of transport decisions on social inclusion (4) To create a modern, efficient and integrated transport system that will meet the demands of a dynamic regional economy, help overcome regional peripheralities and meet all travel needs. 	<ul style="list-style-type: none"> • To integrate the operation of different transport modes and promote modal shift away from the car • To make efficient use of transport resources • To improve safety • To maximise the use of more energy efficient modes of travel, including cycling and walking • To assist in the achievement of the Government's local air quality targets • To increase the provision of safe traffic free networks for access on foot or cycle within and between town and countryside • To be affordable and achievable in practical terms
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