

TRANSPORT SOLUTIONS

for the SOUTH COAST

Your chance to have your say

SoCoMMs Newsletter No 2 - October 2001



The Study

This is the second issue of the newsletters that keep you up to date on the progress of the SoCoMMs study. It provides another opportunity for you to contribute to this study by letting us have your views. These are important, and will help 'the region' to develop a better transport system for those who live and work along the South Coast between Southampton and Ramsgate, and for those travelling through the area. SoCoMMS is one of a number of Multi-Modal Studies commissioned by the Government to look at the challenges and issues facing all methods of transport in the future and how these might be addressed to serve the needs of people, business and the environment.

Pinpointing the Issues

This newsletter provides a summary of the problems and issues related to transport in the area. This follows our discussions with local authorities, transport operators, businesses, environmental groups and feedback from the public to our first newsletter and the website. We have also analysed a wide range of transport data to examine current movement patterns in the corridor. We have sought to identify what is working well at present and what/where are the main problems. Each page provides information related to a different method of travel. We start with road based issues as travel by car forms the largest proportion of daily movements.

Tell us what you think

There are clearly a wide range of transport problems in the corridor. We need you to tell us your views on what types of measures should be considered to meet the many challenges in the future. Your views are important, and they will be fully considered by the study team. Once all the views and opinions from the public and other groups consulted have been fed back and analysed, the next phase of the study will test alternative approaches to seek an appropriate transport strategy for the South Coast.

www.socomms.org.uk



GOVERNMENT OFFICE
FOR THE SOUTH EAST

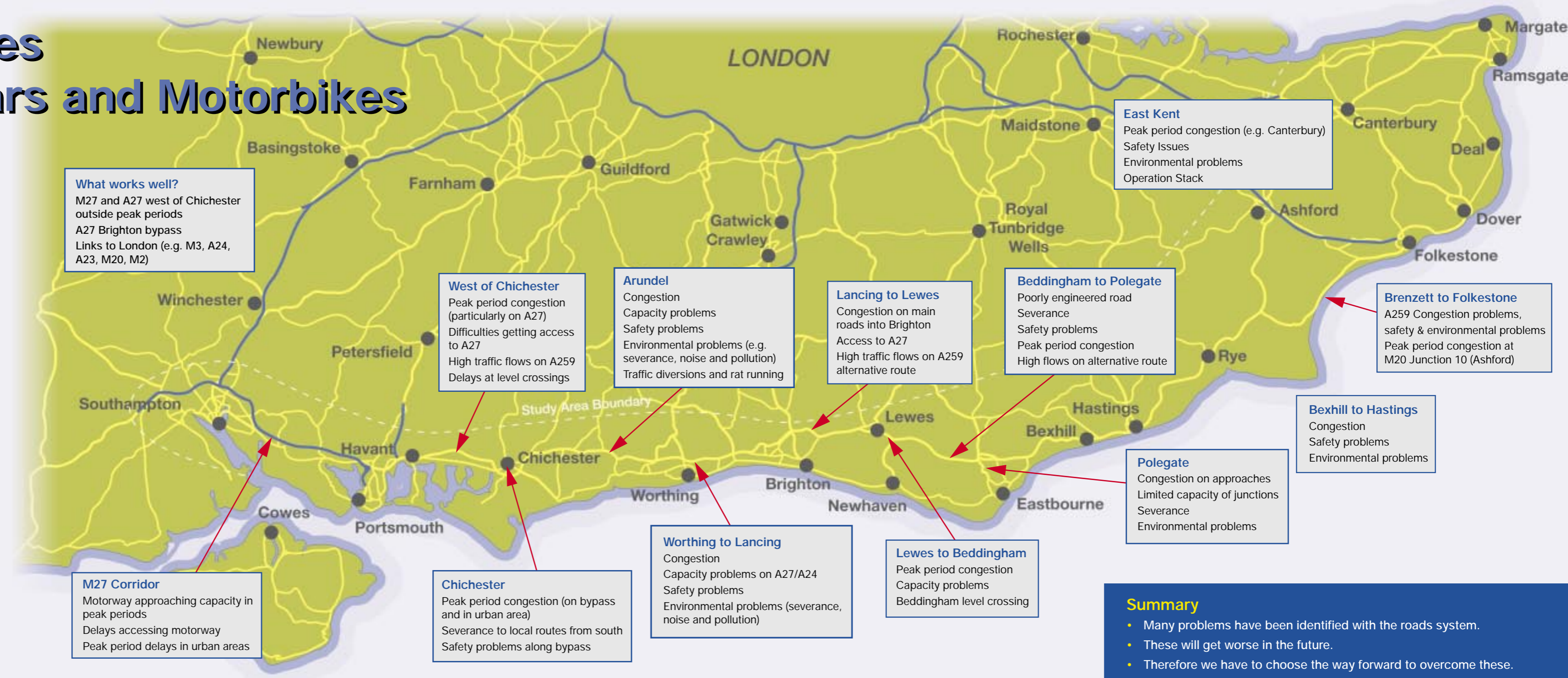
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Problems and Issues associated with Cars and Motorbikes

A wide range of issues have been highlighted in the study with regard to the use of cars and motorcycles in the corridor. These include a number of general issues as well as specific local problems.

General issues

- **Travel Demands**
Large proportion of movements are local and short distance
There is currently little end to end movement along the corridor
- **The Environment**
There is concern about car use and its impact on the environment (increased noise, reduced air quality, visual intrusion, and impact on wildlife and ecology)
- **Road Safety**
Is a critical issue affecting all parts of the study area
- **Urban Areas**
Greater dependency on the car due to decentralisation, concerns about personal safety and a decline in public transport. There is a greater tendency to use cars for short trips (e.g. the school run)
- **Rural Areas**
Car dependency is higher often due to a lack of alternative transport and local facilities



What works well?
M27 and A27 west of Chichester outside peak periods
A27 Brighton bypass
Links to London (e.g. M3, A24, A23, M20, M2)

East Kent
Peak period congestion (e.g. Canterbury)
Safety Issues
Environmental problems
Operation Stack

West of Chichester
Peak period congestion (particularly on A27)
Difficulties getting access to A27
High traffic flows on A259
Delays at level crossings

Arundel
Congestion
Capacity problems
Safety problems
Environmental problems (e.g. severance, noise and pollution)
Traffic diversions and rat running

Lancing to Lewes
Congestion on main roads into Brighton
Access to A27
High traffic flows on A259 alternative route

Beddingham to Polegate
Poorly engineered road
Severance
Safety problems
Peak period congestion
High flows on alternative route

Brenzett to Folkestone
A259 Congestion problems, safety & environmental problems
Peak period congestion at M20 Junction 10 (Ashford)

Bexhill to Hastings
Congestion
Safety problems
Environmental problems

Polegate
Congestion on approaches
Limited capacity of junctions
Severance
Environmental problems

M27 Corridor
Motorway approaching capacity in peak periods
Delays accessing motorway
Peak period delays in urban areas

Chichester
Peak period congestion (on bypass and in urban area)
Severance to local routes from south
Safety problems along bypass

Worthing to Lancing
Congestion
Capacity problems on A27/A24
Safety problems
Environmental problems (severance, noise and pollution)

Lewes to Beddingham
Peak period congestion
Capacity problems
Beddingham level crossing

Summary

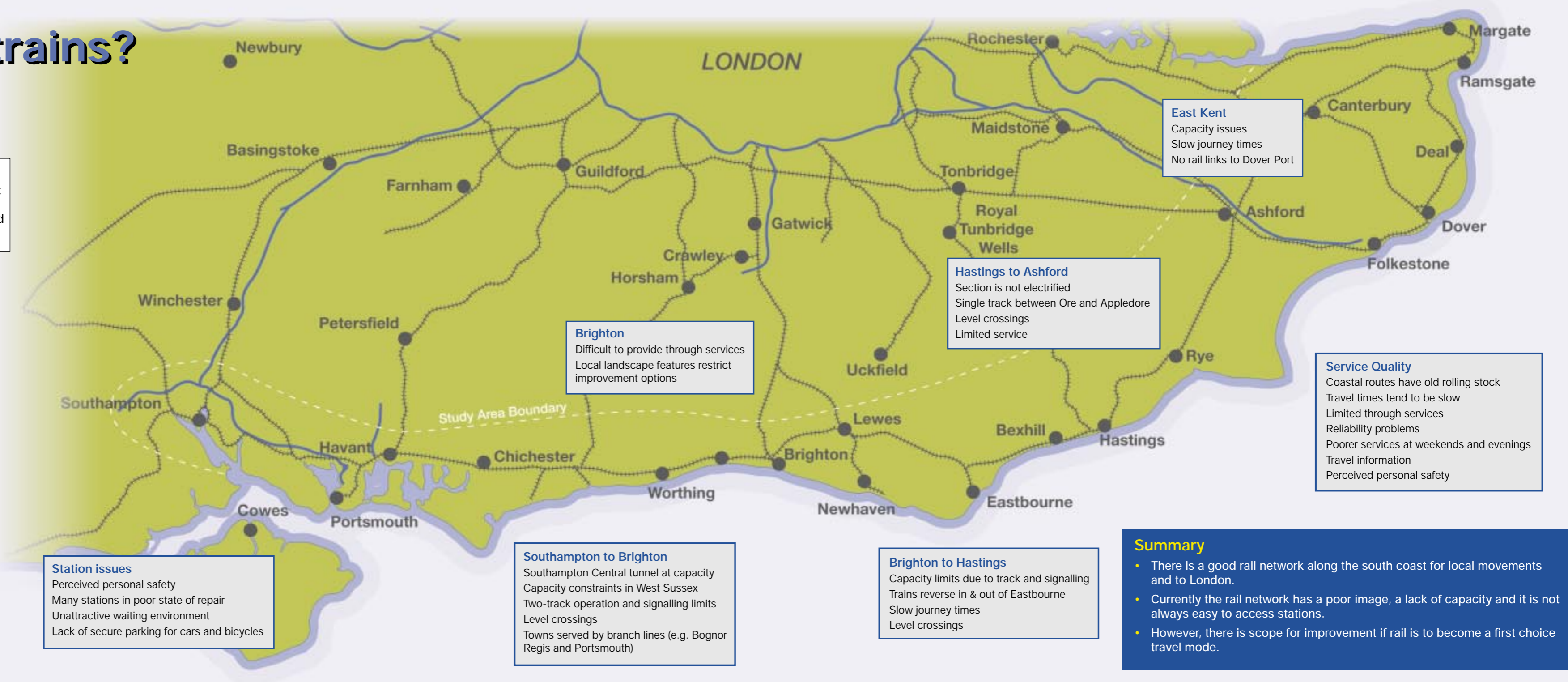
- Many problems have been identified with the roads system.
- These will get worse in the future.
- Therefore we have to choose the way forward to overcome these.

What about the trains?

The current rail system within the corridor caters for local movements along the South Coast and to London. Generally, it is seen to have a number of positive features which can form building blocks for the future. However, they are overshadowed by an array of real and perceived shortcomings.

What works now?

- Services to London
- West Sussex Coastway
- East Sussex Coastway
- Channel Tunnel
- Good network of stations along corridor
- New trains and carriages where provided



East Kent
Capacity issues
Slow journey times
No rail links to Dover Port

Hastings to Ashford
Section is not electrified
Single track between Ore and Appledore
Level crossings
Limited service

Brighton
Difficult to provide through services
Local landscape features restrict improvement options

Service Quality
Coastal routes have old rolling stock
Travel times tend to be slow
Limited through services
Reliability problems
Poorer services at weekends and evenings
Travel information
Perceived personal safety

Station issues
Perceived personal safety
Many stations in poor state of repair
Unattractive waiting environment
Lack of secure parking for cars and bicycles

Southampton to Brighton
Southampton Central tunnel at capacity
Capacity constraints in West Sussex
Two-track operation and signalling limits
Level crossings
Towns served by branch lines (e.g. Bognor Regis and Portsmouth)

Brighton to Hastings
Capacity limits due to track and signalling
Trains reverse in & out of Eastbourne
Slow journey times
Level crossings

Summary

- There is a good rail network along the south coast for local movements and to London.
- Currently the rail network has a poor image, a lack of capacity and it is not always easy to access stations.
- However, there is scope for improvement if rail is to become a first choice travel mode.

What about the buses?

What works now?

Urban services (e.g. Chichester, Brighton, Worthing, Dover, Portsmouth and Southampton)

Inter-urban services to Brighton

School bus transport (e.g. Chichester)

Community transport (e.g. West Sussex)

Park-and-ride (e.g. Canterbury)

What are the problems?

Impact of congestion
Lack of bus lanes
Unreliable journey times
Limited evening, bank holiday & Sunday services
Service frequencies
Poor services in rural areas
Travel cost

What are the problems?

Quality of fleet
Financial viability
Information provision
Through ticketing
Personal safety
Driver recruitment

Summary

- There is a view that during the weekday there are adequate bus services in towns and along parts of the coast.
- However, problems have been identified with the lack of service availability in the evenings and at weekends.
- Issues have also been identified in relation to the cost of travel, personal safety and the lack of facilities.
- There is considerable scope for improvement in bus services in the future.

What about walking and cycling?

Positive Features of Walking - What works now?

Recreation on South Downs
Urban Pedestrian schemes
Low impact on the environment
Health benefits

Positive Features of Cycling - What works now?

Cycle lanes where complete
Flat terrain of coastal towns
Cheap form of travel
Low impact on the environment
Health benefits

Cycling- problems

Road danger
Driver behaviour
Traffic speed
Traffic volumes
Inconsistent and incomplete cycle networks
Lack of cycle facilities
Air quality for cyclists
Ability to put cycles on new trains

Walking - problems?

Danger from traffic
Parking on pavements
Pavement conditions
Lack of footways in rural areas
Walking to school - difficulties due to traffic

Summary

- Walking and cycling provide a healthy alternative for short trips.
- Many issues have been identified relating to walking and cycling, particularly danger from traffic.
- Looking to the future there will be opportunities to encourage walking and cycling in urban areas through initiatives such as Green Transport Plans and Safer Routes to School
- Potential of the South Downs National Park.



What else is wrong? - Integrated Transport

Why is Integration Important?

The initial study findings have shown that there are severe congestion problems on roads within the study area, brought about through high dependency on the car and inadequate public transport alternatives. A key theme that has underlined many of the problems has been the inability of public transport to compete with the car, both in terms of its ability to penetrate into rural areas and its inability to provide a seamless travel alternative between the start end of a journey. Improving integration is important to encourage the use of public transport.

General Issues of Interchange

Lack of parking spaces at stations
Lack of co-ordinated timetables
Difficult access to public transport
Long walking distances between bus stops and stations
Poor waiting environment
Lack of bus interchanges in some towns

Other Integration Issues

- Integration of transport policy with
 - land use and development policy
 - regeneration and economic development policy
 - health issues
 - provision of education
 - funding provision

Cycling and Rail

Lack of good access to stations
Low standard of parking facilities at stations
Lack of facilities for cycles on trains

Transport Integration Issues

- Lack of integrated policy
 - information
 - ticketing
 - timetabling
 - marketing

Difficulties for those with Impaired Mobility, Older People, and Parents and Carers with Children

Inconsistent provision of public transport for these groups
Difficult to access the public transport system
Limited number of bus services which are easily accessible

Summary

- Many issues have been raised in relation to transport integration. These include difficulties accessing the system and poor interchange.
- If public transport is to provide an alternative to car travel, improvements will be needed to integrate transport modes.

What else is wrong? - Accessibility

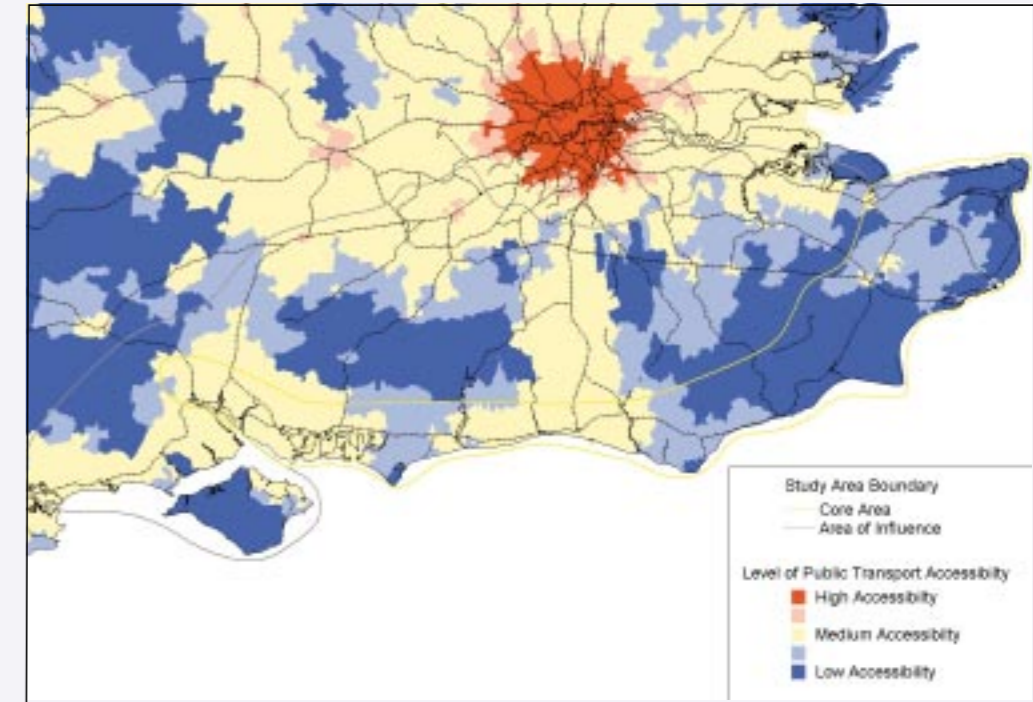
Another key issue brought out during the study is related to the lack of accessibility in parts of the area. This is important for the economic performance of the region and quality of life. Good accessibility, by all methods of transport, is crucial for people to get to jobs, schools, shops and hospitals. It is a significant issue for business located in the study area and for those looking to invest in the future.

Accessibility Issues

Poor levels of public transport provision
Un-developed highway infrastructure in sections of the corridor
High levels of congestion
Remoteness of parts of the study area
High proportion of older people

Deprivation Issues

Many coastal towns have pockets of deprivation
The area has experienced a range of economic fortunes
Higher levels of unemployment
Accessibility difficulties



The map shows the relative accessibility of places in the South East by public transport. This shows that along the coast, areas such as Southampton, Fareham, Portsmouth and Brighton are relatively accessible. Other accessible areas include Haywards Heath and Gatwick which are served by the Brighton line. Those coastal areas with lower accessibility include parts of Kent and East Sussex.

Summary

- The issue of poor accessibility has been raised in the initial study phase.
- If public transport is to provide an alternative to car travel, accessibility improvements will be required to assist in regeneration.

Q3. Are there any other issues that you think need to be addressed?

.....
.....

Q4. Are you? Male Female

Q5. Which age group do you belong to?

Under 18 18-24 25-34 35-44

45- 54 55-59 60-64 65 or older

Q6. Please tell us where you live- the first half of your postcode is all we need.

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Q7. Where did you obtain this leaflet?

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Further information

If you would like to receive future copies of newsletters and questionnaires (or other information) please give your name and postal address.

If you have already provided us with your details, do not complete this section.

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Your Views are Vital

This questionnaire can also be accessed from the SoCoMMS website (www.socomms.org.uk) and can then be submitted to us by email. The website is available 24 hours a day and contains more information about the study, including background to the study, and a copy of the first newsletter if you have not seen this already. Other information is being added as the study progresses.

Alternatively you can email comments to us directly at socomms@halcrow.com

THANK YOU FOR YOUR HELP

Any information given will be treated confidentially and will not be passed on to third parties



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