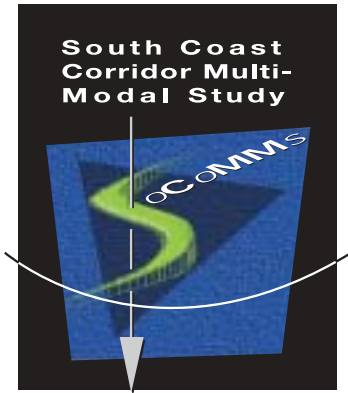


# TRANSPORT SOLUTIONS for the SOUTH COAST

***A Strategy For the Future  
Your chance to have your say***



*SoCoMMS Newsletter No 4 - May 2002*

## The Newsletter

This fourth newsletter updates you on the progress of the South Coast Multi-Modal Study. SoCoMMS is one of a number of such studies commissioned by the Government to look at the challenges and issues facing all modes of future transport and how these might be addressed to serve the needs of people, business and the environment.

The newsletter sets out the Consultant's preferred transport strategy for the corridor and provides you with an opportunity to give us your views.

## What are the Study Aims and Outputs?

The study, which covers an area extending from Southampton to Margate, aims to:

*'identify and investigate the congestion, safety and environmental problems of transport along the South Coast between Southampton and Margate; and to propose measures aimed at resolving these problems and improving access to regeneration areas and other areas of economic activity.'*

Issues relating to all modes of transport, particularly road, rail, bus, walking and cycling have been examined. The key output will be:

*'a transport strategy for the South Coast corridor that addresses local and regional transport problems across all modes, it will also form an integral input to a regional transport strategy.'*

It is envisaged that this strategy will then be taken forward as a series of strategy development plans for implementation in the short term (up to 2006), medium term (up to 2016) and the longer term (to 2030).

## Who is Carrying out the Study?

The study is being undertaken by consultants working for the Government Office for the South East. The project is overseen by a Steering Group comprised of representatives from local government, businesses, transport operators and environmental groups.

All the views expressed in this leaflet are those of the Consultants.

## How can You Get Involved?

For the past year we have been working with the Government Office and the Steering Group to develop a transport strategy for the corridor.

With the help of the public and interest groups, we have examined the current problems, challenges and constraints within the corridor. We have also identified how these will change, looking at future conditions both with and without new transport policies and network changes. This work has enabled us to reach conclusions regarding the way forward.

These findings, together with our preferred transport strategy are set out in this newsletter.

To help us refine/amend our preferred strategy we need your views. Please therefore feel free to complete the attached questionnaire, letting us know your opinion on both our preferred transport strategy and the ideas that we have ruled out.

We would like to receive your views by 21st June 2002.

**Halcrow**

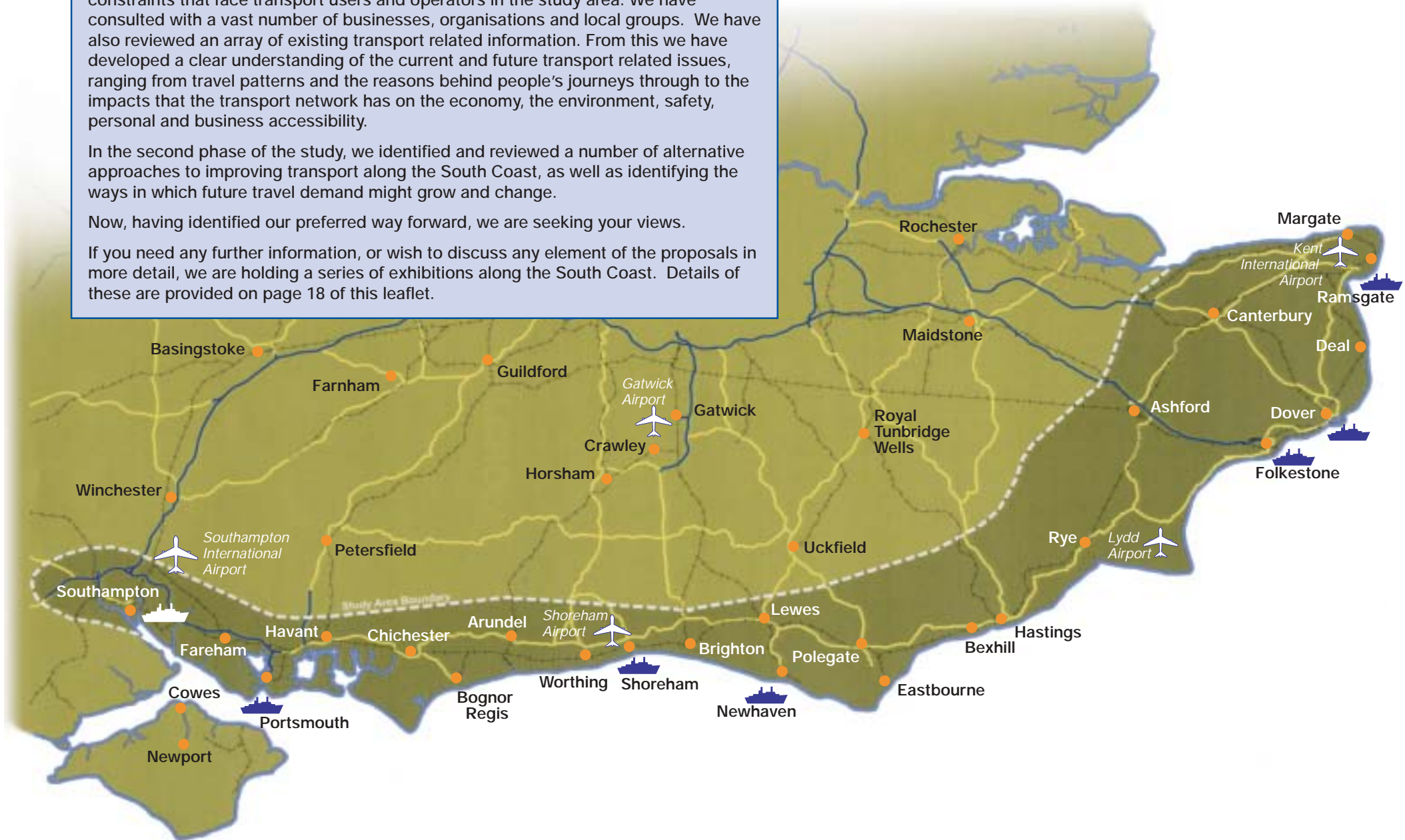
## What's Happened So Far?

The first phase of the study sought to understand the problems, challenges and constraints that face transport users and operators in the study area. We have consulted with a vast number of businesses, organisations and local groups. We have also reviewed an array of existing transport related information. From this we have developed a clear understanding of the current and future transport related issues, ranging from travel patterns and the reasons behind people's journeys through to the impacts that the transport network has on the economy, the environment, safety, personal and business accessibility.

In the second phase of the study, we identified and reviewed a number of alternative approaches to improving transport along the South Coast, as well as identifying the ways in which future travel demand might grow and change.

Now, having identified our preferred way forward, we are seeking your views.

If you need any further information, or wish to discuss any element of the proposals in more detail, we are holding a series of exhibitions along the South Coast. Details of these are provided on page 18 of this leaflet.



# What are the Key Problems, Challenges and Constraints?

## What are the Key Characteristics of Current Travel Demand?

**The Car** The private car is the dominant mode of travel in the corridor - two thirds of commuting journeys are made by car. The car provides flexibility but this has resulted in the dispersal of employment, leisure and residential activity away from the inner areas of towns and cities to the suburbs and rural areas. It has reduced the viability of public transport and made life much more difficult for those without access to a car.

There is little demand for longer distance movement from one end of the study area to the other. Any such movements that do occur are made via the M3, M25 and M20/M2. This lack of demand reflects the fact that towns along the corridor relate primarily to their neighbours, the easily accessible towns in the Weald and to London. There is very little commercial or social interaction between Coastal towns that are over 50 kilometres apart. This is illustrated by the fact that the average car journey is less than 25 kilometres.

**Public Transport** Less than 12% of all motorised journeys are made by public transport. In the case of rail, east- west journeys are generally short. Rail does however play a significant role in catering for movements between the South Coast and London. Over 40% of rail journeys are to London and half of these are made by commuters. These facts reflect the dependency of the South Coast towns on London, together with the generally better standard of rail services on the north-south axis. In the east-west direction, travel patterns are similar to those by car, reflecting again the absence of significant commercial or social interaction between Coastal towns more than 50 kilometres apart.

Bus generally plays a much more significant local role than rail, particularly within the major conurbations of Southampton, Portsmouth and Brighton & Hove. At present bus travel accounts for 15%, 11% and 20% of all motorised journeys within Southampton, Portsmouth and Brighton & Hove respectively. Across the whole corridor however, bus journeys make up some 6% of all motorised trips.

**Walking** For short distance trips, walking plays a major role. As important however, in the context of this study, walking also forms a key part of any public transport trip, providing a means of gaining access to the bus stop or rail station. Walking accounts for 13% of journeys to work. This figure could potentially be much higher as the car is currently used for many short distance trips.

**Cycling** Cycling accounts for 4% of journeys to work. As with walking, cycling can form an important element of a rail journey by providing access to the station. Most cycling takes place on the road network due to lack of dedicated cycle facilities. Cycling tends to be discouraged by the high traffic volumes and perceived dangers from speeding vehicles.

**Freight** With notable exceptions, particularly Southampton Port, most freight movement is made by road. Freight movements are however generally between the South Coast and the rest of the UK, rather than along the corridor. Where freight movement does occur on roads within the corridor, it is generally as the start or finish of a longer trip, using north - south radial routes.

## Issues Related to the Roads

Most congestion problems are currently confined to the peak periods and occur at a number of locations along the M27/A27/A259 corridor, as well as within the principal towns.

On the motorways and trunk roads, congestion tends to be at its worst where east-west movements meet north-south movements. Problems occur throughout the corridor, but particularly on the M27 near to the M3 and A3(M), on the A27 at Chichester, Arundel, Worthing and Polegate, the A259 between Bexhill and Hastings and in East Kent at Ashford and Canterbury. With increasing demand to travel by car, fuelled by further new development, increasing affluence and increased leisure time, such congestion will increasingly occur outside these times.

Within the urban areas the worst problems occur on the main approaches to the cities of Brighton & Hove, Portsmouth and Southampton. In addition, there are also significant congestion problems at peak times on the approaches to many of the smaller towns (such as Canterbury, Chichester, Bognor Regis, and Worthing).

Such problems affect the reliability of road based public transport. They also make it difficult for freight operators and businesses to accurately predict the times of freight deliveries. Congestion also detracts from the general accessibility to the Coastal towns.

Increasing car use has other effects also. It creates environmental nuisance in the form of air pollution, traffic noise and visual intrusion and makes alternative travel modes such as cycling and walking less attractive.

In rural areas, the demise of public transport has created problems of social exclusion for those without access to a car. This impacts particularly on the young, the old, the unemployed and those looking after young children.

Increasing car use also affects safety. Particular problems exist along the A27 at Chichester, Arundel, Worthing, between Lewes and Polegate and on the A259 between Hastings and Folkestone. In addition, there are general road safety problems associated with excessive travel speed. These occur in both rural and urban areas.

**Unless something is done all of the above will worsen over time.**

# What are the Key Problems, Challenges and Constraints?

## Issues Related to Public Transport?

In general, the quality of public transport is perceived as being poor. This is due to a lack of investment in vehicles, slow journey times and limited through services. There is also concern regarding the frequency of public transport services, their lack of availability in the evening, at weekends and public holidays, the safety of using them (particularly during the evenings) and the cost of travelling by public transport.

Another key factor is that such services generally form only part of the whole journey. To compete with the car the public transport system needs to provide seamless travel. By contrast the system is currently perceived as suffering from:

- Poor interchange between different modes, both in terms of physical proximity and timetabling;
- Inadequate information, particularly for those journeys that use many modes; and
- Lack of availability of through ticketing, for inter-modal journeys.

All of the above apply equally to both rail and bus and consequently public transport is not currently seen as an attractive alternative to the car.



## The Economy

The Corridor acts as an important gateway to a number of ports and airports. Whilst most freight travels north-south, the corridor nonetheless still provides the final road and rail links to these facilities. Most employees at the ports of Southampton, Portsmouth, Shoreham, Newhaven, Folkestone, Dover and Ramsgate have to use the corridor's transport facilities to get to work. Similarly, many employees and passengers using the airports at Southampton, Gatwick and Manston have to use the corridor's transport network.

Lack of rail access to the port of Dover and Manston Airport is seen as a key issue that inhibits development. Similarly, there are concerns about maintaining and enhancing public transport access from the South Coast towns to Southampton and Gatwick Airports. This is seen as inhibiting the ability of the operators to actively encourage use of non car modes, as well as restricting the potential employment catchments of both facilities.

In the wider arena, businesses along the South Coast are concerned about poor local transport communications, particularly in the east-west direction. The inner areas of many South Coast towns suffer from high levels of unemployment and deprivation. A key issue raised by many in consultation was the perceived link between poor transport facilities, deprivation and the need to improve transport links so as to stimulate economic development.

## The Environment

The rural areas of the South Coast Corridor contain areas of significant environmental, landscape and heritage importance. These are in a number of Nationally and Internationally important locations including the South Downs, the High Weald, the New Forest and the Heritage Coastal areas such as around Beachy Head. Within these areas there are distinctive landscapes, protected habitats, and areas that have been designated for their geological, vegetation and wildlife importance.

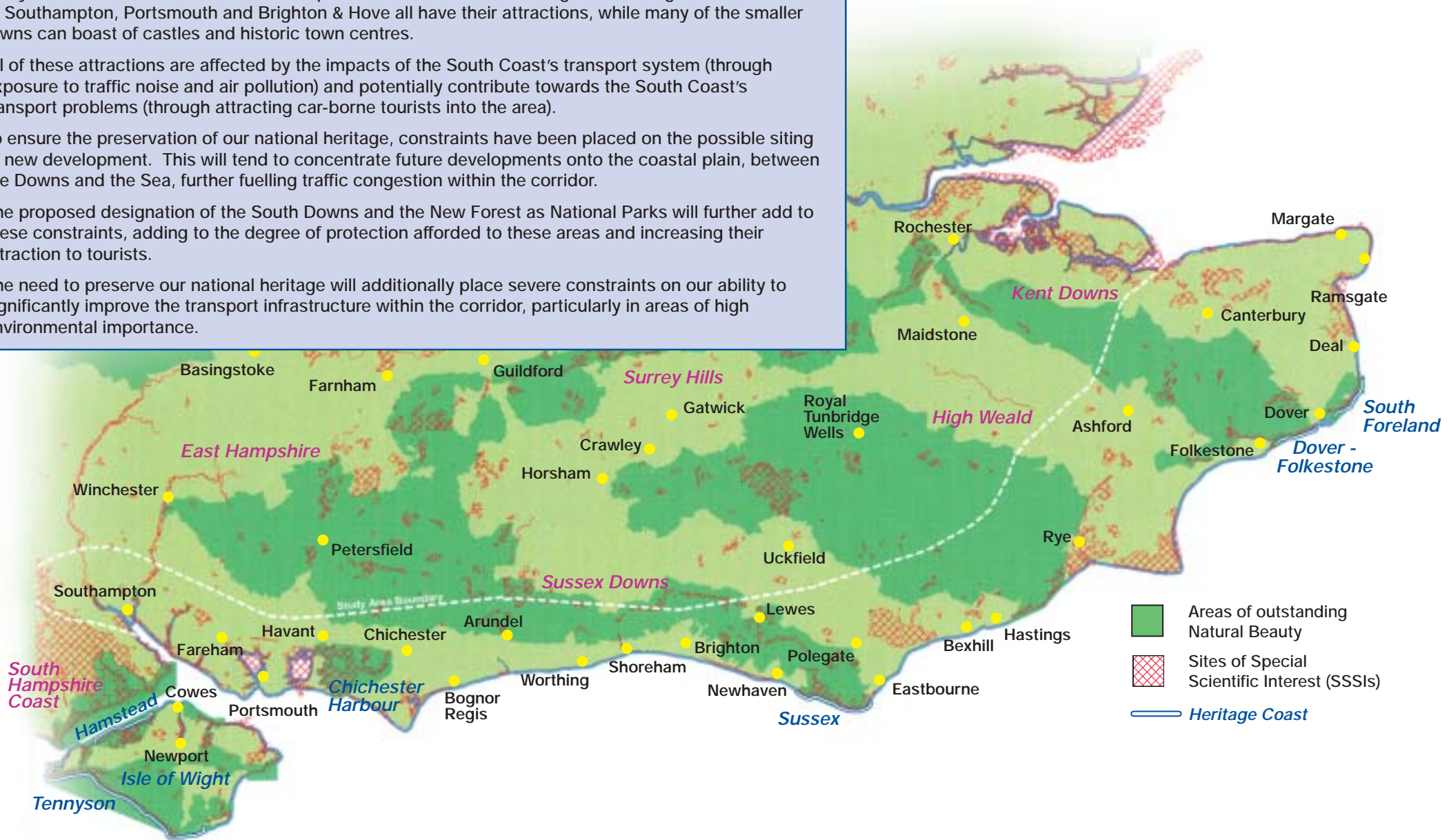
Many of the urban areas have an historic past and contain listed buildings and heritage sites. The cities of Southampton, Portsmouth and Brighton & Hove all have their attractions, while many of the smaller towns can boast of castles and historic town centres.

All of these attractions are affected by the impacts of the South Coast's transport system (through exposure to traffic noise and air pollution) and potentially contribute towards the South Coast's transport problems (through attracting car-borne tourists into the area).

To ensure the preservation of our national heritage, constraints have been placed on the possible siting of new development. This will tend to concentrate future developments onto the coastal plain, between the Downs and the Sea, further fuelling traffic congestion within the corridor.

The proposed designation of the South Downs and the New Forest as National Parks will further add to these constraints, adding to the degree of protection afforded to these areas and increasing their attraction to tourists.

The need to preserve our national heritage will additionally place severe constraints on our ability to significantly improve the transport infrastructure within the corridor, particularly in areas of high environmental importance.



# What does the Future Hold?

Over the next 15 to 30 years current conditions on the corridor's transport networks are likely to significantly worsen if nothing is done.

Current government policy envisages that the number of housing units within the corridor will increase by just under a fifth during the next fifteen years. In addition, it is expected that the number of jobs within the corridor will increase by around 10 percent over the same period. Although Ashford has been identified as a major centre for regional growth, much of this new development will be located elsewhere, throughout the South Coast Corridor.

This new development, coupled with:

- continuing increases in car ownership and leisure activity; and
- increasing freight movements to and from the South Coast ports and Channel Tunnel;

will lead to increased levels of trip making, resulting in higher levels of congestion, traffic noise, air pollution and road accidents if no action is taken.



It is estimated that if we continue as we are now, the number of car trips and the number of kilometres driven within the corridor will increase by just under 30% in the next 15 years and by up to 48% over the next 30 years. As a consequence, average daily travel speeds in towns will reduce from a current level of 20 mph to 15 mph in 2016 and average daily travel speeds along the M27/A27/A259 corridor will reduce from:

- 62 mph to 54 mph      Cadnam and Havant
- 45 mph to 40 mph      Havant to Brighton
- 42 mph to 38 mph      Brighton to Hastings
- 41 mph to 36 mph      Hastings to Ashford
- 43 mph to 42 mph      Ashford to Thanet, via Canterbury
- 51 mph to 52 mph      Ashford to Thanet, via Dover

This is despite a predicted 30% increase in rail use by 2016 and the provision of committed improvements including:

- completion of the Channel Tunnel Rail Link, providing fast rail services between London and Ashford and other Kent towns;
- other significant improvements to rail services, agreed with current rail operators;
- provision of a light rail system between Portsmouth and Fareham and associated bus priority corridors;
- substantial investment by local authorities in local walking, cycle and public transport networks; and
- localised developer led highway improvements.

To change this situation it is necessary to start planning our future transport system now.

Any future transport strategy is likely to have to:

- respect the constraints imposed by the physical environment of the corridor;
- address the key problems and challenges set out above;
- conform with the Government's 10 Year Transport Plan and Regional Transport Strategy; and
- contribute towards improving the quality of life of all of those who work, live and play within the corridor.

# Feedback on the Form of the Future Transport Strategy

From the consultation on problems and issues, a number of common themes emerged. These being that the chosen transport strategy should seek to:

- prioritise support to the least damaging modes of transport;
- reduce public transport travel times;
- make public transport services more accessible;
- reduce the number of highway conflicts and bottlenecks;
- manage the growing demand for road-based travel;
- improve safety and security throughout the transport system;
- reduce reliance on the car by providing alternatives for short-distance trips;
- focus on the overall performance (including quality) of all modes;
- improve facilities for walking and cycling;
- link urban solutions to regeneration and environmental initiatives;
- design transport solutions to support land-use policies; and
- ensure that transport solutions are deliverable.

The subsequent consultation on possible solutions identified that the key components of any transport strategy might include the following strands:

Better management of the current transport system through:

- making better use of our existing roads and railways, both by reducing car dependency and addressing current problems;
- improving overall integration between transport modes (both public and private);
- improving opportunities for using alternatives to the car, i.e. public transport, walking and cycling; and
- giving priority to public transport and freight vehicles over other traffic.

Better education through:

- raising public awareness of the impacts of private car use;
- encouraging more sustainable transport choices to meet personal travel needs; and
- encourage individuals to change their lifestyles and work patterns so as to reduce our overall need to travel.

Better regulation so as to secure changes in:

- the size and location of future urban developments; and
- the management, funding and implementation of transport facilities.

Better balance between modes, through introduction of:

- travel tolls in the form of urban cordon charges, congestion charges, motorway or trunk road tolls or increased fuel costs or taxation;
- parking charges, on street, within off-street public car parks or in private car parks; and
- reduced public transport fares.

Better transport facilities in the form of:

- new services on the existing railway system;
- new railway infrastructure, in the form of stations, new chords, or new routes;
- new bus infrastructure, in the form of bus stations, bus lanes and new routes;
- new cycling and walking facilities;
- upgraded existing roads; and
- completely new roads.

All of these ideas and many others have been examined. The appropriateness of each has been assessed and conclusions have been drawn.

From these it is apparent that there are no “one off” simple answers. Instead, the way forward lies within providing a package of interrelated measures.

Before developing our preferred strategy we examined a wide variety of possible solutions. In addition, we have spent considerable time examining the impacts associated with adding or subtracting different measures from the preferred strategy.

## What have we Ruled Out?

**Do-Nothing** - This is not a credible option. Doing nothing will mean a continuing increase in car dependency, a consequent further decline in the viability of public transport and an accompanying worsening of traffic congestion, air pollution, exposure to traffic noise and the further marginalisation of socially excluded groups.

**Build a New Motorway** - This is not the answer for the following reasons:

- it would not address congestion problems at existing bottlenecks as effectively as a new motorway would have more limited access;
- it would encourage growth in longer distance east- west car movement, thereby increasing car dependency and undermining the viability of rail improvements;
- it would attract longer distance through traffic, using the road as an alternative to the M25 to the north; and
- finally, it would be damaging to the physical environment of the area, passing through several areas of outstanding natural beauty, and perhaps through urban areas.

**Tolling Motorways and Trunk Roads** - This is not the answer for the South Coast Corridor as it will encourage car users to use the non-motorway / trunk road network as an alternative. This will have the consequence of increasing:

- congestion on the non-motorway / trunk road network;
- overall number of road accidents, because more traffic will be using unsuitable roads;
- air pollution and traffic noise within sensitive urban areas and in tranquil rural areas.

**Improving Public Transport on its own** - Whilst this approach can be successful in increasing the use of bus and rail services, it will have limited effect on the overall use of private vehicles within the corridor. Thus, on its own, it will not tackle many of the congestion ‘hot spots’. Such measures need to be balanced with other approaches.

# What is Our Emerging Preferred Strategy?

The emerging preferred strategy has been chosen bearing in mind the common themes that emerged through consultation on both problems and issues, and possible solutions. The strategy seeks to build on a range of local and regional initiatives that are being pursued. Central to the strategy is a wider long-term vision for the corridor as a 'model for balanced, sustainable regeneration and regional economic development'.

## The Local Initiatives

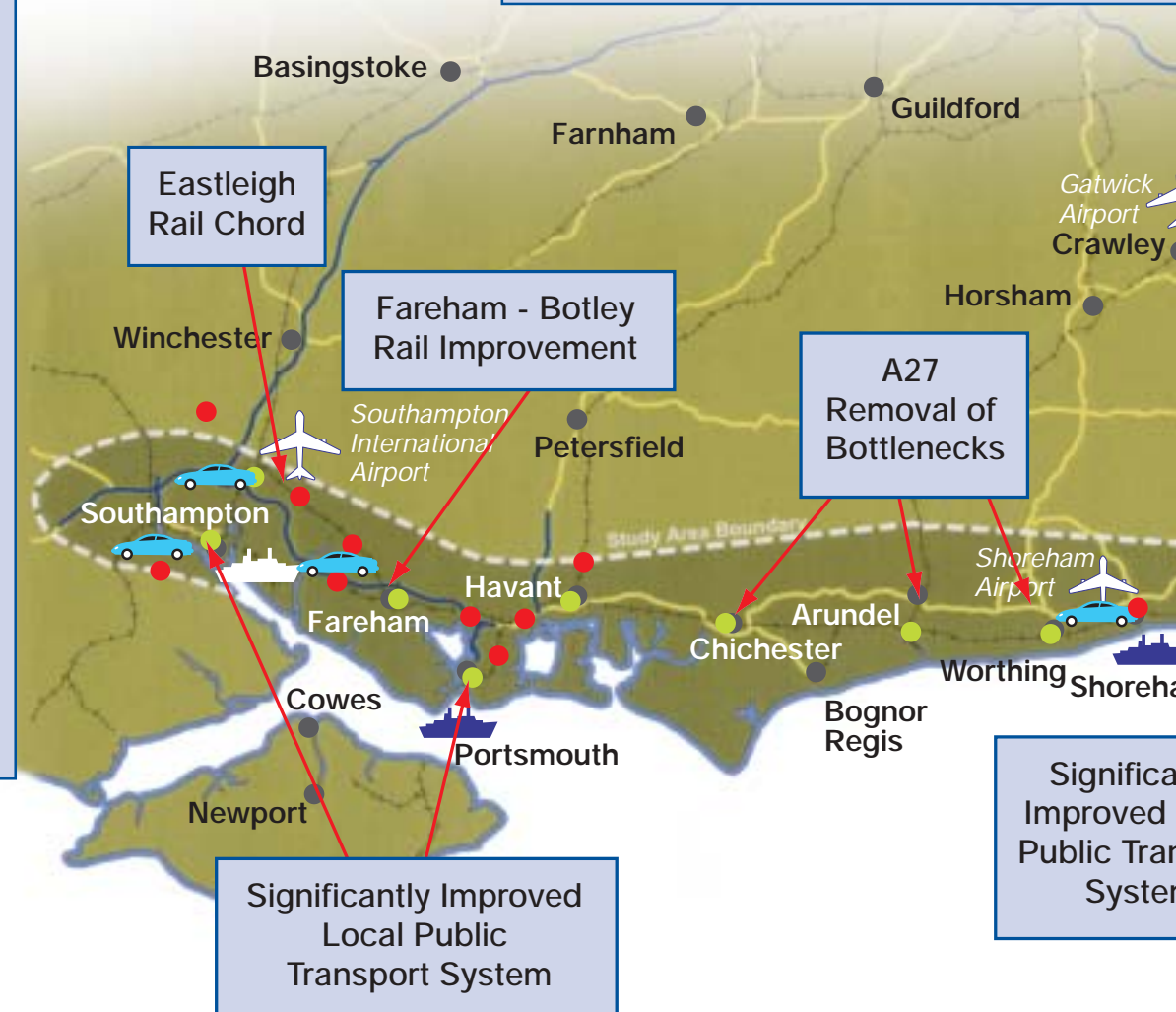
A key element of our preferred strategy is to encourage use of sustainable travel modes, wherever possible. This will reduce overall levels of traffic growth, particularly in the peak periods. To achieve this much greater emphasis will be placed on Local Authority, Community and Business lead initiatives such as:

- safer routes to school;
- travel awareness education;
- green travel plans;

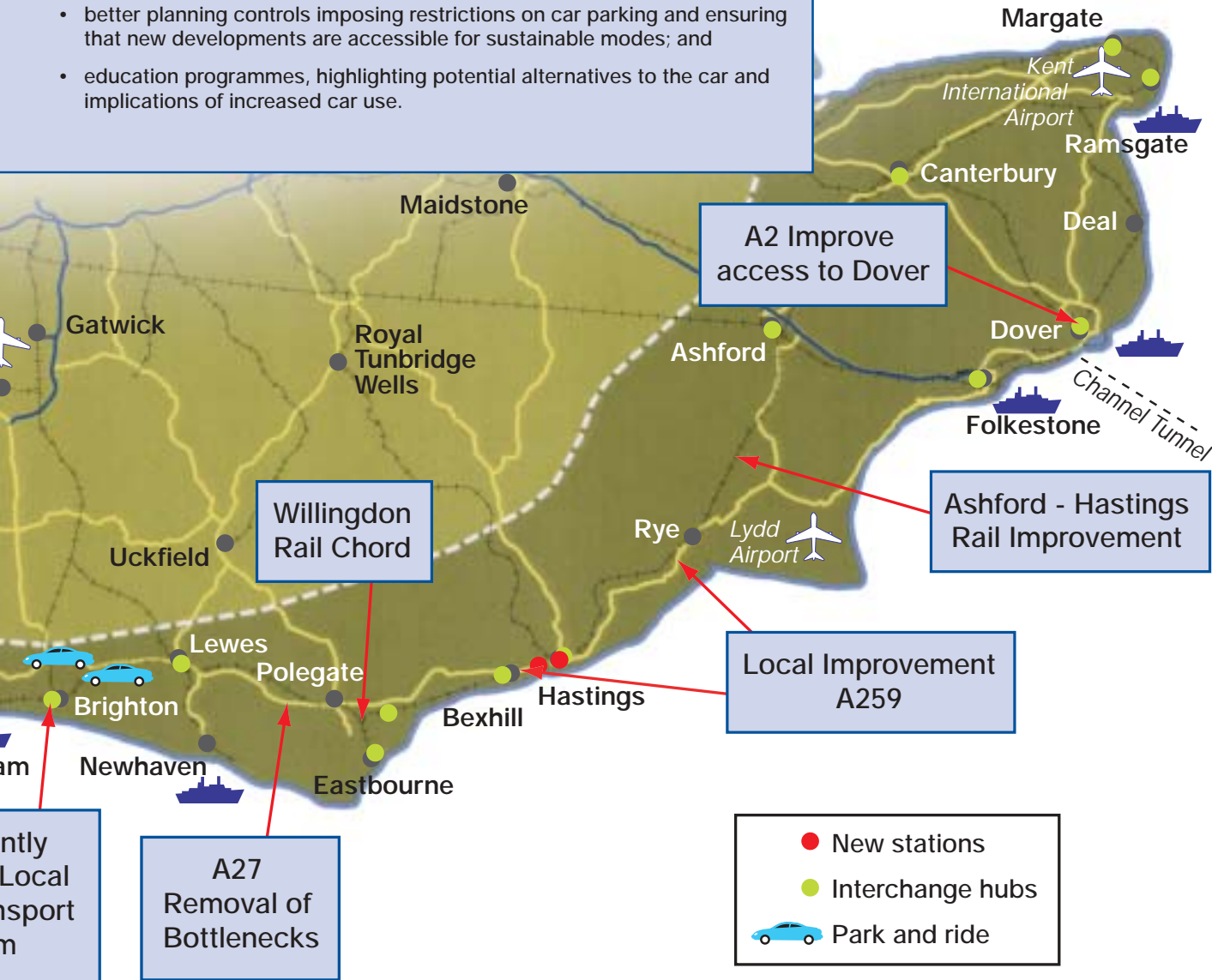
## More Strategic Public Transport Improvements

At the strategic level, choice will be increased through enhancement of the rail network and its services. The strategy seeks, not only to improve the rail journey but also to focus on access and egress at stations so as to provide for the 'whole' journey. This should include:

- frequency enhancements on the local east-west rail services, dividing the corridor into three overlapping sectors, focused around South Hampshire, Brighton & Hove and East Kent;
- introduction of fast through services linking Southampton to Ashford to provide a corridor for strategic movement with intermediate stops at key 'hub' stations which allow interchange between local, through and London based rail services/local bus services / the cycle and, at non town centre stations, the private car;
- introduction of a number of new rail stations to facilitate interchange to serve new developments and to act as Parkway stations;
- provision of additional platforms at a limited number of stations to facilitate the running of mixed services;
- the introduction of new chords to allow more flexible train routing;
- double tracking the railway line as appropriate and introducing passing loops at selected local locations along the corridor; and
- all to be supported through station based access and quality improvements and rolling stock enhancements.



- home working;
- internet shopping;
- locally based pedestrian/cycle/bus infrastructure improvements;
- better planning controls imposing restrictions on car parking and ensuring that new developments are accessible for sustainable modes; and
- education programmes, highlighting potential alternatives to the car and implications of increased car use.



### Locally based Public Transport Improvements

The strategy must provide greater choice for local movement. While the above will contribute to this, there are a number of other measures that also need to be added. These include:

- encouragement of Quality Bus Partnerships;
- introduction of more frequent and extensive bus services, particularly in the evening and at weekends;
- improved interchange between walking, cycling, bus and rail, particularly at 'hub' stations;
- improved information systems and improved access to bus services;
- provision of improved walk/cycle routes to schools, stations and town centres (to be implemented on a whole route basis);
- introduction of edge of city Park and Ride systems with a corresponding review of central area parking provision; and
- introduction of new or extended public transport systems.

# What is Our Emerging Preferred Strategy?

## Targeted Road based Improvements

For our preferred strategy to be effective it must address the issues associated with car dependency. Continuing commitment to a predict and provide culture is therefore not an option. Nonetheless, there is currently severe traffic congestion at many locations along the A27 Trunk Road and this is predicted to worsen in the future. This will make it more difficult for business and freight operators to gain access to many of the South Coast towns from the national road network.

After considering all available options we have concluded that these problems can only be addressed through localised highway improvements. These being solely aimed at the bottlenecks that cause congestion. The strategy should therefore include a limited number of measures to improve the current road network's overall efficiency. These include:

- improvements to the operation of the M27;
- removal of bottlenecks on the A27 between Havant and Polegate;
- improvements between Bexhill and Hastings; and
- improvements to the eastern approach to Dover.

No decisions have yet been made as to how such improvements might be achieved. It is inevitable however that there will need to be trade-offs between the wider benefits that can be attributed to such improvements and the resulting worsened environment directly adjacent to existing and improved sections of Trunk Road.

If this transport strategy is taken forward, further work will need to be undertaken to identify ways in which these improvements can be secured with minimum impact on the rural and urban landscape. In some locations this may mean that the only publicly acceptable solution will be to place new roads in tunnels.

In addition to the above, there may be a need to provide small scale safety and environmental improvements as and when needed.

## Promotion of Rail and Sea Based Freight Initiatives

It is recognised that the majority of freight movements within the South Coast corridor will continue to be made by road. Nonetheless, the strategy should promote and facilitate, the transfer of freight movement from road to rail and sea. In particular the strategy should seek to encourage further use of rail and sea by encouraging:

- freight quality partnerships;
- rail access to ports;
- transshipment of selected international freight between international and coastal shipping; and
- further use of coastal shipping for bulky goods (building materials, etc.)

## Promotion of Personal Safety, Road Safety and Accessibility for the Mobility Impaired

In accordance with general government policy and good design practice all strategy measures should be designed to promote personal safety and aid movement for the mobility impaired. To ensure that this is achieved the overall strategy should be taken forward within the context of an agreed mobility impaired accessibility policy, to be developed through consultation with local groups and organisations.

## Ensuring Balance

Each of the above strategy elements will only be effective if a state of equilibrium is achieved between demand for travel by car and other modes of transport. To ensure this, the strategy must have at its core measures that seek to control the growth in the overall level of future car usage, particularly in locations where there are, or will be, good alternative transport systems. All of the above measures should therefore be introduced within an overall policy regime that includes:

- significantly increased long stay public parking charges within each of the South Coast towns, using a fee hierarchy that reflects the town's status;
- increases to short stay public parking charges so as to encourage off-peak modal transfer to public transport and park and ride;
- a levy on all private workplace parking spaces in core urban areas, together with all parking spaces in "out of town" retail parks along the South Coast; and
- car based cordon charges for entry into the major conurbations of Southampton, Portsmouth and Brighton & Hove so as to encourage use of the new Park and Ride facilities.

Road space released through restraint should be reallocated to public transport, cycling and pedestrians. Revenues generated from these charges should be reinvested in local public transport improvements.

It is this final component that will determine the overall success of the strategy itself. It is essential therefore that any funding commitment is directly linked to the production of a corridor wide implementation plan, directly linking the funding of any new infrastructure to the progressive implementation of these balancing measures, and that these measures are introduced consistently throughout the corridor and neighbouring areas as part of the Regional Transport Strategy.

No decisions have been taken regarding the timing of such measures. There would need to be consultation with the public and local stakeholders regarding their introduction,

# What are the Impacts of this Strategy?

The preferred strategy provides a balanced way forward, recognising the continuing need to cater for increasing travel demand (from both existing residents and new developments) while at the same time preserving the corridor's character. It seeks to achieve this through encouraging sustainable travel modes, whilst also recognising that there is a need to maintain accessibility by all modes of transport, so as to ensure economic vitality.

## Travel Patterns, the Economy and Accessibility

The foundations of the strategy lie in increasing the attractiveness of public transport, walking and cycling, thereby providing a real alternative to the car. This is achieved through providing:

- much improved facilities for these alternative modes;
- increasing public transport service frequencies;
- improving modal interchange; and
- seeking to improve the quality of the traveller's environment at each stage in the journey, thus transforming the 'whole journey' experience.

These measures are expected to reduce overall public transport travel times. For example, the rail journey time between Southampton and Ashford would be reduced by around one third when compared to today.

By contrast, travel times by road (in 15 years time) are expected to remain similar or slightly worse than today, despite the improvements to the current road network and the introduction of higher parking charges and selective road user charges.

In this way the strategy will ensure that local businesses and freight operators can continue to gain access to the nations road system, but will not openly encourage further increases in overall car dependency within the corridor

Through this combination of improved public transport accessibility and similar, albeit more expensive road based accessibility the strategy is expected to:

- reduce the growth in car usage across the study area from 28% over the next 15 years to 20%; and
- increase the growth in public transport usage from 30% to 45% over the same time period.

Equally importantly, through increasing car based travel costs within the towns and cities, levels of modal transfer will be highest in the very locations where alternative transport modes are most effective and the adverse impacts of the car are greatest.

The strategy will also significantly reduce current problems of personal safety and poor public transport accessibility, providing significant benefits for existing users, amongst whom are many of the most socially excluded groups within our society.

## Environment and Safety

With or without the preferred strategy, traffic activity is set to increase considerably over the next 15 and 30 years, with a consequent worsening in the human environment and in road safety (albeit that technological improvements in car design will mitigate some of these effects, as in the case of local air pollution)

The preferred strategy nonetheless offers two significant benefits over the Do-Nothing situation.

- Firstly, by reducing overall car usage growth, future environmental and road safety problems will be reduced.
- Secondly, the strategy concentrates the traffic growth in areas where it can best be accommodated (i.e. on the Motorways and Trunk Roads).

In terms of the human environment, problems adjacent to the M27 Motorway and the A27 Trunk Road will be higher than in the Do-Nothing situation. Away from these roads however, traffic activity will be lower. This will result in environmental benefits within the South Downs National Park and within the Coastal towns.

Similarly, concentration of traffic onto the M27, A27 corridor means that a greater percentage of traffic will be travelling on purpose built roads, away from urban areas. Overall accident levels will therefore be reduced.

On the negative side, the strategy requires construction of new sections of railway, new stations, park and ride sites and new sections of road. These in themselves will impact on the physical environment. The challenge will therefore be to provide them in such a way as to minimise this. It is likely therefore that there will need to be a commitment to paying a construction cost premium, so as to protect the environment.

## The Costs

Preliminary estimates suggest that funding in the region of £2 Billion will be needed to implement our preferred strategy. It will however be implemented in phases, with funding being spread over a 15 to 20 year period.

Some of these monies might be made available through the private sector. Income from increased public parking charges, private parking place levies and cordon charges can also be used to fund the improvements.

# What could it mean in Your Area?

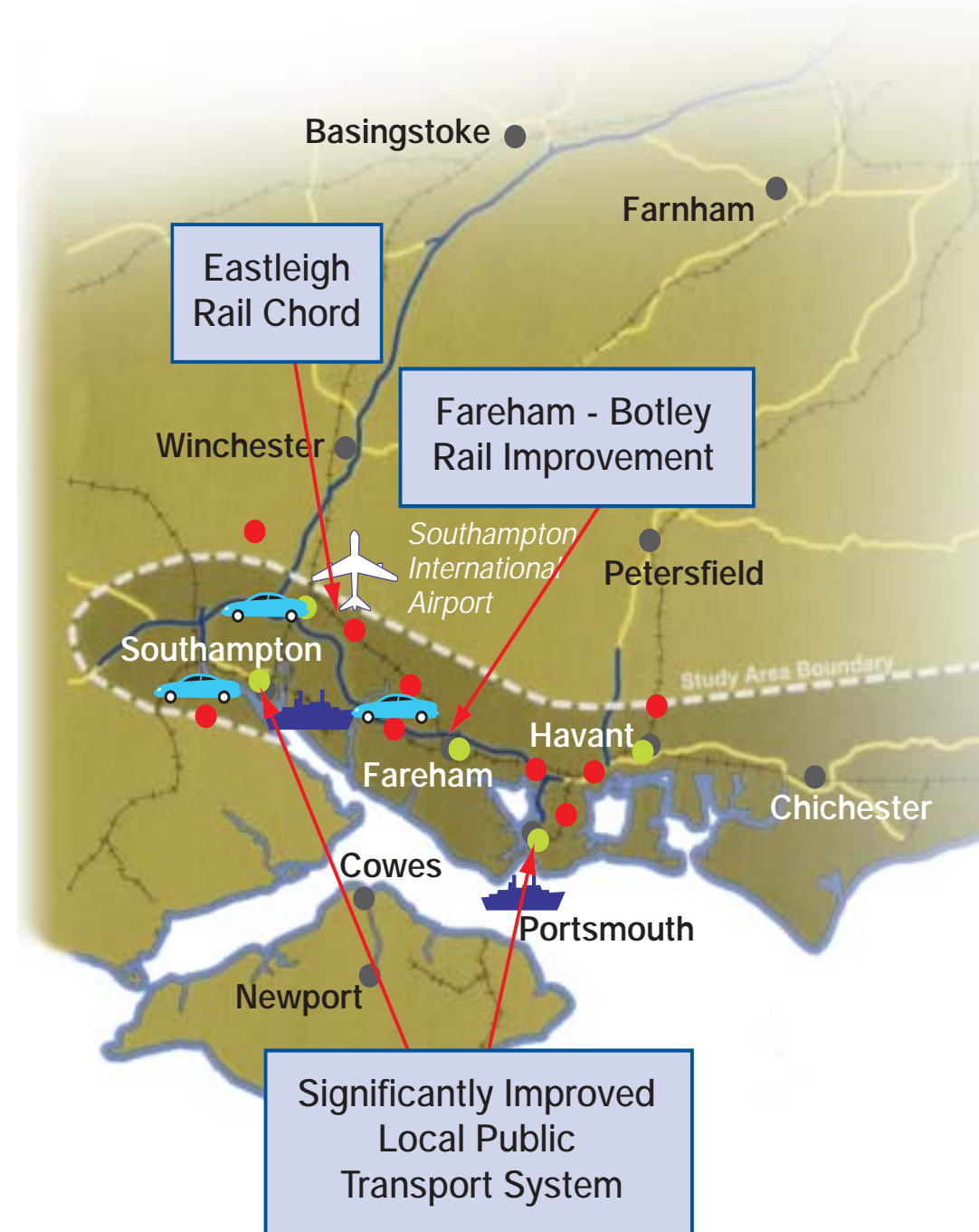
## Southampton to Havant

### Local Initiatives

- Develop coordinated management of the implementation, operation and maintenance of the transport system. There is a need to build on current studies and initiatives being pursued.
- Develop local and strategic partnerships to integrate the development of the transport system.
- Safer routes to school, travel awareness education, green travel plans, home working, and internet shopping should all be actively promoted.
- Additional funding should be made available for locally based pedestrian/cycle/bus infrastructure improvements.
- Better planning controls, ensuring that new developments are accessible for sustainable modes.
- Education programmes, highlighting potential alternatives to the car and implications of increased car use.

### Locally based Public Transport Improvements

- Quality Bus Partnerships should be promoted so as to secure more frequent and extensive urban and rural bus services, particularly in the evening and at weekends.
- Interchange facilities at railway stations should be greatly improved, particularly at the 'hub' stations allowing interchange between local, through and London based services/local bus services/the cycle and at non-town stations, the private car.
- New railway stations should be introduced as appropriate to serve major new developments and other areas poorly served by rail.
- City based Park and Ride systems introduced on the outskirts of Southampton and Portsmouth will have an important role to play in the overall strategy for the area. Initially these could be bus based, but ultimately they could link into new rapid transit systems.
- The proposed SHRT system comprising light rail between Portsmouth and Fareham with associated bus priority corridors such as between Portsmouth and Waterlooville should be developed. The light rail system could be extended from Fareham to Southampton.
- Provision of rail services to Chandlers Ford and Hythe.



## Targeted Road based Improvements

The recently completed M27 Integrated Transport Study identified a package of measures required for the M27 motorway. These included the provision of widening between junctions 3 and 4, and between junctions 11 and 12 as well as improvements to a number of the motorway junctions. These measures are being studied further within the next part of this study.

## More Strategic Public Transport Improvements

- Local East-West rail services should be enhanced.
- A new through rail service should be introduced, linking Southampton, Fareham and Havant with Ashford.
- Additional passenger platforms should be provided at Fareham and Havant, a new rail chord should be provided at Eastleigh and the line between Fareham and Botley should be double tracked. These changes will allow east-west trains to serve Southampton Parkway and thus improve access to Southampton Airport.
- Seamless interchange facilities should be developed at Southampton, Southampton Parkway, Fareham and Havant.
- In addition, there should be general improvements to all stations in the area, providing greatly improved accessibility, better information and improved passenger facilities.

## Promotion of Rail and Sea Based Freight Initiatives

- Increased use of rail for accessing the ports of Southampton and Portsmouth should be encouraged. Similarly, if Dibden Bay is to be developed its primary means of access (for freight) should be by rail.
- Increased facilities should be provided to allow the transshipment of selective international freight between international and coastal shipping, particularly at Southampton and Portsmouth.
- When appropriate, coastal shipping should be used for the movement of bulky goods (building materials, etc.).
- Promotion of freight quality partnerships

## Promotion of Personal Safety, Road Safety and Accessibility for the Mobility Impaired

Any strategy measures should be designed to promote personal safety and should be designed within the context of an agreed mobility impaired accessibility policy.

## Ensuring Balance

In the context of providing the overall strategy, there is a need to review the management of travel demands in the future. This could be achieved by:

- increasing long stay public parking charges significantly within the centres of both Southampton and Portsmouth, and to a lesser extent in the other centres of Winchester, Fareham, Gosport and Havant.
- increasing short stay public parking charges within Southampton and Portsmouth to encourage off-peak modal transfer to public transport and park and ride. In other towns these should also be increased to some extent to encourage public transport usage.
- introducing a levy on all private workplace parking spaces in the core urban areas within South Hampshire and at all "out of town" retail parks in the area.
- introducing car based cordon charges should be introduced for entry into the major conurbations of Southampton and Portsmouth so as to encourage use of the new Park and Ride facilities.

These should be introduced on a regional basis as part of an overall strategy for the region.

Released road space within both Southampton and Portsmouth should be reallocated to public transport, cycling and pedestrians and revenues generated from the charges should be reinvested in local public transport improvements.

 New stations

 Interchange hubs



Park and ride

# What could it mean in your area?

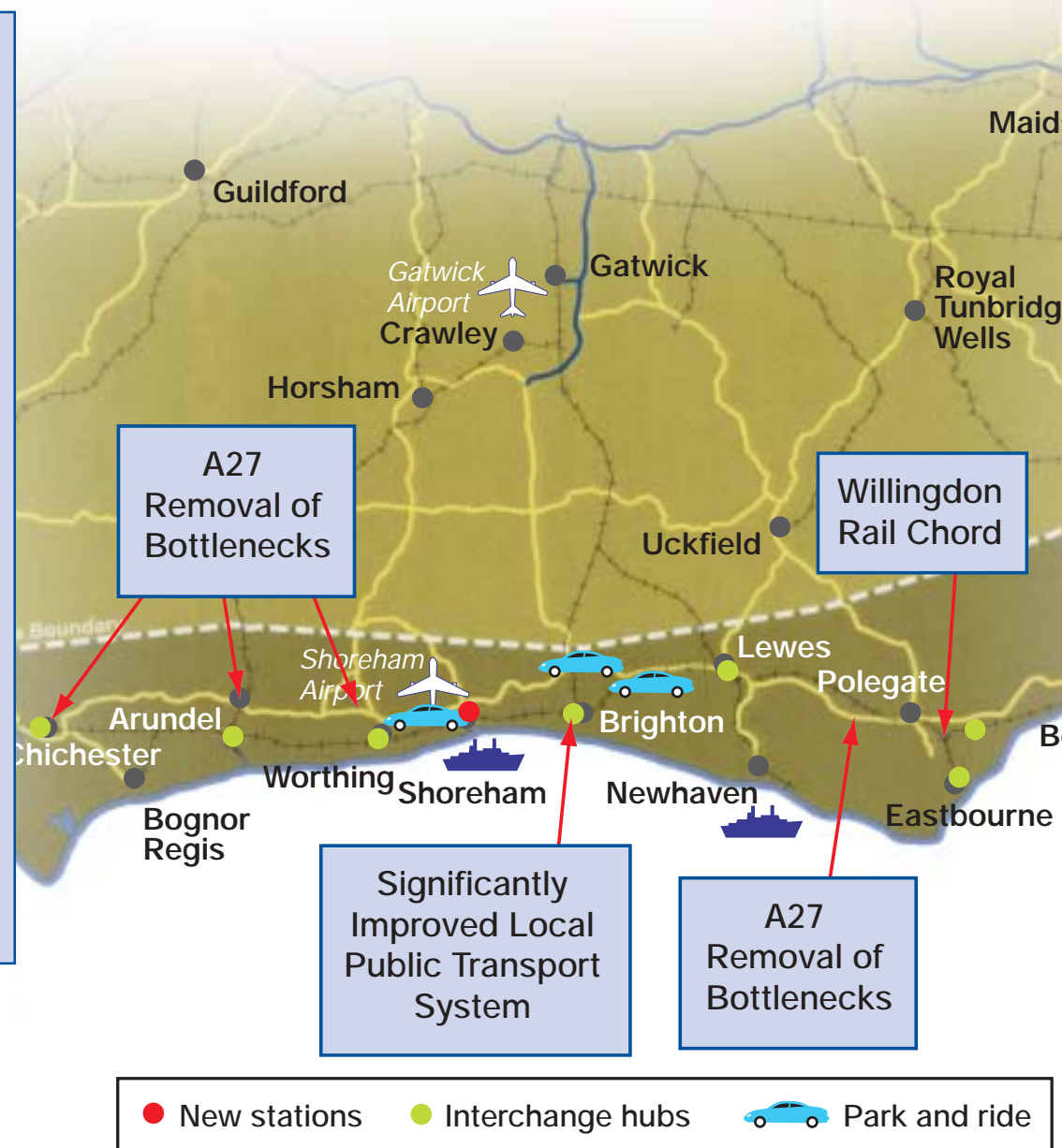
## Chichester to Hastings

### Local Initiatives

- Safer routes to school, travel awareness education, green travel plans, home working, and internet shopping should all be actively promoted.
- Additional funding should be made available for locally based pedestrian/cycle infrastructure improvements to provide complete networks.
- Additional bus infrastructure improvements.
- Better planning controls, ensuring that new developments are accessible for sustainable modes.
- Education programmes, highlighting potential alternatives to the car and implications of increased car use.

### Locally based Public Transport Improvements

- Quality Bus Partnerships should be promoted so as to secure more frequent and extensive urban and rural bus services, particularly in the evening and at weekends.
- New rail stations should be introduced at Littlehampton Parkway, Shoreham Airport Parkway, Stone Cross, Glyne Gap and West St. Leonards.
- Interchange facilities at railway stations should be greatly improved, particularly at the 'hub' stations to provide interchange between local, through and London based rail services/local bus services/the bicycle and at non-town centre stations, the private car.
- City based Park and Ride systems should be introduced on the outskirts of Brighton & Hove - initially these could be bus based but ultimately they could link into new rapid transit systems.
- A dedicated public transport, such as LRT or guided bus, new rapid transit system should be introduced within the Greater Brighton Area, linking the centre with Shoreham, Newhaven, Falmer and Patcham.



## More Strategic Public Transport Improvements

- Local east-west rail services should be enhanced, particularly the local rail network between Portsmouth and Hastings, centred on Brighton.
- A new through rail service should be introduced, linking Chichester, Littlehampton Parkway, Worthing, Brighton, Lewes, Stone Cross and Hastings with Southampton, Fareham, Havant and Ashford. This would require the selective introduction of passing loops between Havant and Hastings. A new rail chord should be provided at Willingdon.
- Seamless interchange facilities should be developed at Chichester, Littlehampton Parkway, Worthing, Brighton, Lewes, Stone Cross and Hastings.
- In addition, there should be general improvements to all stations in the area, providing greatly improved accessibility, better information and improved passenger facilities.

## Targeted Road based Improvements

Existing bottlenecks on the A27 Trunk Road, between Havant and Polegate should be removed. This will provide better road based connections to the national road network from:

- Hastings and Bexhill (via a proposed Link Road/A21)
- Eastbourne, Worthing, Arundel (via A27/A23)
- Arundel, Chichester (via A27/A3)

Necessary works should include improvements at the existing intersections along the Chichester bypass, at Fontwell and Slindon Common, at Arundel, Worthing and Lewes and between Lewes and Polegate. In addition, local road improvements should be introduced between Bexhill and Hastings.

As already noted, no decisions have been made as to how such improvements might be achieved. If the strategy is taken forward further work will be needed to identify ways in which these improvements can be secured with minimum impact on the rural and urban landscape.

## Promotion of Rail and Sea Based Freight Initiatives

- Use of rail for accessing the ports of Shoreham and Newhaven should be encouraged.
- When appropriate, usage of Shoreham and Newhaven ports for coastal shipping should be encouraged, particularly for the transportation of bulky goods (building materials, etc.).
- Promotion of freight quality partnerships

## Promotion of Personal Safety, Road Safety and Accessibility for the Mobility Impaired

Any strategy measures should be designed to promote personal safety and should be designed within the context of an agreed mobility impaired accessibility policy.

## Ensuring Balance

In the context of providing the overall strategy, there is a need to review the management of travel demands in the future. This could be achieved by:

- maintaining and extending high long stay public parking charges within the centre of Brighton & Hove. Elsewhere, within the centres of Chichester, Bognor Regis, Littlehampton, Arundel, Worthing, Shoreham, Lewes, Eastbourne, Bexhill and Hastings long stay parking charges should be increased, albeit to lower levels.
- maintaining short stay public parking charges within Brighton & Hove at high levels, so as to continue to encourage off-peak modal transfer to public transport and ultimately to park and ride. In other towns these should be increased so as to encourage public transport usage.
- introducing a levy on all private workplace parking spaces in the core urban areas between Chichester and Hastings and at all "out of town" retail parks.
- introducing car based cordon charges for entry into Brighton & Hove so as to further encourage use of the new Park and Ride facilities.

These should be introduced on a regional basis as part of an overall strategy for the region.

Released road space within Brighton & Hove should continue to be reallocated to public transport, cycling and pedestrians and revenues generated from the charges should be reinvested in local public transport improvements.

# What will it mean in Your Area?

## Hastings to Thanet

### Local Initiatives

- Safer routes to school, travel awareness education, green travel plans, home working, and internet shopping should all be actively promoted.
- Additional funding should be made available for locally based pedestrian/cycle/bus infrastructure improvements.
- Better planning controls, ensuring that new developments are accessible for sustainable modes.
- Education programmes, highlighting potential alternatives to the car and implications of increased car use.

### Locally based Public Transport Improvements

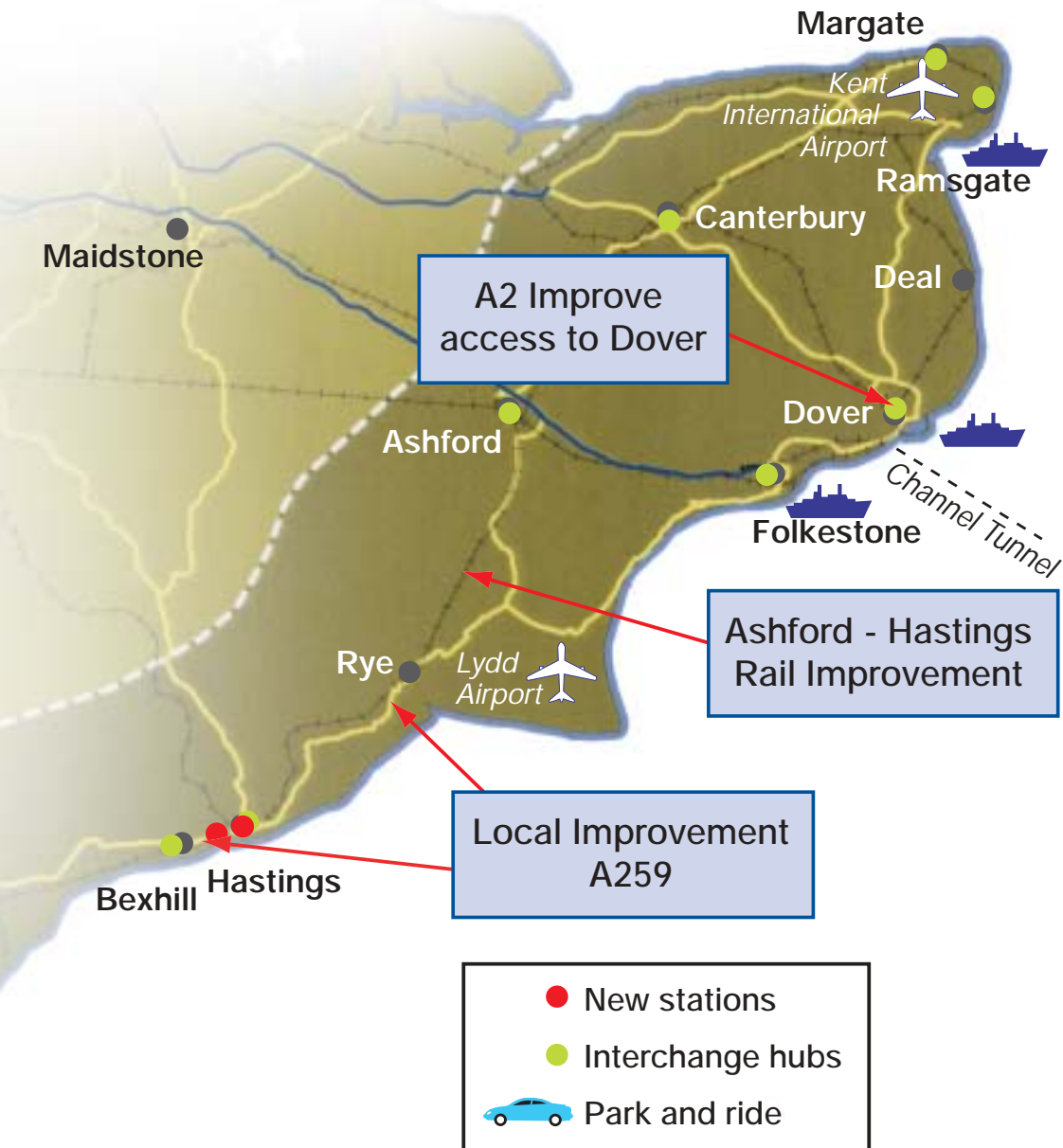
- Quality Bus Partnerships should be promoted so as to secure more frequent and extensive urban and rural bus services, particularly in the evening and at weekends.
- Interchange facilities at railway stations should be greatly improved, particularly at the “hub” stations outlined below.

### More Strategic Public Transport Improvements

- Local east-west rail services should be greatly enhanced, with the local rail network radiating outwards from Ashford so as to provide direct connections to London and Europe via the Channel Tunnel Rail Link.
- Increase the frequency of rail services in East Kent.
- A new through rail service should be introduced from Ashford, providing much improved links between this part of the study area and the central and western parts of the South Coast Corridor. This will provide direct access from Ashford to Hastings, Lewes, Stone Cross, Brighton, Worthing, Littlehampton Parkway, Havant, Fareham, Southampton Parkway and Southampton.
- Seamless interchange facilities should be developed at Ashford, Canterbury, Folkestone, Dover, Margate and Ramsgate, allowing interchange between local, through and London based rail services/local bus services/the cycle and, at non town centre stations, the private car.
- In addition, there should be significant improvements to all stations within the East Kent area, providing greatly improved accessibility, better information and improved passenger facilities.

### Targeted Road based Improvements

- Local road improvements should be introduced on the A2, eastern approach to Dover, so as to reduce traffic congestion and environmental nuisance within Dover itself.
- Local road safety and environmental improvements should be introduced on the A259 as appropriate.
- Improvements to junction 10 on the M20.
- Complete East Kent access improvements.



### Promotion of Rail and Sea Based Freight Initiatives

- Use of rail for accessing the existing Kent ports should be encouraged, including the provision of a rail access to Dover Harbour. In addition, depending on the future role of Manston Airport, it may additionally warrant a new rail access.
- When appropriate, usage of Folkestone, Dover and Ramsgate ports for coastal shipping should be encouraged, particularly for the transportation of bulky goods (building materials, etc.).
- Promotion of freight quality partnerships.

### Promotion of Personal Safety, Road Safety and Accessibility for the Mobility Impaired

Any strategy measures should be designed to promote personal safety and should be designed within the context of an agreed mobility impaired accessibility policy.

### Ensuring Balance

In the context of providing the overall strategy, there is a need to review the management of travel demands in the future. This could be achieved by:

- increasing long stay public parking charges within the centres of Ashford, Canterbury, Folkestone, Dover, Ramsgate and Margate;
- increasing short stay public parking charges to some extent, so as to encourage off-peak modal transfer to public transport; or
- introducing a levy on all private workplace parking spaces in the core urban areas and at all "out of town" retail parks in the area.

These should be introduced on a regional basis as part of an overall strategy for the region.

# What Are the Alternatives?

## What may Warrant Further Study?

Reopening the Lewes to Uckfield Railway - It has been concluded that its primary benefit would be to relieve congestion on the parallel London - Brighton railway line, particularly if the Lewes Uckfield line were extended to Tunbridge Wells. This particular problem is outside the immediate scope of SoCoMMs and therefore it has not been investigated further. It may nonetheless still warrant further investigation.

Bypasses at Winchelsea and Rye - Improved road connections between Hastings and Ashford/Folkestone have been examined and it has been concluded that these are not warranted. If future development at Ashford has the effect of creating new travel demand from Hastings this is best catered for by improved rail services, as included within the strategy. Nonetheless, at the local level it is recognised that current traffic activity within both Rye and Winchelsea creates environment nuisance - there may therefore be a need to study this further, from an environmental perspective.

## What happens if you alter Elements of the Strategy?

Excluding Highway Improvements along the A27 - If these are removed a significant proportion of the benefits associated with the human environment and road safety are foregone. In addition, traffic congestion will be significantly worse all through the corridor, with average travel times along the M27, A27 and A259 Trunk Road corridor (in 15 years time) being, on average, 5% worse than today. This compares to 7% worse than today in the Do-Nothing situation and similar levels as today with the strategy in place. However, conditions in the peak periods would be much worse than in the strategy at key bottlenecks.

On the positive side, removal of these improvements would significantly reduce the Strategy's impact on the physical environment. It is nonetheless our opinion that, on balance, the improvements along the A27 corridor need to be included within the Strategy as they ensure that South Coast towns continue to be accessible to the national road network. It is recognised however that a premium may need to be paid, so as to ensure that the construction of such schemes can proceed with minimum impact on the physical environment.

We have additionally considered the possibility of imposing area wide user charges, in place of the A27 improvements, thereby reducing resultant congestion levels. Preliminary findings suggest that it would be necessary to increase fuel costs by around 40p per litre (at today's prices) to reduce congestion levels to those that would exist after implementation of these improvements.

We have concluded that this would be an unacceptable option, both from the viewpoint of the cost to users and the because of the impact it would have on people's ability to travel, particularly those who live in rural areas. While the latter could be offset to some extent through further increases in rural public transport provision the first is likely to be insurmountable.

# Exhibitions

A series of exhibitions are going to be held throughout the study area. If you need further information regarding any issue contained within this leaflet, please come and visit us at one of the exhibitions detailed below. Members of the study team will be available to answer any queries you may have.

|   |           |          |               |
|---|-----------|----------|---------------|
| Portsmouth, The Guildhall                       | Thursday  | 9th May  | 12pm to 6pm   |
|   | Friday    | 10th May | 10am to 5 pm  |
|   | Saturday  | 11th May | 10am to 4pm   |
| Brighton/Hove-Hove Town Hall                    | Thursday  | 9th May  | 12pm to 6pm   |
|   | Friday    | 10th May | 10am to 5 pm  |
|   | Saturday  | 11th May | 10am to 4pm   |
| Hastings-Marina Pavilion                        | Thursday  | 9th May  | 12pm to 6pm   |
|   | Friday    | 10th May | 10am to 5 pm  |
|   | Saturday  | 11th May | 10am to 4pm   |
| Fareham - Ferneham Hall                         | Thursday  | 9th May  | 6.30pm to 9pm |
|   | Friday    | 10th May | 10am to 5 pm  |
|   | Saturday  | 11th May | 10am to 4pm   |
| Southampton-<br>Southampton Institute           | Thursday  | 16th May | 12pm to 6pm   |
|   | Friday    | 17th May | 10am to 5 pm  |
|   | Saturday  | 18th May | 10am to 4pm   |
| Eastbourne- International<br>Lawn Tennis Centre | Thursday  | 16th May | 12pm to 6pm   |
|   | Friday    | 17th May | 10am to 5 pm  |
|   | Saturday  | 18th May | 10am to 4pm   |
| Margate- Central Studios,<br>Grosvenor Place    | Thursday  | 16th May | 12pm to 6pm   |
|   | Friday    | 17th May | 10am to 5 pm  |
|   | Saturday  | 18th May | 10am to 4pm   |
| Ashford- The Stour Centre                       | Thursday  | 16th May | 12pm to 6pm   |
|   | Friday    | 17th May | 10am to 5 pm  |
|   | Saturday  | 18th May | 10am to 4pm   |
| Arundel-Arundel Town Council                    | Thursday  | 23rd May | 12pm to 6pm   |
|   | Friday    | 24th May | 10am to 5 pm  |
|   | Saturday  | 25th May | 10am to 4pm   |
| Worthing- Ardington Hotel,<br>Steyne Gardens    | Thursday  | 23rd May | 12pm to 6pm   |
|   | Friday    | 24th May | 10am to 5 pm  |
|   | Saturday  | 25th May | 10am to 4pm   |
| Chichester-<br>Old Court Rooms, North Street    | Wednesday | 22nd May | 12pm to 6pm   |
|   | Thursday  | 23rd May | 10am to 7 pm  |
|   | Friday    | 24th May | 10am to 5pm   |
| Dover- Dover Town Hall                          | Thursday  | 30th May | 12pm to 7pm   |
|   | Friday    | 31st May | 10am to 6 pm  |
| Winchester-<br>The Moat House, Worthy Lane      | Thursday  | 30th May | 12pm to 7pm   |
|   | Friday    | 31st May | 10am to 5 pm  |

## What are Your Views?

This newsletter has outlined the Consultants views on an emerging preferred transport strategy for the South Coast. We would now like to obtain your views on these proposals .

Please read this leaflet, complete the attached questionnaire and return to us by the 21st June 2002.

The questionnaire can also be accessed from the SoCoMMS website ([www.socomms.org.uk](http://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. The website provides background to the study and also contains a copy of the earlier newsletters if you have not seen these. Other information is being added as the study progresses.

Alternatively you can email comments to us directly at [socomms@halcrow.com](mailto:socomms@halcrow.com)

By doing this, you can be sure that your views will be taken into consideration when we make our recommendations.

### What Comes Next?

When we have analysed all the feedback that we receive to our preferred strategy we shall prepare a report to the Steering Group.

Further work on the detail of specific elements of the strategy is being undertaken within a series of Strategy Development Plans.

The final report will then be completed and handed over to the Regional Assembly for consideration, before their recommendations are presented to Ministers.

## Your Views

We are inviting you to comment on the emerging transport strategy. Please cut out and complete the following questionnaire and return it to us.

Your response is very important to us. We will look at all responses.

Q.1 Do you agree that the Consultants emerging transport strategy provides the best way forward to tackling the transport problems?

Strongly Agree

Slightly Agree

Neither Agree nor Disagree

Slightly Disagree

Strongly Disagree

Q.2 Are there any elements of the Consultants emerging transport strategy that you think should not be included? If so, please state which and give your reasons below.

Q.3 Are there any elements which you would like to see added to the Consultants emerging transport strategy? If so, please state which and the reasons why you think this.



Q.4 Are you? Male  Female

Q.5 Which age group do you belong to?

Under 18  18-24  25-34  35-44

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

Q.6 Please tell us where you live - the first half of your postcode is all we need.

.....

Q.7 Where did you obtain this leaflet?

.....

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**Halcrow Group Limited**  
SoCoMMs Study  
Vineyard House  
44 Brook Green  
Hammersmith  
LONDON  
W6 7BR

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a) First fold back on this line

 Please cut along this line when complete

## THANK YOU FOR YOUR HELP

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