

Commissioning Report
South Coast Corridor Multi-Modal Studies

Prepared for
**Department of Transport, Local
Government and the Regions**
August 2001

Halcrow

In association with:

Accent

Chris Blandford Associates

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1 Introduction

1.1 *The Purpose and Structure of the Report*

1.1.1 The Halcrow Group led consortium has been appointed by the Government Office for the South East (GOSE) to undertake the South Coast Multi-Modal Study (SCCMMS).

1.1.2 This study forms one of the second tranche of Multi-modal studies proposed by The Transport White Paper, ‘*A New Deal for Trunk Roads in England*’ (DETR, July 1998) and builds on the work already undertaken within the:

- M27 Integrated Transport Study;
- A27, Worthing – Lancing Integrated Transport Study; and
- Access to Hastings Multi-Modal Study.

1.1.3 The Commissioning Report contained herein sets out:

- an overview of the study aims and objectives, the study framework and the proposed study team;
- our proposed study approach, discussing the extent of the study area, the issues surrounding the proposed participation / consultation strategy and consequent programming implications, the specific objectives that might be used as a basis for strategy and action plan appraisal and our proposals for study management and reporting; and
- our detailed work programme and the work to be undertaken within each of the study tasks.

1.1.4 In addition, in-depth discussions of our proposed modelling methodology, participation / consultation strategy and our communications strategy are set out in three accompanying appendices.

1.2 *The Study Aims and Objectives*

1.2.1 As stated within ‘Guidance on the Methodology for Multi-Modal Studies’ (GOMMMS), the multi-modal studies are:

‘intended to be investigations of problems on or with all modes of transport. ... In practice, it is expected that the Studies will major on problems on the road, rail and bus systems, including access to ports and airports....’

and are expected to identify solutions that include:

walking, cycling, air transport, shipping and pipelines, as well as roads, railways, buses and other forms of public transport. Solutions may also relate to non-transport policies, for example land-use, health and education.'

1.2.2 The recommendations from the study will feed through into SEERA's Regional Transport Strategy, which in turn forms a part of the Regional Planning Guidance (RPG9). These recommendations therefore need to reflect existing regional planning priorities.

1.2.3 The overall aims of the South Coast Corridor Multi Modal Study, as stated in the study brief, are to:

- identify and investigate congestion, safety and environmental problems of transport along the south coast between Southampton (Hants.) and Ramsgate (Kent); and
- propose measures aimed at resolving these problems and improving access to and between regeneration areas and other areas of economic activity'.

1.2.4 The brief also suggests that:

'In order to achieve this aim, the study must consider the strategic role of the transport systems (road, rail and sea borne) in this corridor and make recommendations for an over-arching strategy, together with associated implementation plans to address the transport problems along the corridor. This strategy must take into account local, regional, national and international objectives and planning policies'.

1.2.5 Finally, the study brief sets a series of detailed objectives that the study is expected to satisfy. These are the need to:

- make recommendations for an over-arching strategy to guide the future development of the transport systems on the South Coast Corridor;
- consider and recommend specific local measures on sections of the A27 which have been the subject of previous road scheme proposals and their interrelationship with the overall strategy for the South Coast and produce up to eight local action plans for specific sections of the corridor;
- develop plan(s) to address the most urgent strategic and local transport problems across all modes, looking in particular at opportunities for modal transfer, whilst ensuring that all measures are consistent with the strategy;

- produce a feasible implementation programme which identifies potential constraints to implementation, including funding and legislative consideration;
- identify what further work may be necessary to progress particular measures contained within the implementation package; and

in addition to

- work closely with, and be directed by, the Project Steering Group at all stages of the study; and
- inform and engage with all interested parties in both determining issues and problems and in formulating optimal solutions and strategies.

1.2.6 It is with these aims and objectives in mind that we have developed our study approach, as set out in Chapters 2 and 3.

1.3 The Study Framework - An Overview

1.3.1 Much of the South Coast falls within designated Priority Areas for Economic Regeneration. As such, parts of the area suffer from high levels of unemployment, poor transport links and a mixture of other problems generally associated with peripheral locations and, in many cases, heavy reliance on the tourist trade, which has suffered with changes in the pattern of travel and tourism.

1.3.2 It is therefore the problems and issues associated with regeneration, accessibility and social inclusion that are likely to be of importance within this study, as much as those that relate to the more obvious factors such as congestion, safety and environmental nuisance.

1.3.3 In transport terms there is likely to be a conflict between those who advocate a need for the creation of strategic route along the South Coast, be it rail or road based, and those who argue that any transport solution should be based primarily at addressing the more local needs associated with attracting new employment activity into the area.

1.3.4 Similarly, there will be the need to balance the transport advantages / disadvantages of promoting either complementary or competing land use patterns along the corridor with those regeneration issues that are associated with creating vibrant employment, retail and/or leisure/recreational centres that have sufficient catchments to ensure prosperity.

- 1.3.5 The challenge will be to develop a long term transport strategy that is compatible with the overall policies set out in Regional Planning Guidance, SEEDA Regional Economic Strategy and other strategic policy documents.
- 1.3.6 The recommendations will need to be robust enough to make a significant contribution to improving local, regional and national accessibility while at the same time providing a sustainable way forward, minimising impacts on the built and natural environment and increasing levels of social inclusion.
- 1.3.7 Solutions will need, in the short term at least, to be compatible with the Development Plans and Local Transport Plans being developed by the local authorities along the route. In the longer term however, it is the regional transport strategy itself that is intended to influence the content of such plans.
- 1.3.8 It is inevitable that one of the key roles of this particular multi-modal study will be to provide a longer term framework within which local issues and plans can be integrated in the strategic regional context.

1.4 The Study Team

- 1.4.1 The study team has been assembled so as to provide a wide range of expertise and experience in each of the key study areas. The team comprises:
- Halcrow Group - responsible for the direction and management of the study, data collation, problem identification, transport modelling, option development and appraisal, environmental analysis and land use planning;
 - Accent- responsible for stated preference surveys;
 - Chris Blandford Associates- assisting Halcrow in undertaking the environmental analysis;
 - DTZ Pieda Consulting- assisting Halcrow in undertaking the land use planning assessments;
 - Baxter Eadie Ltd- responsible for port and freight issues;
 - Sustainable Futures- responsible for the Participation and Consultation Strategy;
 - Camargue – responsible for the Communications Strategy; and
 - Transport Research Group, University of Southampton University- responsible for technology aspects.

2 The Study Approach

2.1 *Introduction*

2.1.1 The aims and objectives of the study, as outlined in Chapter 1, provide an overall framework within which this study must be undertaken. In addition, the guidance provided within 'Guidance on the Methodology for Multi-Modal Studies' (GOMMMS) sets out an overall methodology through which these aims and objectives should be achieved.

2.1.2 In broad terms, the New Approach to Appraisal, as set out in GOMMMS, is based on:

- defining / understanding strategic and local objectives within the corridor;
- understanding current transport conditions;
- understanding the range of future situations that might arise;
- provision of information and consultation with the full range of interested parties to ensure their confirmation of objectives, problems and constraints, and to elicit their participation in identifying possible opportunities and solutions;
- development of an appraisal framework and identification of appraisal tools covering land use/transport modelling, environmental impact assessment, cost/benefit analysis and the geographical presentation of data and analysis results;
- identification and development of solutions and strategies;
- testing and appraisal of options;
- further consultation to gain reactions to and to develop consensus for the most promising solutions / preferred options; and
- the identification of a preferred option, (either in terms of strategy development or local area scheme evaluation) possible funding sources and an implementation programme.

2.1.3 Each of these aspects of the study is discussed in detail in Chapter 3. However, before setting out the detailed work programme there are a series of key issues that need to be discussed and addressed. These issues include:

- the definition of the Study Area;
- the overall approach to participation / consultation;

- the implications for the study timetable;
- the specific proposals for the first round of participation / consultation;
- the specific objectives that might be used as a basis for strategy and action plan appraisal; and
- our proposals for study management and reporting.

2.1.4 Each is discussed in the following sections.

2.2 The Study Area

2.2.1 The Study Brief identifies that the study corridor to be examined lies between Southampton and Ramsgate. At this Commissioning Stage we have carried out an initial review of the corridor to define the Study Area. We would ask the Steering Group to consider and agree the area proposed.

2.2.2 The South Coast transport corridor is well defined between Southampton and Falmer, being hemmed in to the north and south by the Downs and the sea. Between Falmer and Lewes, the main coastal trunk road corridor (A27) and rail corridor pass through the Downs and cross the Pevensy Levels to reach Hastings. To the east of Hastings however the rail based transport system passes inland to Ashford and then on to Ramsgate and Margate via both Dover and Canterbury. Similarly, the road network in this area splits with the A259, A20 and A256 route following the coast and the A2070, A28 route passing through Ashford and Canterbury. Whilst these routes provide access to the M2 and M20 motorways, it is noted that the primary aim of the study is to assist coastal movements.

2.2.3 Against this background the choice of a definitive study area is complex. Initial scoping for this study concluded that there is little dependency between towns at either end of the corridor. Both rail and road trips between the eastern and western extremities of the corridor are small. Both have more in common with neighbouring towns and London than with each other. Indeed, any trips that do occur between the two extremities of the corridor are more likely to take place via London (rail) or the M25 (road) than through use of the South Coast Corridor.

2.2.4 Nonetheless, it has also been concluded within an initial scoping for this study, at the proposal stage, that at a national and international level there is need to consider the benefits that might accrue from the creation of a strategic transport link along the corridor.

2.2.5 After considerable deliberation we have come to the conclusion that it is necessary to define the study area in three ways as follows (shown on Figure 2.1). This is based on a core study area (within which schemes will be considered), an area of influence, and a wider economic area.

2.2.6 ***The Core Study Area***- Firstly there is a core study area proposed, within which schemes will be developed and assessed. In our view this should broadly encompass:

- the M27, the A27 and the A259 between Cadnam (to the west of Southampton) and Brenzett;
- the A259, A20 and A256 between Brenzett and Ramsgate (via Folkestone and Dover);
- the A2070, A28 and A253 between Brenzett and Ramsgate (Via Ashford and Ramsgate);
- the M20 between Ashford and Folkestone and the A2 between Canterbury and Dover;
- the South Coast railway linking Southampton – Fareham – Havant – Brighton – Lewes - Eastbourne – Hastings and Ashford;
- the Southampton – Ashurst (New Forest), Southampton – Romsey, Southampton – Eastleigh and Eastleigh – Fareham sections of railway in the vicinity of Southampton;
- the South Coast railway branch lines to Gosport (closed but proposed to be part of the SE Hampshire LRT system), Portsmouth & Southsea, Bognor Regis, Littlehampton, Newhaven & Seaford and Eastbourne;
- the Rowlands Castle – Havant section of the London – Guildford – Portsmouth line;
- the Amberley – Ford junction section of the London – Horsham – Littlehampton line;
- the Haywards Heath – Hove / Brighton section of the London to Brighton line and the Haywards Heath – Lewes section of the London to Eastbourne line;
- the Ashford – Canterbury – Ramsgate railway line;
- the Ashford – Folkestone – Dover – Deal – Ramsgate - Margate railway line;
- the Canterbury – Dover railway line; and

perhaps

- the Appledore – Dungeness freight line and the Romney, Hythe and Dymchurch (narrow gauge) tourist railway line.



Figure 2.1: Study Area

2.2.7 ***The Area of Influence-*** Secondly, there needs to be an area of influence, in terms of assessing the effects that any schemes might have on the wider area. Given that the alternative travel routes are via London for rail and via the M25 for road based journeys it is suggested that the area of influence will need to include areas adjacent to the following transport corridors:

- all Motorways, Trunk Roads and other significant roads between the core study area and the M25, together with the M25 itself and the M3 /A303;
- all radial rail lines connecting the core study area to London together with the orbital Ashford Tonbridge, Redhill, Guildford – Reading line; and
- the Channel Tunnel Rail link.

2.2.8 In addition, the proposed area of influence will also take account of land use influences (current and proposed), particularly to the west at Dibden Bay and to the north at Winchester, Gatwick, Bluewater and Tunbridge Wells

2.2.9 ***Wider Economic Area-*** Finally, there is a need to consider a third area, representing possible economic markets. This area should encompass not only the potential catchment areas of the South Coast but should also extend sufficiently far so as to allow any accessibility impacts that proposals might have on the South West to be assessed. On this basis it is proposed that the Economic Catchment Area should encompass southern and Central England, together with northern France and northern Belgium.

2.3 ***The Study Timetable***

2.3.1 Our original proposal put forward two alternative approaches to participation / consultation. This resulted in two alternative work programmes with the first based on 12-month study programme and the second based around a 16-month programme. From discussions with GOSE's project manager it was apparent that the Steering Group had reached no definitive decision regarding the most appropriate way forward on this matter. We have therefore discussed this issue, together with the wider issues associated with participation / consultation, with a number of Steering Group members.

2.3.2 The key difference between the two approaches is that the 12 month study programme envisaged two primary participation / consultation activities. The first of these would seek to cover participation / consultation on problems, issues and possible solutions. The second stage of consultation would focus on the emerging strategy. By contrast, the longer 16 month programme split the first activity into two, thus providing for participation / consultation on problems and issues, together with a second phase covering possible solutions.

This would then be followed by a third stage with consultation on the emerging strategy.

2.3.3 Having discussed the issue with the GOSE Project Manager, taking on board the feedback of the Steering Group, a 14-month programme is proposed. This is a compromise between the two initial 12-month and 16-month programmes.

2.3.4 The reasons for the adoption of the 14-month study programme are summarised below.

- Both Steering Group members and other study participants will be able to participate much more fully in the identification of the possible solutions. Such participation being undertaken from within the context of a full understanding of current and future problems, together with an insight of the possible opportunities / visions that could perhaps be pursued within the corridor. This availability of much more information is likely to lead to a more informed discussion of solutions and will engender a much greater degree of study ownership amongst both Steering Group members and other participants in the study process. It may also lead to the identification of a more appropriate range of solutions, specifically targeted to the identified problems, issues and visions that have been identified within the corridor, thus allowing the study team to concentrate resources in areas where they are most likely to provide benefit.
- The undertaking of two sets of workshops, rather than one, in the period prior to the presentation of strategies / local action plans will be particularly useful in developing ownership and understanding amongst voluntary groups, who often need a longer time to respond, and will ensure that members of their organisations can be properly informed.
- The longer study timetable will additionally allow both the Steering Group and the study team a window for ‘thinking time’ in the scheme development and testing process.
- The overall outcome of the above is likely to be that the final study recommendations will be more robust, both in terms of their content and in terms of their acceptability to stakeholders. This is likely to mean that in the longer run it will be easier to implement any recommendations that arise from the study, thus turning short term delay into longer term benefit.

2.3.5 With regard to the third round of consultation, it was suggested within our original proposal that this should encompass both the emerging strategy and

the Local Action Plans. Under the original 12 month programme these consultations would have taken place in early February 2002. However, if the extended programme is adopted these will be delayed until early April 2002.

2.3.6 Again, further discussions have taken place with GOSE and SEERA and it has been identified that there may be advantages in rethinking the approach to this latter consultation, with an alternative way forward being based around limiting the scope of the consultations so as they concentrate primarily on the emerging strategy. However, the Strategy Consultation will need to provide sufficient information on alternatives for people to see the initial local implications of alternative approaches.

2.3.7 Such an approach has a number of advantages as outlined below:

- Firstly, the third round of consultations could be moved forward again, so as to take place in early part of March 2002 (under the extended programme), thus retaining the original objective of providing early feed back on the emerging strategy, so that the study recommendations can be included within SEERA's Regional Transport Strategy
- Secondly, it would make the consultation more meaningful and transparent – the previously proposed joint presentation of the emerging strategy and the Local Action Plans together would tend to suggest that the outcome, with regard to the emerging strategy, has already been decided.
- Thirdly, separation of the Strategy Appraisal and Local Action Plan Appraisal activities by some two month (i.e. after consultation) would allow the consultants more time to develop an appropriate modelling framework to assess the Local Plan proposals.

2.3.8 One significant consequence of this revised approach is that the status of the Local Action Plans will change in terms of the study output, from a series of proposals that have public endorsement, to a series of consultant generated ideas that will need to be developed further by each of the promoting agencies. Public consultation on any Local Action Plans would subsequently be undertaken within the umbrella of an agreed strategy.

All of the above issues were all discussed and agreed at the Steering Group meeting on 4th July 2001

2.3.9 In overall timetabling terms, the adoption of the 14 month programme together with the other changes to the study process, has the timetabling implications set out in Table 2.1.

Phase	Description	Study Programme
		Weeks
Phase 1	Commissioning	1 – 4
Phase 2	Understanding current problems and issues	1 – 20
Phase 3	Understanding Future Problems and Issues	7 – 22
Phase 4	Consultation on Potential Solutions	23 – 31
Phase 5	Strategy Development and Appraisal	23 – 42
Phase 6	Consultation on Emerging Strategy	44 – 55
Phase 7	Action Plan Development and Appraisal	40 – 59
Phase 8	Refinement and Reporting	61 – 64

Table 2.1: Study Timetable

2.4

The Specific Proposals for Participation / Consultation

2.4.1

For the study to be successful, the participation / consultation process must seek to engender ownership amongst stakeholders within the corridor. Stakeholder participation / consultation is therefore seen as a key component activity, and will take place at a number of different levels, these being through:

- direct discussion with GOSE, the Steering Group and the Wider Reference Group;
- direct presentations and discussion with GOSE and interested parties such as individual local authorities, SEEDA, MPs and MEPs;
- selective interview based discussions with port operators, freight hauliers, distribution business (including vans) and representatives of the local rail and bus industry;
- regional workshops designed to discuss the corridor wide needs of particular groups within the corridor, including the business community, the transport operators, local authorities and regionally based NGOs;

- sub-regional workshops designed to discuss the transport issues at an intermediate level, looking at issues within the Southampton / Portsmouth, the Brighton, the Bexhill / Hastings and the Ashford / Canterbury catchment areas, again involving the business community, the transport operators, local authorities and sub-regionally based NGOs;
- locally based workshops designed to discuss specific transport related issues within the more local areas along the corridor; involving local chambers of commerce, parish and District Councils, local transport operators and locally based NGOs;
- topic based workshops designed to explore corridor wide issues relating specifically to topic areas such as the environment, regeneration, freight movement, rail, coach, waterway and road based issues;
- interviews with port operators (including airports and the Channel Tunnel), hauliers and major employers;
- newsletters issued at key points within the study, eliciting comments on problems, issues and proposals;
- an internet website, providing instant access to all newsletters, reports and steering group minutes, together with providing an opportunity for stakeholders to provide inputs into the study process; and
- public exhibitions and consultations on the emerging strategy.

2.4.2 An outline discussion of these activities, in timetabling terms, is provided within Chapter 3 and a more detailed discussion of the overall consultation / participation proposals is set out in Appendix A.

2.4.3 The following sets out our adopted approach for the first round of participation / consultation workshops and meetings in June / July 2001. The methodology has been developed following a series of initial discussions with a representative sample of Steering Group members. As such, it attempts to reflect the extent to which problem based discussions have already taken place with local, sub-regional and regional community representatives.

2.5 *The First Round of Participation*

2.5.1 Our initial discussions with a number of the Steering Group members have sought to identify the degree to which participation has already occurred. For this purpose we have had meetings with all the County Councils within the corridor, two out of the three Unitary Authorities, the Highways Agency and the SRA. In addition we have also had discussions with a number of other Steering Group representatives.

2.5.2 From these discussions it has become clear that the level of previous participation / consultation varies significantly along the corridor. In addition, it has also become clear that while in some areas, such as Hastings, Portsmouth and Southampton, the transport problems are well documented, the quality of such information in other areas varies.

2.5.3 In areas such as Hastings, Portsmouth and Southampton it was generally felt that this study should build on what has gone before, utilising the findings of the Access to Hastings Study and the M27 Integrated Transport Study. It was additionally felt there was little to be gained, at this early stage in the South Coast Study, through reopening the discussion on these issues. Participation / consultation will however still be necessary in all three of these areas at later stages of the project, so as to discuss both possible solutions and the emerging strategy.

2.5.4 By contrast, there are other areas which have not been subject to the same detailed level of participation / consultation on problems. These particularly include much of the Kent part of the corridor, but also include those sections of the corridor which extend between Chichester and Eastbourne. Interestingly, although there has been much discussion of problems in connection with the Worthing / Lancing Integrated Transport Study this has specifically not been targeted at strategic issues. The focus of the Worthing-Lancing Study has been on local problems and short term schemes. There is therefore a need to carry out further participation / consultation on local problems in the Worthing-Lancing area and set these in the strategic context.

2.5.5 In response to this, the first phase of the participation process, in June / July 2001, is centred around:

- one cross regional stakeholder participation workshop;
- four sub-regional stakeholder participation workshops;
- five locally-based stakeholder participation workshops;
- six topic based meetings; and
- a series of other 'face to face' meetings with representatives from local authorities, local MPs, MEP's, SEEDA and SEERA.

2.5.6 The form of each, together with its geographical coverage is discussed below.

a) The Regional Stakeholder Workshop

The regional workshop is aimed at discussing strategic issues that affect the

whole corridor. As such it will be attended by representatives of Government Departments, other statutory bodies, national strategic organisations such as the SRA, rail operators, national express, the FTA, the AA and RAC. The objectives of the workshop will be to view the road and rail corridors as a strategic entity (or indeed to decide whether they need to be viewed as strategic entity), to address corridor wide issues such as protection of Downlands and to determine if there is a role for other modes, i.e. shipping, air, etc.

b) Sub-regional Stakeholder Workshops

2.5.7 The sub-regional workshops will be designed to consider issues beyond a local level, but not as wide as the corridor-wide workshops. The sub-regional workshops will bring together stakeholders with a wider view of the strategic issues within a geographical area, drawing together issues from a number of linked towns or areas. This will enable particular local transport issues to be viewed in a wider context and will be designed to encompass the secondary effects, for example, of single issue transport solutions.

2.5.8 It appears that within the South Coast corridor, residents and users of individual towns and areas are most likely to view themselves in relation to the towns either side, particularly with reference to journeys to work or school or to a local shopping centre or in relation to access to a more distant working or shopping centre, e.g. London or Crawley. The sub-regional workshops will bring together neighbouring towns that have a common strategic centre (i.e. Brighton) and will also include large rural areas, where transport issues may focus on tourism, particularly in relation to the proposed South Downs National Park area. In the case of the last, the proposed National Park will change the development planning control system in the area, with powers being transferred from the councils.

2.5.9 It is our view that four initial Sub-regional workshops should be organised so as to reflect the groupings of towns along the coast. These would centre around the following areas:

- Southampton/Portsmouth/Havant and as far as Chichester;
- Chichester to Eastbourne centred on Brighton;
- Brighton to Rye centred on Eastbourne; and
- Rye to Margate including Folkestone and Dover and centred on Ashford/Canterbury.

2.5.10 Stakeholders from some towns that look both East and West will be invited to attend both workshops.

c) Locally Based Stakeholder Workshops

2.5.11 Many of the transport related problems and issues are likely to be viewed from a more local perspective. We therefore also propose a further ‘family’ of local workshops aimed at addressing Local Action Plan issues.

2.5.12 With reference to some of the arguments put forward earlier in this section, Local Authorities thought that in some areas, sufficient local consultation had taken place over the last few years and that further consultation would be counter productive. In these areas a sub-regional workshop might be more appropriate as they would bring together a number of the local issues. However, given the relative lack of interaction between individual groups of towns along the South Coast it is our view that it is still necessary to hold 5 first round local workshops in the corridor. These first round locally based workshops will be based around the following geographical areas:

- Chichester/Arundel / Littlehampton;
- Worthing / Hove / Brighton;
- Lewes/ Eastbourne;
- Folkestone / Dover; and
- Ramsgate / Margate

2.5.13 In later stages of the study additional local workshops will be undertaken in Southampton / Winchester, Fareham / Portsmouth / Havant and Bexhill / Hastings / Rye.

d) Topic Based Workshops

2.5.14 The third set of workshops are topic based. These will cover the key issues of Land Use Planning, Public Transport, Transport Modelling, Freight, Regeneration and Environment. These will be attended primarily by stakeholders who have specialist knowledge within these fields of interest.

e) Other Meetings

2.5.15 In addition to the above, this first round of participation / consultation will involve further meetings with representatives of the County Councils, Unitary Authorities, the Highways Agency, the SRA, SEEDA, the statutory and voluntary environmental organisations and transport operators. It will also involve meetings with officers and members of District and Parish Councils, members of County Councils, MPs, MEP and members of SEERA.

2.5.16 The exact details of such meetings will be agreed with GOSE's project manager. It is envisaged however that many of these meeting will be in the form of an invited forum, with the Consultants providing a presentation of the proposed study process, together with the range of feedbacks that are being sought. Following this presentation the meeting will be thrown open for general discussion, with participants being encouraged to participate, either through the meeting itself or through written submissions.

f) Panel of Experts

2.5.17 The GOMMMS manual recommends the use of a panel of experts to assist with key areas of the study. In this regard we have included a 'Sounding Board' of experts within the study who can assist with areas such as:

- development, financing and implementation of transport plans;
- the conduct of multi-modal studies; and
- appraisal.

2.5.18 There are also other experts that will be consulted during the study.

2.5.19 We propose to consult the DLTR's ITEA division for advice regarding the modelling, trip forecasting and appraisal aspects. Another area where further expert assistance may be called upon is in relation to regeneration. Such assistance could relate to the interaction between transport and economic regeneration and the identification of what non-transport related measures could be introduced to assist regeneration.

g) Newsletters and the Website

2.5.20 Both the workshops and the meetings described above will be supplemented through circulation of a newsletter and establishment of a web site. The former will outline the purpose of the study, the study programme, and the mechanisms through which the general public may contribute. The latter will initially provide similar information, together with containing copies of study reports, press releases and steering group minutes. The web-site will additionally provide a medium through which the general public can register its views.

2.6 *The Interface Between the Study and the Public*

2.6.1 In accordance with the Study Brief we are developing a communications strategy designed to ensure that the public at large is kept informed on key

aspects of the study process. This consists of a system that allows informative information to be prepared and issued to the press, radio and television at various stages during study. It also includes safeguards to ensure that all communications with the media are discussed with, and approved by the client prior to being released.

2.6.2 Camargue, our consortium’s media advisors, will work closely with the study team, attending all internal study team meetings, Steering Group meetings and stakeholder workshops. Their role, under the direction of our project manager, will be to prepare all press releases and responses and to monitor media activity related to the study.

2.6.3 Our proposed communications strategy is set out in detail in Appendix C.

2.7 Strategic and Local Objectives

2.7.1 The study aims, as set out in Chapter 1, define in broad terms the Steering Group’s requirements, in terms of the interventions and proposals that are to be identified, developed and appraised within the study.

2.7.2 A multi-modal study must work within the Government’s objectives for transport as set out by GOMMMS. The Government objectives set out in ‘A New Deal for Transport (1998) are:

- to promote a strong economy and increase prosperity;
- to provide better protection for the environment; and
- to develop a more inclusive society.

2.7.3 The DETR has set out five main criteria for transport which have been expressed as objectives. GOMMMS considers that these should be taken as a ‘given’ in each of the study areas:

- **Environmental impact** – to protect the built and natural environment;
- **Safety** – to improve safety;
- **Economy**- to support sustainable economic activity and get good value for money;
- **Accessibility**- to improve access to facilities for those without a car and to reduce severance; and
- **Integration** – to ensure that all decisions are taken in the context of the Government’s integrated transport policy.

- 2.7.4 We have reviewed these aims and set out below a more detailed definition of these for the Steering Group to consider. The early adoption of these, or similar objectives, will allow all parties to work towards a common goal and have the potential to set out a strategy to guide future development and the context in which to review future local options.
- 2.7.5 Based on the Government's overarching objectives, i.e. Environment, Safety, Economy, Accessibility and Integration and those currently contained within current national policy guidance notes, Regional Planning Guidance, County Structure Plans, District and City Local Plans, Local Transport Plans and Traffic Reduction Plans the strategic and local objectives could be more clearly defined as follows:
- to reduce congestion at critical points on the transport network, initially through better use of existing infrastructure, promotion of alternative modes of transport and the use of land use policy to reduce the need to travel and subsequently, where these are found to be inappropriate, through the construction of new infrastructure;
 - to improve overall safety for all users of the transport system, including pedestrians, cyclists, public transport users and those that travel by private vehicle;
 - to protect the built and natural environment, reduce the environmental impact that is caused by users of existing infrastructure, the construction of new infrastructure and the subsequent use of new infrastructure and to identify opportunities for environmental enhancement;
 - to improve overall accessibility for all (both for those who have access to private transport and those who do not), thus enhancing social inclusion;
 - to assist the economic regeneration of areas, particularly through improvements to transport facilities in terms of efficient connections and accessibility to industry, commerce, ports and airports; and
 - to maximise integration, both between different modes and between policy sectors.
- 2.7.6 These objectives will subsequently form the basis for the development of the appraisal framework, used to assess the extent to which different interventions and proposals are able to achieve both the strategic objectives of Government and the more local objectives.

2.8 *Project Management and Reporting*

- 2.8.1 The timetabling and complexity of this study will place severe demands on the

study team and on the organisational skills of both the lead consultant and its Project Manager.

2.8.2 This study involves the Halcrow Group, together with the seven associated consultancies discussed in Chapter 1. To ensure efficient management of the overall project we intend to adopt an organisational structure, as outlined in Figure 2.2. Such a structure will ensure strong central management and control whilst allowing team members from each of the participating business units and associated consultancies to apply their own strengths and experience to their specialised study activity areas.

2.8.3 The overall project will be managed by the Halcrow Project Management Team, comprising the Project Director, Project Manager and Deputy Project Manager. The Consultants' Internal Steering Group will comprise representatives from each of the main partners and its role will be to direct the overall programme and ensure that each of the work areas is properly co-ordinated and integrated.

2.8.4 To ensure that the study meets the needs of the Steering Group, it is proposed that there should be Steering Group meetings at two monthly intervals. Such meetings will provide the Steering Group with an opportunity to consider and comment upon a range of issues as the study progresses. The proposed timing of Steering Group meetings is shown in Table 2.2.

2.8.5 In addition, Project Progress Meetings will be held at four weekly intervals with the Project Manager. These will be used to discuss the progress of the study and resolve any problems that might arise in the preceding four week period. Before each such progress meeting the consultants will update the work programme and prepare a report outlining progress over the preceding four weeks, an estimate of expenditure to date together with a forecast of future costs.

2.8.6 In addition to the above programmed meeting structure, additional informal meetings will be held with the project manager, the Main Steering Group and members of the Wider Reference Group, as and when necessary, during the course of the study to obtain background information and resolve any issues that may arise.

2.9 Summary

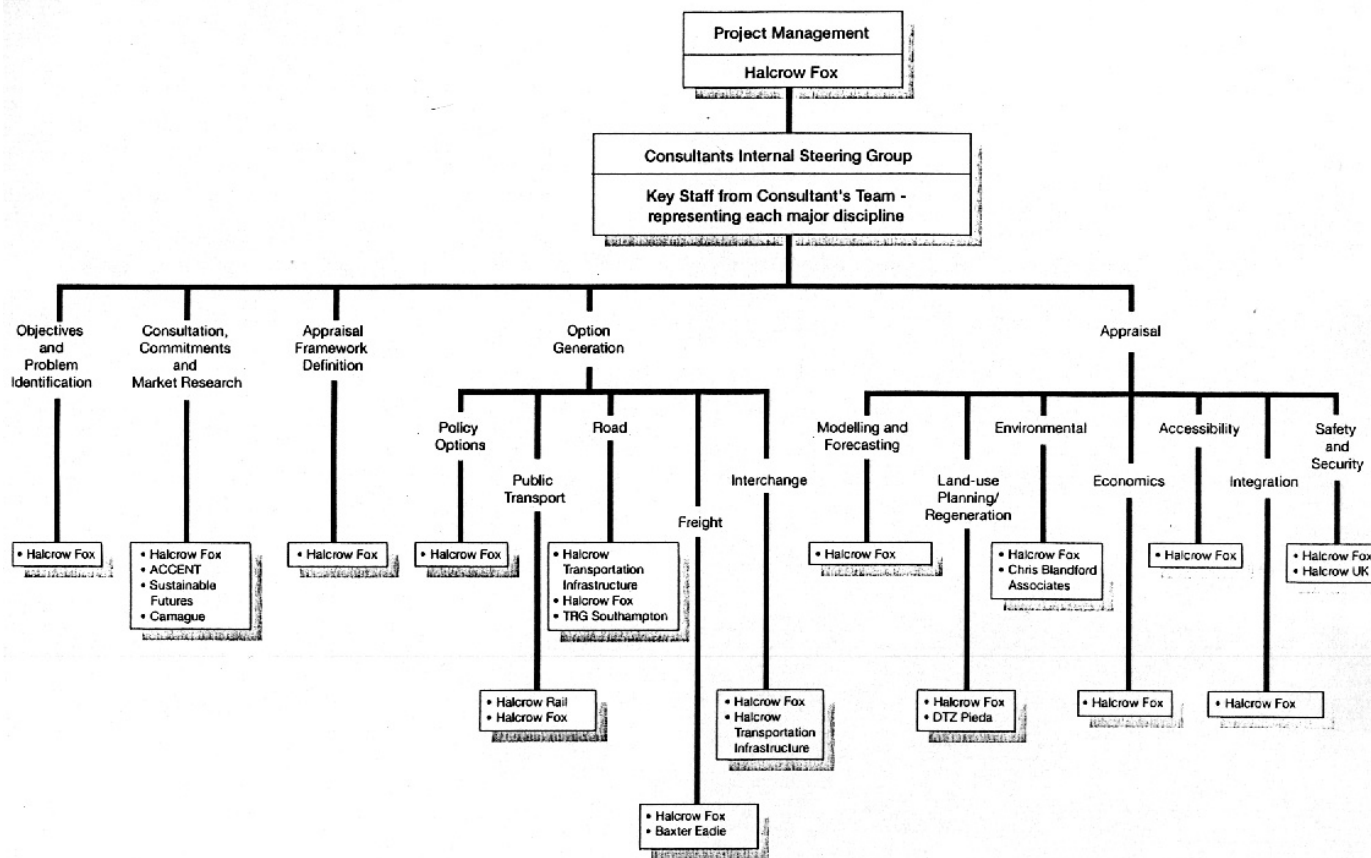
2.9.1 This Chapter has discussed the key issues that need to be agreed at this stage in the study. A more detailed breakdown of each of the study sub-activities,

together with their timing is set out in the Chapter 3 (The Work Programme). Further details of the modelling methodology, the participation / consultation strategy and the communications strategy are contained in Appendices A, B and C respectively.

Table 2.2: Steering Groups

Issues	Timing
	14 month
Commissioning Report	May 2001
Findings of the policy review, data collation, data collection, consultation, model validation, reference case and land use scenarios	July 2001
Consultation report Model Validation report	Aug 2001
Problems and Issues Report	Sept 2001
Consider solutions to be tested and findings of second participation phase	Nov 2001
Consider assessment of component packages Development of strategies	Dec 2001
Strategy Development Report	Jan 2002
Preliminary Strategy	Feb 2002
Consultation Findings	April 2002
Local Plan Appraisal	May 2002
Final Report	June 2002

Note: All meeting are scheduled from 2.00pm to 5.00pm. Venues to be agreed



Study Team Structure

Figure 2.2 Organisational Structure

3 The Study Tasks and Programme

3.1 Introduction

3.1.1 This chapter outlines the tasks associated with the Study Programme. The study process, as detailed in Figure 3.1, comprises of 8 different phases. Each of these contains a number of sub-elements comprising of tasks and activities. These are fully detailed in Figure 3.2 which relates to the 14-month programme

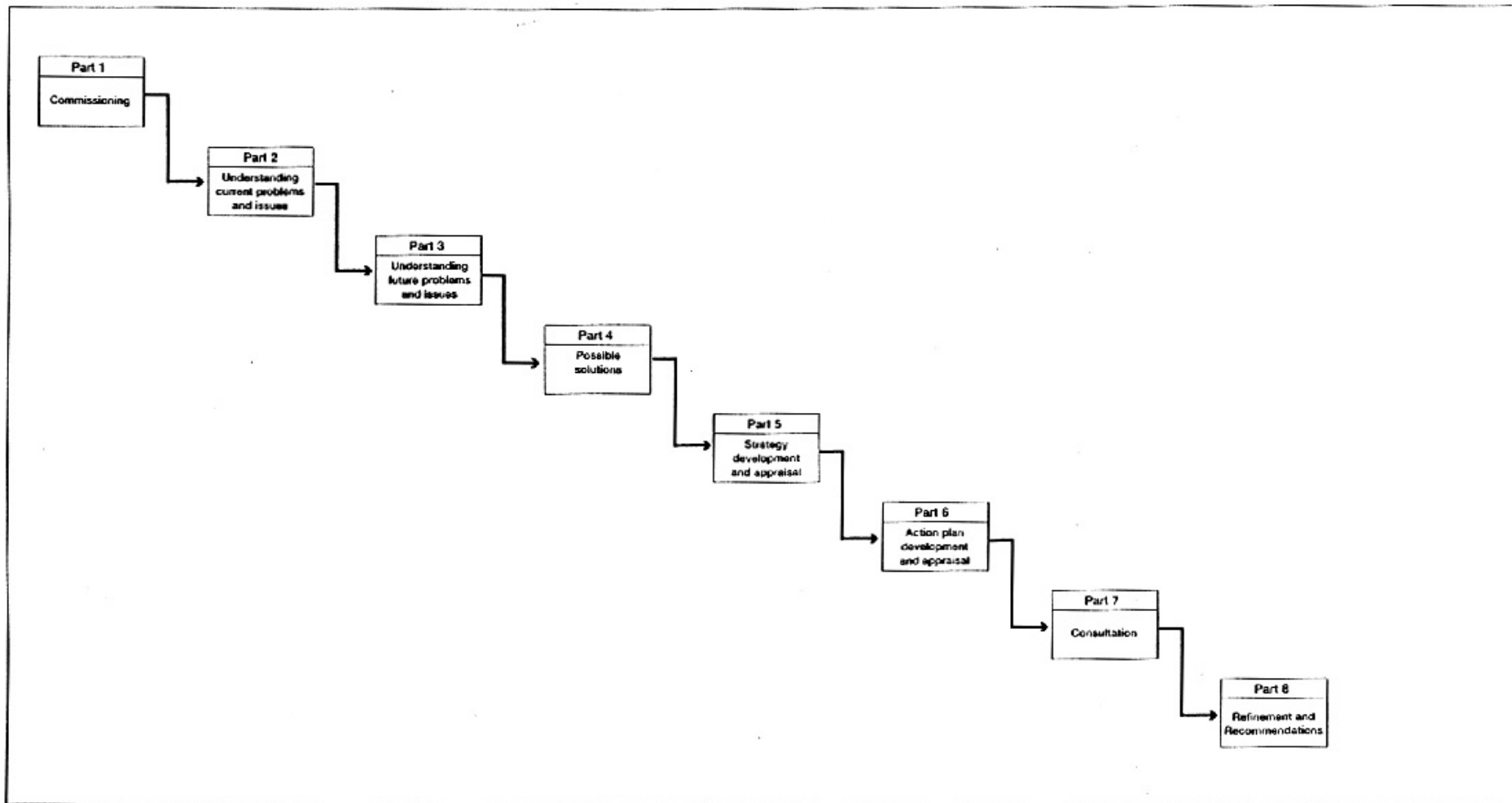


Fig 3.1
Study process

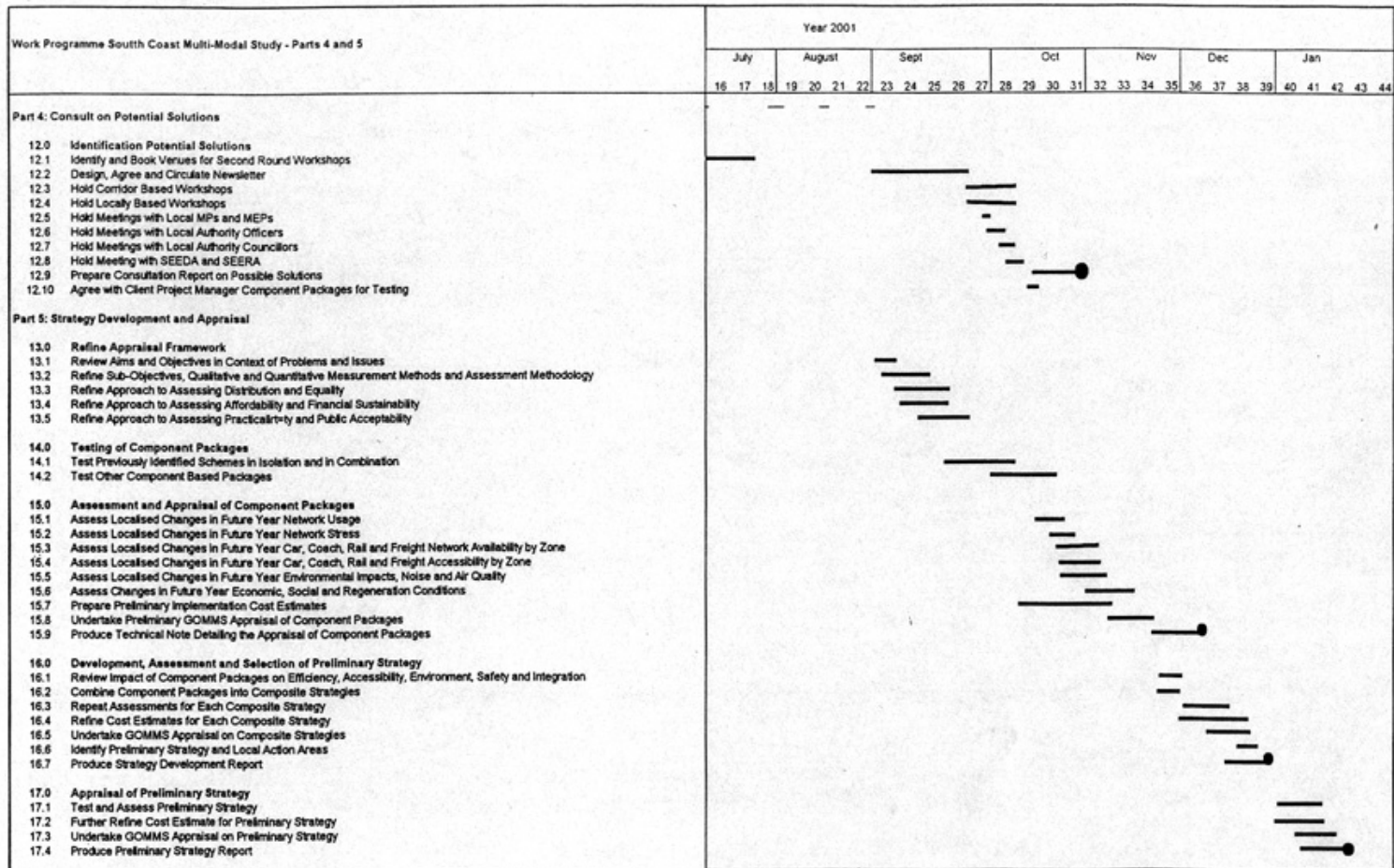


Figure 3.2b: 14-month Work Programme- Parts 4 and 5

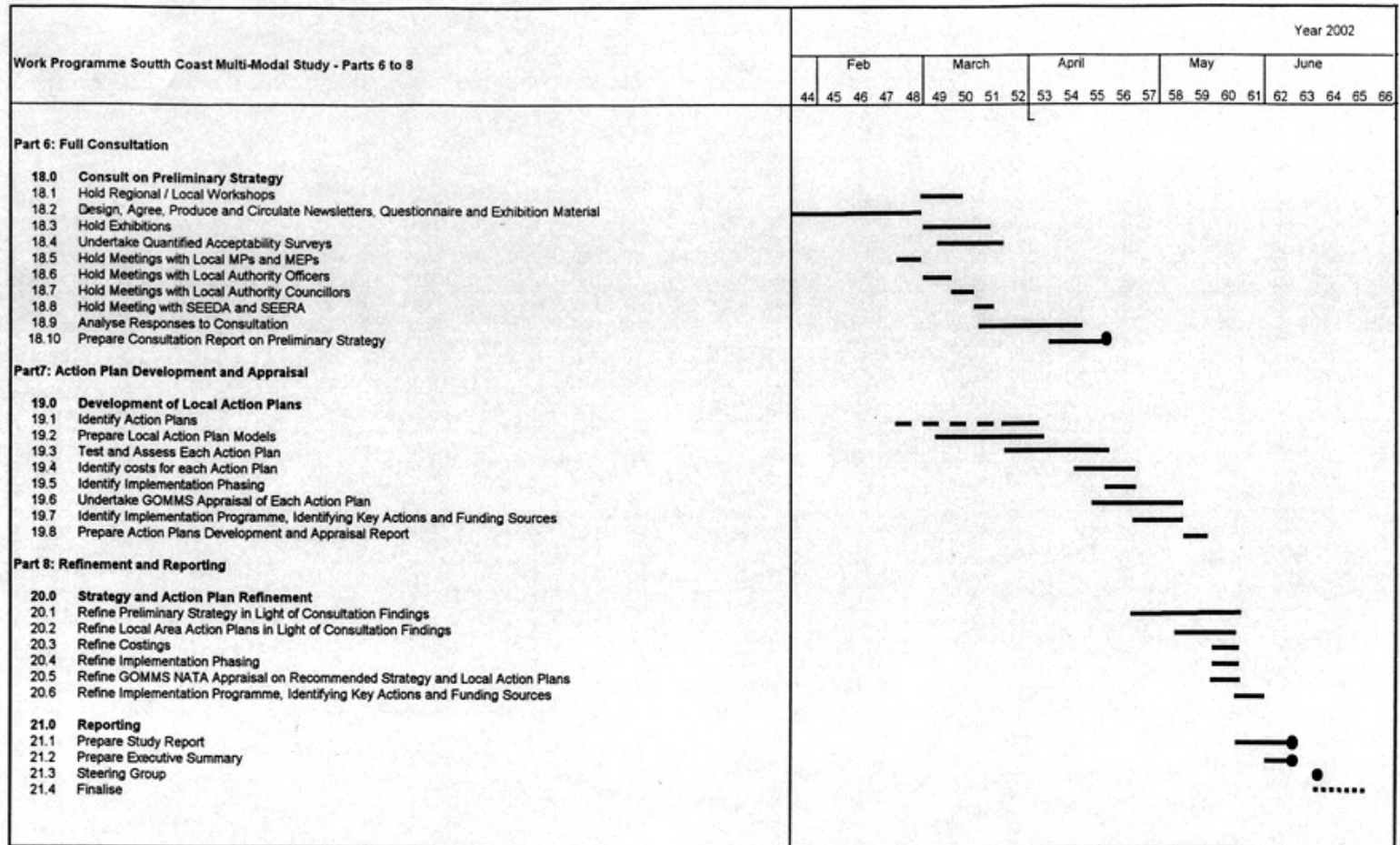


Figure 3.2c: 14-month Work Programme- Parts 6 to 8

3.2

Phase 1: Commissioning

3.2.1

The Commissioning Phase of the study has culminated in the preparation of this report. There have been a number of sub-elements of work related to this phase which are reflected herein. These have included defining, refining and where practical confirming:

- the Study Area (outlined in section 2.2);
- the Modelling Zone System (discussed in Appendix A);
- the Study Aims and Objectives (discussed in chapters 1 and 2);
- the overall Study Approach (reflected in this chapter);
- the structure of the Wider Reference Group (discussed in Appendix B);
- the Participation Strategy (discussed in Appendix B);
- the Modelling Strategy (discussed in Appendix A);
- the Survey Programme (discussed in this chapter);
- the Appraisal Framework (discussed in this chapter); and
- the Work Programme (discussed in this chapter).

3.2.2

In producing this report we have had a number of meetings with members of the Steering Group, including those representing Government Agencies, County Councils and Unitary Authorities, transport providers and operators, the business community, environmentalists and the voluntary sector.

3.3

Phase 2: Understanding Current Problems and Issues

3.3.1

The key to the study's success will lie in understanding:

- the policy context within which the study takes place;
- the environmental and planning opportunities and constraints within the corridor;
- the current magnitude and distribution of employment and populations;
- the current pattern of demand for movement, by mode, orientation and purpose (particularly to distinguish between short and long distance movements);
- the problems that such movement creates; and
- the opportunities that exist to ameliorate these problems.

3.3.2

This phase of the study will identify the existing problems associated with

transport and travel from both the subjective and objective viewpoint. The findings from both approaches will be reviewed and the causative factors for these problems determined. The process is designed to identify the following items:

- who or what do the problems affect?
- when do problems occur and how frequently?
- why do the problems occur?
- how long do the problems persist?
- what has been done to mitigate the problems and what is currently planned?
- what are the consequent knock-on problems if any ?

3.3.3

In essence, this phase is carrying out an audit of current conditions for transport in the corridor. The key elements within this phase of the work will be:

- Tasks 2.1 to 2.10 – Policy, Environmental and Economic Review;
- Tasks 3.1 to 3.12 – Consultation on Problems and Issues;
- Tasks 4.1 to 4.8 and Tasks 5.1 to 5.6 – Data Collection;
- Tasks 6.1 to 6.8 – Development of the Base Year Strategic Modelling Framework; and
- Tasks 7.1 to 7.7 – Establish base Year Conditions.

Each of these is discussed below.

3.3.4

Task 2- The Policy Review: Understanding the policy context of the study will be essential if appropriate solutions are to be developed. There are number of documents to be reviewed to gain an overview of current and future policy. These are set out in:

- Planning Policy Guidance;
- Regional Policy Guidance;
- SEEDA's Regional Economic Strategy;
- County Structure Plans, Unitary Development Plans, District Local Plans; and
- Local and Regional Regeneration Strategies.

- 3.3.5 Transport policies and proposals will also be identified from:
- Local Transport Plans;
 - documents related to the previous multi-modal studies along the corridor;
 - publications from the Highways Agency; and
 - publications from Railtrack and the Strategic Rail Authority.
- 3.3.6 Each of these documents, together with any others that are relevant, will be reviewed so as to determine the issues and constraints that need to be taken into account when taking the study forward. The findings will be documented within a technical note.
- 3.3.7 ***Task 3- Participation /Discussion.*** A key component of the study process will be stakeholder participation and consultation. A detailed discussion of our proposed participation / consultation strategy is set out in Appendix B. In assessing problems in the corridor it is envisaged that this will occur at a number of different levels as has already been outlined in Chapter 2.
- 3.3.8 This phase of participation is programmed for June / July 2001. Proposals for these first round of workshops have already been set out in chapter 2.
- 3.3.9 ***Task 4- Data Collation-*** In order to understand what is happening in the corridor it will be necessary to collate as much existing data as possible. This will be used to provide a ‘snapshot’ of current conditions. There are a number of elements for which data are being collected including transport, environmental, and economic data.
- 3.3.10 ***Demand for Movement-*** Reliable information regarding travel patterns in the corridor is an essential prerequisite for any study. The data required can be divided into:
- Highway Origin-Destination Data- this is available from the previous Multi-modal studies, the traffic models and previous SERTM and LATS Origin-destination surveys. It is noted that new surveys are proposed by LATS in the Autumn of 2001.
 - Flow Data- a large volume of count data is available from the Highways Agency and local authorities.
 - Census Journey to Work data- available for the Multi-modal studies from a database set up for DETR. The 1991 census data has been factored to 1997 planning data and is available by different main mode categories.

- Public Transport Counts- available from local authorities and public transport operators. The 2001 LATS rail passenger counts have been undertaken for a number of stations in the Southern Region. These data are being sought from the SRA.
- Rail Origin-Destination Data, a database of annual CAPRI ticket sales is available for use on Multi-model studies. The database has been developed on behalf of the DETR. Appropriate rail matrices are being sought.
- Continuing Survey of Road Goods Transport- this is a DETR database which can be used to give county to county movements of freight.

3.3.11 *Existing Network Definition and Usage* -A significant number of previous studies have examined the operation of the road network within the study area. Whilst some of the information may now be a little out-of-date it provides a starting point for analyses within this study. A library of reports from previous studies is being assembled along with recent information such as LTPs that describe existing network conditions.

3.3.12 It is intended to make use of existing coach, rail and air timetables, so as to establish base public transport service information. These timetables will be used to examine service frequencies, journey times, interchange with connecting services and periods of operation.

3.3.13 *Road Safety Data* - In order to assess road safety issues, we are seeking to obtain accident records for the past five years for the core road network within the study area. This is primarily the trunk road network but also includes a number of county roads. It is understood that this information is readily available, on request from the relevant authorities, although there is some variation in the format in which the data is held

3.3.14 *Technical Note on Transport Related Data Collation*- A technical note will be produced which provides a summary of the traffic and transport data that have been collected.

3.3.15 *Data Collation- Planning Data (The Current Situation)*; Planning data have been collected for the SWARMMS, ORBIT, SERAS, Access to Hastings, Worthing – Lancing ITS and the M27 ITS. These data will be requested to be made available to this study. Where such information is not readily available from existing studies, the following sources will be used:

- population data will be obtained from ONS (Office for National Statistics);
- Household data will be obtained from the Housing Data and Statistics

Division of DETR; and

- employment data will be obtained / derived from the Annual Employment Survey.

- 3.3.16 Additional socio-economic data will also be obtained from the NOMIS database, which contains a vast amount of relevant socio-economic data, including the 1991 census, the Labour Force Survey and unemployment statistics. Deprivation data will be obtained from the DETR's Index of Local Conditions.
- 3.3.17 *Data Collation- Environmental Opportunities and Constraints-* The data requirements needed to develop an environmental constraints map are stipulated in GOMMMS and DMRB Volume 11. The main sources are data contained in Local and Structure Plans and data held by statutory bodies such as English Heritage, English Nature, Countryside Agency and Environment Agency, supplemented with other consultations.
- 3.3.18 Such data will be used to produce environmental constraints mapping within both the Core Area and within the Area of Influence. The level of detail to which the information will be assembled will however differ between the two, with information being collated to a greater degree of detail adjacent to the transport corridors within the Core Area. Data will be collected with the aim of providing appraisal indicators as set out in GOMMMS. No new surveys are anticipated unless consultation identifies the need at a specific location.
- 3.3.19 Environmental and planning data have been collected for the SWARMMS, ORBIT, SERAS, Access to Hastings, Worthing – Lancing ITS and the M27 ITS as well as for previous Highways Agency studies. These data will be available to the study, reducing the amount of additional data that needs to be collected. These data will be reviewed to assess whether they provide the level of detail required for the environmental assessment.
- 3.3.20 An important source of information about environmental concerns, trends and issues will be the Topic Group Meetings. Other data will be collected from local authority Environmental Health Officers with regard to, for example, existing noise problems and with regard to air quality, Review and Assessment Reports concerning the present state of air quality and areas which have been designated Air Quality Management Areas etc.
- 3.3.21 *Planning and Environmental Report-* This report will summarise the Environmental Issues, Opportunities and Constraints as well as the land use and planning data that have been collected. Much of the data collected and reported during this

phase will be stored in a GIS system. This report will be delivered once the problems and issues analysis has been completed.

- 3.3.22 **Task 5- New Surveys** - Whilst it is our intention to make maximum use of existing data sources for the development of the Corridor and Local Action models it will be necessary to undertake new stated preference surveys as discussed in Appendix A. It may also be necessary to collect some additional data for the purposes of validating any Local Action Area transport models. This is likely however to be restricted to new journey time surveys and a limited number of volumetric counts. These are likely to cover both road and rail movement.
- 3.3.23 The exact scope of the additional traffic surveys can not be fully determined until collation of all the local authority data is complete. However it is noted that counts and origin-destination surveys are being conducted as part of the 10-year LATS survey programme (London Area Transport Survey). These include:
- station counts at each of the railway stations in the area;
 - origin-destination surveys of rail travellers in the area (using a reply-paid postcard; and
 - roadside interview surveys and associated traffic counts.
- 3.3.24 Many of the railway stations in the corridor have already been surveyed and the remainder are programmed before the summer. We will seek to obtain these data once they are available from the SRA. The roadside interview surveys are programmed for the Autumn and these data will be requested once they are available.
- 3.3.25 **Task 6 - Transport Model Development** - The modelling approach is based on a modelling framework which has three elements.
- a strategic multi-modal accessibility model, covering southern and middle England, northern France and northern Belgium and being capable of:
 - forecasting existing and future journey times by mode; and
 - relating these to travel time based isochrones and resultant catchment areas of populations and employment opportunities.
 - a more detailed strategic corridor based multi-model model, capable of:
 - replicating current (and predicting future) levels of congestion and usage, on a route specific basis;

- replicating current (and predicting future) travel times through the network by mode;
 - differentiating between different trip purposes;
 - producing trip-end forecasts for differing land use assumptions;
 - amending trip distribution patterns to reflect the accessibility impacts of specific infrastructure improvements;
 - generating or suppressing overall travel demand to reflect changes in the overall attractiveness of the transport network;
 - amending modal shares to reflect relative changes in the attractiveness of differing modes in competing transport corridors; and
 - assigning trips to each of the modal travel networks.
- A small number of local models will be developed for use in assessing traffic management issues at local ‘hot spots’.

3.3.26 The ‘base year models’ will be used as an input into the Problem Identification process. They will be used to provide information on current conditions in the corridor. Appendix A outlines the modelling strategy in more detail.

3.3.27 ***Task 7 Base Year Problem Identification*** - This activity will identify the existing problems associated with transport and travel from both the subjective and objective viewpoint.

3.3.28 The subjective assessment of problems feeds into this phase from the consultation undertaken in Task 3. An equally essential aspect of the process is to establish a quantifiable basis to the perceived problems. This assessment will be closely linked to data collection and usage of the study models. Each of the agreed problems and issues will be highlighted, and where possible, these will also be quantified. For example, if some areas are inaccessible to the nearest town by public transport then the average travel time could be estimated. The assessment process requires thresholds to be established to determine the extent to which the problem is thought to exist.

3.3.29 The findings will be discussed and agreed with the Steering Group and set out in an Existing Problems and Issues Report.

3.4 Phase 3: Understanding Future Problems and Issues

3.4.1 Having gained an appreciation of existing problems in the corridor the study

will then focus on how these problems may change in the future. The understanding of these issues will feed into the development of transport solutions. The key tasks associated with this phase include:

- Tasks 8.1 to 8.5 - Establish a Reference Case and Alternative Scenarios
- Tasks 9.1 to 9.3 - Establish the future Year Modelling Framework;
- Tasks 10.1 to 10.5 - Assess Problems in the Reference Case; and
- Tasks 11.1 to 11.6 - Assess Problems in the Alternative Land Use Scenarios

3.4.2 The study brief requires that future schemes be developed and appraised for the short term (5 years), the medium term (15 years) and the longer term (30 years). Given the time constraints imposed on the study we will develop a single Reference Case relating the year 2016 and interpolate short term and long term land-use, demographic and economic changes from this 2016 base. 2016 has been chosen as this relates to the RPG9 plan period.

3.4.3 ***Task 8: Establishing the Reference Case and Alternative Scenarios-*** The purpose of the Reference Case will be to document what the expected socio-economic characteristics of the study area will be in 2016. The intention in the process is not just to limit the assessment to a bottom-up view of land use issues, but also to carry out some top-down thinking in terms of setting visions for the corridor.

3.4.4 These data will be used as an input to the transport modelling process. The Reference Case will bring together data under four broad headings:

- Demographics (Population, Households, and Economic Activity);
- Workplace Employment;
- Journey to Work Patterns; and
- Land Use and Development.

3.4.5 In preparing the Reference Case, the study team will make full use of the data sets and research that underpins the Regional Planning Guidance. The RPG for the South East (and equivalent RPGs for other regions) are designed to predict and direct the spatial distribution of demographic and economic growth. The proposed pattern of development identified by RPG9 is based on analysis of population trends and forecasts, broad settlement patterns, development trends, employment needs and planned interventions such as fostering the regeneration of identified opportunity areas. RPGs are already building on existing transport policies (for example growth within nominated

transport corridors) for the period 1996 to 2016. In a plan led system where structure plans, unitary development plans and local plans support and acknowledge RPG policies, settlement patterns up to 2016 are being broadly identified. RPG background data will therefore form the basis of the analysis undertaken.

3.4.6 Demographic data will be assembled at ward and district level (as appropriate) for 2016. This will include information relating to:

- total population, broken down by age band;
- total households;
- economically active population (generally known as the labour force);
- employed residents (the number of residents in an area who are in work);
- average household incomes; and
- occupational profile of residents.

3.4.7 Much of this information has already prepared for SWARMMS, ORBIT, SERAS and other studies within the corridor. In the first instance these data will be considered for use, so as to maintain compatibility with these other studies. Where such data is not available key sources of information will include:

- The DETR TEMPRO database which is being updated to include new district based population and employment forecasts;
- ONS District based population projections;
- DETR household projections;
- Population and Household projections contained in Regional Planning Guidance and associated working papers;
- Inland Revenue data on incomes; and
- Labour Force Survey data.

3.4.8 A key issue in the SWARMMS and ORBIT studies has been whether the Reference Case should be based on the same assumptions as contained in TEMPRO or those made in the RPG9 projections. We suggest that this study should adopt the common approach now being taken forward by SWARMMS and ORBIT.

3.4.9 The purpose of the employment forecasts will be to map out expected future patterns of economic activity (and hence travel demand), based on the current situation so as to be able to reflect changes in the distribution of travel patterns

over the relevant study period. Among the factors that must be considered will be:

- regional and sub-regional econometric forecasts;
- regional econometric forecasts (focusing particularly on trends affecting industrial sectors of above average importance in the Region);
- proposed major development sites in the study area, in particular brownfield sites; and
- the potential for the region's main economic assets, such as airports and the HEIs.

3.4.10 Future employment data will be assembled at district level for 2016. Key sources of data would be TEMPRO, any forecasts prepared in connection with RPG9 and local authorities, and will include:

- total number of people employed in each district; and
- employment by occupation.

3.4.11 An analysis of Journey To Work data will be undertaken to assess:

- the relationship between employed residents and place of work. This should take account of changes in the average distance travelled to work, the effect that house price differentials have in encouraging population dispersal etc.;
- car ownership levels;
- availability of alternative transport for journeys to work (bus, train, cycle); and
- the impact of changing patterns of work (increase in home working, growth of telework, etc).

3.4.12 The final element of the reference case development will be to assess Land Use Change. This will summarise data on the likely spatial pattern of development in the period up to 2016. Subject to the Steering Group's agreement, the most up-to-date requirements of RPG9 will be incorporated into our analysis.

3.4.13 Key data to be brought together will include:

- identification of major (say, over 1 ha) employment sites;
- identification of major (say, over 1 ha) sites for housing development;
- regeneration initiatives and planned development outputs; and
- likely implications for other land uses on demographic and employment

change (requirements for additional retail and community facilities associated with demographic growth and rising incomes).

- 3.4.14 The principal source of data for this element of work will be an analysis of Structure and Local Plans and associated monitoring data, as well as key local and regional economic and regeneration strategies.
- 3.4.15 An important area to be considered, in terms of land use changes, will be the ports (this includes airports and the Channel Tunnel) located throughout the corridor. So as to compile a port Reference Case the development of each component of port traffic over the past 20 years will be analysed in relation to national and economic activity over the same period. There are significant variations in development of economic activity between the regions of the country, which correlate well with the variations in the growth and decline of traffic levels through different ports. The analysis can indicate both the relative matching of each region's level of economic activity with each component of port traffic, and the relative performance of ports in attracting traffic share.
- 3.4.16 *Establishing Alternative Land Use Scenarios-* The inter-relationship between land use and transport supply is fundamental to this study. Our approach is based upon developing a number of different land use scenarios and then determining which, if any best match the range of different transport solution that are available.
- 3.4.17 Given that land use allocation is now moving towards a plan lead environment and the development opportunities within the South Coast Corridor will primarily be concentrated on the reuse of existing brown field sites, rather than the continued allocation of new green field sites it is our view that our approach, based on the intelligent allocation of future land uses within a number of constrained scenarios is the preferred way forward.
- 3.4.18 We therefore propose to identify a range of alternative land use scenarios, each constrained to the overall population and employment characteristics included within the Reference Case. The study team will work with GOSE, the Regional Planning Bodies and local authorities to define alternative land use scenarios and to forecast the demographic, employment and travel to work implications of each. The transport implications of each can then be modelled.
- 3.4.19 Key issues to be considered in developing these alternative scenarios will be:
- the availability of appropriate development sites;
 - the extent to which each county's overall allocation of new housing is concentrated within the South Coast towns; and

- the extent to which further expansion takes place at the South Coast ports (particularly at Dibden Bay and at Dover) and in terms of future trends in cross channel travel and pleasure use (cruise ships).

3.4.20 In all, some 10 or so different economic / land use scenarios will be evaluated. These could include high and low economic growth, high and low levels of future housing allocation, concentrated and dispersed locational policies and high and low port expansion. It is to be expected that high development scenarios will coincide with high economic growth.

3.4.21 It is envisaged that within these scenarios there may not only be significant differences between population and employment dispersal, but there may also be differences in the way that the towns and rural areas along the South Coast relate to each other. Some scenarios may be based around the current relational structure while others may be based on increasing, or indeed decreasing, the regional importance of specific towns.

3.4.22 The key differences between these will be that catchment areas could vary between scenarios, thus affecting overall trip length patterns. The preparation of such scenarios will provide an opportunity to assess the relative trade-offs between the need to regenerate the South Coast and other wider policy objectives aimed at minimising the demand for travel and maximise opportunities for sustainable means of transport.

3.4.23 The development scenarios will be formulated as the study progresses. Possible planning scenarios that might be considered and developed further as part of the study could include the following. These should however be viewed simply as examples at this stage. The actual scenarios will emerge through detailed discussion with members of the Steering Group and a wider audience.

- **Business as usual**, with the continuation of the current situation comprising modest regeneration, based on the existing free-standing coastal towns, resulting in the gradual reduction in unemployment levels, and improved social integration. Ashford and Brighton might be the focal areas for growth, based on strong links to London and Europe and the development on the London – Gatwick – Brighton axis.
- The development of a fully fledged **linear development corridor** across the south coast, characterised by a steadily expanding population across the region, accompanied by significant regeneration programmes supporting skills improvements and resulting in increased economic growth in the region. Investment in the available employment land in the

East Kent towns of Margate, Ramsgate, Deal and Dover might be promoted to generate an equitable spread of development across the south coast. Development would be focussed on coastal towns across the south coast, which would feature as “beads” on the string of development.

- **Consolidationist** scenario with significant economic growth, and the concentration of development in key urban areas and the renaissance of those centres which have good connections to London and Europe, for example Ashford, Brighton, and Southampton. But, limited development elsewhere in the corridor. The focal towns will play an important role as service providers for their hinterlands.
- The enhancement of the south coast as the **Gateway to Europe**, with the development of business clusters in selected locations on the south coast. For example, this might include science and technology parks located close to development and research facilities at universities, based on a culture of innovation and the effective use of new technology and with easy access to European markets and supply chains.
- **Technological Focus** based on technological innovation and reduction in the need for travel with innovative solutions particularly applied to smaller rural towns, such as investment in technology, flexibility in employment and “cyber commuting”. Use of the Internet as a communications toll and for the purchase of goods and services.
- **Economic integration** within certain parts of the coastal corridor with the emergence of distinct sub regions, for example, the consolidation of development in Southampton - Portsmouth, Worthing-Brighton and the Ashford sub-region. This would be supported by intensive skills training, to ensure a better match between the requirements of jobs created by new industries and the relatively unskilled resident workforce surrounding each district sub-centre. Improved investment in low cost housing would support this, particularly in the better located suburban areas, enabling access to jobs.
- A **“stellar” development pattern** within the wider region with increased emphasis on the economic dominance of London and development in the Thames Gateway, resulting in increased dependence on the capital for jobs, reliance on commuting and the reinforcement of the radial connections to the capital from the coast.
- **Conservationist** scenario based on small localised, brown-field and car free developments within the existing urban areas, in response to strong pressure for environmental protection, restraint policies and limitation on the expansion of the coastal towns owing to concerns about climate

change, sea level rise and coastal flooding and erosion and environmental designations in the hinterland. Significant emphasis on tourism linked to sport and recreation associated with the area's natural assets, taking advantage of the stretches of Heritage Coast and Areas of Outstanding Natural Beauty. Low levels of population growth with little in-migration.

- **Social Integration** with development closely linked to investment in Priority Areas for Regeneration and local regeneration initiatives, resulting in intensive skills training, reduced unemployment and social inclusion in these areas. Slow but steady economic growth across the region. Emphasis on locating new development on well-located brownfield sites.

3.4.24

Task 9 Future Year Modelling Framework: Once the base year transport models have been agreed as being valid representations of the existing situation, the future year models will be developed. The framework will require the following elements to be in place:

- a trip end model to derive estimates of future year trips by mode. This sub-model will use the planning data inputs to estimate numbers of trips for each zone. The trip end model will also require background assumptions related to GDP growth such as are used in TEMPRO and PDFH;
- a trip distribution model to relate journey patterns to the numbers of trip origins and destinations;
- a mode split model- which will use changes in generalised costs to forecast future mode shares; and
- future year network representations- these will contain assumptions on committed schemes to be incorporated within the road, rail, bus and freight networks. These schemes will be discussed and agreed with the Steering Group prior to this phase.

3.4.25

The trip distribution model will be very important in the context of assessing the impact of alternative land use scenarios. The model will use functions which relate travel patterns to costs. Given alternative estimates of trip ends under each land use model, the distribution model will be used to derive 'initial' trip matrices for the scenarios.

3.4.26

Task 10: Establish Future Year Reference Case Conditions: the quantitative problem assessment will be undertaken for the 2016 Reference Case. The model outputs will be assessed to provide information on:

- network usage (by all modes of transport);
- network stress locations (rail, road);

- accessibility to key catchments, land uses (e.g. ports); and
- environmental analyses.

3.4.27

Task 11: Establish Future Year Conditions Under Alternative Scenarios

the quantitative problem assessment will be repeated for each of the alternative scenarios and a report will be produced summarising each of the forecasts.

3.5

Phase 4: Identification of Potential Solutions

3.5.1

The purpose of this activity will be to identify a range of possible options (local and strategic), each of which will contribute to meeting the study objectives and addressing the identified problems. GOMMMS chapter 4 presents a wide range of alternative measures that can be pursued. It is proposed that solutions should be identified from four possible sources, these being through:

- examination of previous studies;
- examination of current 'bidding' documents;
- participation / consultation;
- detailed examination of the problems and their causes; and
- study team generated solutions.

3.5.2

Previous studies would include those leading to the 1996 Trunk Road Programme, those undertaken since then in the form of the M27 ITS study, the Access to Hastings study and the Worthing – Lancing study, together with others undertaken by Railtrack, the local authorities and private organisations.

3.5.3

'Bidding' documents would include the 2001 to 2006 Local Transport Plans, Railtrack's Network Management Statement, the background papers to the 10 Year Plan and the Highways Agency's response.

3.5.4

Participation / consultation will be a key source of new ideas and solutions. As has been discussed in Chapter 2 this is to be achieved through the use of workshops dedicated specifically for the purpose of identifying solutions.

3.5.5

The second round of workshops will be carried out under task 12 during September / October 2001. This would involve repeating the methods adopted for the problem identification. These include:

- direct discussion between the Consultant, GOSE, the Steering Group and the Wider Reference Group;
- direct presentations and discussion between the Consultant, GOSE and

interested parties such as individual local authorities, SEEDA, MPs and MEPs;

- a regional workshop designed to discuss the corridor wide needs of particular groups within the corridor, including the business community, the transport operators, local authorities and regionally based NGOs;
- sub-regional workshops designed to discuss the transport issues at an intermediate level, looking at issues within the Southampton / Portsmouth, the Brighton, the Bexhill / Hastings and the Ashford / Canterbury catchment areas, again involving the business community, the transport operators, local authorities and sub-regionally based NGOs;
- locally based workshops designed to discuss specific transport related issues and proposals within the more local areas along the corridor; involving local chambers of commerce, parish and District Councils, local transport operators and locally based NGOs;
- a second major newsletter issued at key locations along the corridor; and
- the continued use of the internet website.

3.5.6

The solutions to future travel within the South Coast Corridor are likely, in the short term at least, to lie in making better use of existing infrastructure and encouraging use of alternative modes. In the longer term however, it is possible that some new infrastructure provision will be needed. The types of measure that could be assessed include:

- enhancement of public transport, including interchange;
- improvements to freight movement (both on land and at sea);
- encouraging other modes;
- re-allocation of road space;
- positive land use planning;
- conservation led initiatives;
- technology based measures;
- Local Transport Plan initiatives;
- education;
- Green Travel Plans;
- fiscal measures (parking controls, workplace parking levies and road user charging); and
- new rail and highway infrastructure.

3.6 *Phase 5: Strategy Development and Appraisal*

3.6.1 Our proposed approach to strategy development and appraisal will consist of five stages. These include:

- Tasks 13.1 to 13.5- The development of an Appraisal Framework;
- Tasks 14.1 and 14.2- Testing Component Elements;
- Tasks 15.1 to 15.9- Testing and Appraisal of Component Packages;
- Tasks 16.1 to 16.7- Testing the Preliminary Strategy; and
- Tasks 17.1 to 17.4: Appraisal of Preliminary Strategy.

3.6.2 ***Task 13: Appraisal Framework-*** The assessment approach and methods to be used will be based on the Guidance on the Methodology for Multi-Modal Studies (GOMMMS), March 2000. Each assessment stage will be transparent, well-justified and supported with technical papers in order to provide robust technical support to the public consultation and other consultations carried out at a later stage. At an early stage of the process we would seek to discuss the framework with HETA.

3.6.3 The appraisal will need to assess the impact of each proposal (or group of proposals) on Accessibility, Safety, Environment, Economy and Integration. For each of these objectives it will be necessary to establish a series of sub-objectives, to be used for assessment. Additionally, the appraisal framework will need to establish a series of measures, to be used to assess performance under each of the sub-criteria headings.

3.6.4 Figure 3.3 sets out an example of such an Appraisal Summary Table, produced by Halcrow, as part of its recent commission for the Highways Agency, assessing the A303 Stonehenge.

3.6.5 As required by GOMMMS, the results of the assessment of Strategy options and local schemes will be set out in an Appraisal Summary Table (supported by all the necessary background assessments) and by examining the impact upon the study-specific objectives.

3.6.6 *Economic Appraisal-* One area where the current GOMMMS guidance has been superseded is in respect of Economic Appraisal. New economic assessment software has been introduced by the DETR known as TUBA (Transport Users Benefit Appraisal). This study will carry out the Economic Appraisal using a TUBA based approach. The key features include:

- examination of user benefits for all modes;

- use of standard values of time and vehicle operating costs; and
- recognition of decongestion benefits associated with modal transfers.

3.6.7 The TUBA assessment is based on forecast traffic volumes and public transport passenger movements for an opening year (assumed as 2006) and the forecast year (assumed as 2016). The program requires the following information from the modelling framework:

- travel matrices by mode and trip purpose;
- travel time matrices for each mode (public transport matrices include access and waiting times);
- travel distance matrices for each mode;
- cost matrices to take into account aspects such as public transport fares and highway elements such as tolls and parking charges; and
- annualisation factors.

3.6.8 Outputs for each strategy will be obtained from the Strategic Corridor Model. For local plan tests, local models will be used to provide the necessary inputs.

3.6.9 Costs of measures will be estimated based on a combination of our existing engineering experience and national cost rates. Costs will be phased, re-based and discounted in accordance with the cost benefit principles within TUBA.

3.6.10 *Safety Appraisal*- One aspect that the new TUBA program cannot handle is the appraisal of safety as the program does not function as a link based assessment package. The link flow information from the strategic/ local models will be used, in conjunction with accident rates, to produce estimates of the numbers of accidents for each strategy. Accident costs rates will be applied to these to complete the accident appraisal.

3.6.11 *Evaluating the Socio-economic and Land-use Implications of Options* It will be an essential part of the appraisal to assess the extent to which the impacts of different transport options vary under differing land use, economic, demographic and development scenarios. These will relate closely to our analysis of development sites and regeneration opportunities, major sites of planned housing growth and areas under development pressure.

3.6.12 *Appraising Accessibility* - Many of the key economic questions relating to the regeneration of the area flow from the appraisal of the contribution that different plans will make to improving journey times, the reliability and comfort of journeys, and easing the movement of freight.

A303 Countess R'bout (GOSW)		Partial Signalisation of Roundabout (Doughnut Scheme)		Estimated Cost £0.85m		
PROBLEMS		Increasing congestion on the approaches to the roundabout. Queuing on the A303 at times of peak flow. Increasing difficulty for side road traffic (A345) crossing / joining A303 traffic. Relocation of Stonehenge Visitors Centre will lead to increased turning flows at this junction.				
OTHER OPTIONS		At-grade and grade-separated schemes are being considered. Original design of roundabout provided room for flyover across junction.				
CRITERIA	SUB-CRITERIA	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE		ASSESSMENT	
ENVIRONMENTAL IMPACT CO ₂ tonnes added zero tonnes	Noise	Noise levels are reduced slightly for all properties surrounding the junction as the A303 through traffic is moved further away. Reductions are significant for a few properties along Raffyn Road. Compared to the Base Case there are no significant changes.	No. properties experiencing: - Increase in noise 0 - Decrease in noise 0		Net 6 properties win with scheme	
	Local air quality	The A303 exceeds the NAQS NO ₂ objective of 21ppb, both in the Do Nothing and with this proposal. A detailed assessment would be required to model the junction, however the weighted number of properties is 17.7 for NO ₂ and 14.0 for PM10. Pollution may be less as the effective distance between the A303 through traffic and properties is increased by this proposal.	No. properties experiencing: - improved air quality 0 - worse air quality 0		PM ₁₀ NO ₂	
	Landscape	No change in the effect on landscape or visual impact is anticipated. Works on the A303 west of the junction will lie within the Special Landscape Area.	-		Neutral	
	Biodiversity	Works associated with the crossing of the River Avon Valley have the potential to damage the SSSI and one locally important Site of Nature Conservation Value (We1).	-		Slight -ve	
	Heritage	Works lie just within the World Heritage Site and on the eastern boundary of the Article 4 Direction land. However, there are no recorded archaeological remains in the area.	-		Large -ve (due to WHS status)	
	Water		-		(not yet assessed)	
SAFETY			Accidents Deaths Serious Slight -468 -6 -82 -697		PVB -£8.6m -2000% of PVC	
ECONOMY	Journey times & VOCs	Construction and maintenance delays not assessed Journey time savings are for A303 traffic	peak inter-peak 0 secs n/a		PVB £11.0m 2560% of PVC	
	Cost		-		PVC £0.4m	
	Reliability		Stress level: Not estimated			
	Regeneration	Improves links between South East and regeneration area - Devon and Cornwall.	Serves regeneration priority area No development depends on scheme			
ACCESSIBILITY	Public transport	No significant effect on public transport. Easier access for buses crossing the A303.	-		Neutral	
	Severance	Negligible change to existing severance of Countess Road from facilities of Amesbury.	-		Neutral	
	Pedestrians and others	Existing pedestrian subway unaffected. Easier for cyclists to cross the A303 assisted by the traffic lights and reduced traffic flows on circulating system.	-		Neutral	
INTEGRATION		-		Neutral		
COBA			PVB £2.4m	PVC £0.4m	NPV £2.0m	BCR 5.7

Note: Scheme benefits are very sensitive to method of modelling the existing roundabout and proposed improvements in COBA. Detailed junction modelling and investigation of assumptions required.

Figure 3.3

Example Assessment Summary Table

- 3.6.13 These are key considerations in ensuring the competitiveness of established businesses and ensuring the region is competitive when compared as an investment location against other regions in the UK and overseas. To assess these impacts, the accessibility model will be used. This will relate travel times to population and employment catchment areas.
- 3.6.14 *Environmental Appraisal* -The Government’s overall environmental objective on environment impact is to protect the built and natural environment. This involves reducing the direct and indirect impacts of transport on users, non-users and the global environment. Within GOMMMS, ten environmental sub-objectives are identified, these are in summary:
- **Noise:** to reduce nuisance to people caused by traffic and related noise and vibration;
 - **Air Quality:** to reduce the effects of traffic on local air quality;
 - **Greenhouse Gases:** to cut the level of emissions of several greenhouse gases, especially carbon dioxide to help tackle climate change;
 - **Landscape:** to protect the physical and cultural characteristics of the landscape with particular emphasis on local distinctiveness;
 - **Townscape:** to protect the physical and social characteristics of the built and unbuilt urban environment, and in particular those elements which contribute to a ‘sense of place’ and local identity;
 - **Heritage:** to protect the man-made historic environment, including buildings, open areas such as parks and historic sites;
 - **Biodiversity:** to minimise impacts on sites of nature conservation value as well as earth heritage (geological) interests;
 - **Water Environment:** to protect and conserve the water environment and resources within the study area;
 - **Physical Fitness:** to address the relationship between transport; environment and health, such as air quality, noise and vibration, transport safety and healthy lifestyles (opportunities for walking and cycling); and
 - **Journey ambience:** to improve the journey quality for travellers (this will be included at plan level but not strategic).
- 3.6.15 Indicators and targets in GOMMMS will be reviewed for their appropriateness for the study and reference will be made to the Draft Topic Guidance on Multi-Modal Environmental Assessment (MMEA), of which Halcrow Fox was the co-author. The MMEA has been prepared in advance of the EU Directive on Strategic Environmental Assessment (SEA) to appraise

programmes, plans and policies and provides a methodology for the assessment of strategies. This will be a useful addition to the advice in GOMMMS for strategy level assessment, which is fairly limited for most topics, and our intention is to apply the MMEA approach wherever appropriate, as we have done on SWARMMS. Indicators and targets will also be defined for the problem identification stage, existing and future, based on our previous experience and latest guidance.

- 3.6.16 Our appreciation of the more non-quantifiable issues such as heritage, landscape and biodiversity is that the assessment should not be restricted only to known, designated areas. In line with English Nature, the Countryside Agency and others, current thinking is that sites of ecological value outside designations should also be taken into consideration in the assessment process as they contribute to the environmental capital of an area. Consultations with environmental groups and through the Environment Topic Meeting will allow areas for inclusion to be identified, in particular resources perceived to be under threat. The Topic Meeting will be a very useful source of information about the issues and trends relevant to this study area and will feed into the indicator/threshold definition. For example, in SWARMMS we have explicitly taken into account Tranquil Areas and their protection in the assessment process. We intend including tranquillity as an issue in the this study.
- 3.6.17 Indicators and targets in GOMMMS will be reviewed for their appropriateness for the study and reference to MMEA will also be included. Indicators and targets will also be used for problem identification and appraising strategies.
- 3.6.18 ***Task 14: Testing Of Component Packages-*** Initially the component solutions will be tested and appraised in isolation or in component based packages so as to assess the contribution that they might make, both in realising the identified visions, meeting the overall study aims and objectives and ameliorating the identified problems. The best elements will be combined into a series of strategies for testing and this will lead to the selection of a Preliminary Strategy. It is envisaged that some 30 to 40 different components or solutions will be investigated during this stage of the study.
- 3.6.19 The majority of this initial analysis will be undertaken using the full modelling framework described in Appendix A. There may be some instances where particular solutions can best be assessed in isolation through detailed matrix analysis rather than assignment. Particular areas where this might be the case will be in the examination of measures that reduce the need to travel or measures that target particular geographically based sectors of the market.

- 3.6.20 Based on the outcomes of this analysis decisions will be made regarding:
- those components that contribute most;
 - those which have little value in their own right but are an essential ingredient of an overall package; and
 - those that are unlikely to be worth pursuing
- 3.6.21 ***Task 15 Assessment and Appraisal of Component Packages-*** In this task, chosen components will be packaged into a small number of composite strategies and will be re-tested, assessed and appraised. We have assumed that some four composite strategies will be taken forward, tested and appraised in full detail in the lead up to determining the emerging strategy. In addition, a number of sensitivity tests will be undertaken using the transport model to assess the robustness of each strategy under different development scenarios. From this analysis an emerging strategy will be identified. It is quite possible that this emerging strategy will be a hybrid of the composite strategies, including a variety of component solutions, ranging from the introduction of green travel plans through to construction of major new infrastructure, be it public transport based or road based. The composite strategies might similarly be theme led, concentrating on environmental improvements, social inclusion or regeneration.
- 3.6.22 Each strategy will assessed in terms of:
- impacts on network usage;
 - impacts on network stress;
 - changes in zonal accessibility;
 - impacts on economic development, social and regeneration conditions;
 - changes in safety;
 - impacts on the environment;
 - cost and value for money; and
 - implementability.
- 3.6.23 ***Tasks 16 and 17- Preliminary Strategy-*** The emerging strategy, once identified, will be re-tested, and appraised to confirm that its actual performance matches that which is expected.
- 3.6.24 In assessing all of the proposals the methods set out in the Appraisal Framework will be employed. The level of assessment will however vary depending on the component under test and its impacts. It is nonetheless

anticipated that each of the composite strategies, together with the emerging strategy, will be assessed in sufficient detail for their performance to be examined through public consultation.

3.6.25 *Implementation Strategy and Funding*- It is essential for any strategy that emerges from this Study to be both implementable and affordable. This means that prioritisation and scheduling of actions must be an integral part of the strategy. Responsibility for any actions required by the strategy also need to be positively allocated to specific authorities or bodies.

3.6.26 To this end, both the strategy and the Action Plans will be costed and a practical and affordable implementation programme will be established. This will identify implementation phasing, together with the sources of required finance, be they through Central Government, the SRA, Local Government or the private sector

3.7 ***Phase 6: Consultation***

3.7.1 ***Task 18: Consult on Preliminary Strategy*** The chosen strategy, together with the building blocks that lead to its selection will be the subject of a full and detailed consultation. The approach will be repeat the methods adopted for the participation on problems and solutions. These will include:

- direct discussion between the Consultant, GOSE, the Steering Group and the Wider Reference Group;
- direct presentations and discussion between the Consultant, GOSE and interested parties such as individual local authorities, SEEDA, MPs and MEPs;
- the holding of regional, sub-regional and local workshops;
- a further key newsletter issued at key locations along the corridor; and
- use of the internet website.

3.7.2 In addition to providing information through the newsletter and web-site, a touring public exhibition will be used to take the proposals to the community. This will visit each of the significant communities within the corridor over a period of some 15 days and will explain the:

- aims of the study;
- the overall study process;
- the problems and issues that need to be addressed, both today and in the future;

- the range of possible solutions that have been considered;
- the findings of the appraisal process;
- the emerging strategy and the reasons for it being recommended as the way forward;
- the individual action plans that are to be considered;
- the mechanism for providing comment and feedback; and
- the next steps.

3.7.3 The exhibition will be well advertised in advance, through circulation of the relevant study newsletter, through use of posters, adverts in the local news media and targeted press releases.

3.7.4 Feedback will be achieved through a questionnaire:

- attached to the newsletter;
- available at the exhibition; and
- available through the web site.

3.8 *Phase 7: Action Plan Development and Appraisal*

3.8.1 ***Task 19: Development of Local Action Plans-*** Following development of the emerging strategy up to eight Local Action Plans will be identified for further study. These might revolve around remaining problems, following implementation of the strategy as whole or could comprise of some of the key elements of the strategy itself.

3.8.2 Proposals for each will be developed using a similar approach to that adopted for the overall strategy, testing and assessing component ideas and then selecting the most appropriate for full appraisal.

3.8.3 As the form and location of these Local Action Plans is as yet unclear it is difficult to be precise regarding either the overall approach or the modelling methodology. Where appropriate local models will be developed to carry out any assessments. These will make use of existing models that have already been developed within the area.

3.8.4 The outputs from the Local Action Plans will be a series of Advice Notes with recommendations on the way forward for each of the plans.

3.9 *Phase 8: Refinement and Reporting*

3.9.1 **Task 20: Strategy and Action Plan Refinement-** Based on the outcomes of the consultation the strategy and the subsequent Local Action Plans will be refined and amended as necessary. If necessary additional modelling and appraisal work will be undertaken to refine the GOMMMS NATA Appraisal. The Funding and Implementation Programme will be revised, prior to recommendations being made to the Steering Group.

3.9.2 **Task 21: Reporting-** At the end of the study a Final Report will be produced. This will provide a summary of the study phases and provide a series of recommendations.

3.10 Project Reports

3.10.1 During the course of the study it is proposed that there are a number of reports that document the Study's progress. These are set out in Table 3.1.

3.10.2 **Task 22: Feedback-** Following delivery of the Final Report and its consideration by the Steering Group, GOSE and SEERA there will be a need to provide feedback to the wider reference group and the public. This could be achieved through the website, the issuing of a further newsletter and the holding of dissemination workshops at the sub-regional level.

3.10.3 It is suggested that the decision, regarding who should be responsible for this activity, i.e. consultant or GOSE, should be made at that time, rather than now. This activity is therefore shown as an optional task within the work programme and, as such, it is not included within the study costings.

Table 3.1: Study Report Delivery Dates

Report	Draft Available
	14 Month
Commissioning Report	May 2001
Consultation Report on Problems and Issues	September 2001
Planning and Environmental Report	September 2001
Data Collection and Travel Surveys Report	September 2001
Base Year Model Validation Report	September 2001
Existing Problems and Issues Report	September 2001
Future Year Problems and Issues Report	September 2001
Consultation Report on Possible Solutions	November 2001
Strategy Development Report	January 2002
Preliminary Strategy Report	January 2002
Consultation Report on Preliminary Strategy	April 2002
Action Plan Development and Appraisal Report	May 2002
Final Report	July 2002