



GOVERNMENT OFFICE
FOR THE SOUTH EAST

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Dear Paul

SOUTH COAST MULTI-MODAL STUDY

I am pleased to attach on behalf of the study Steering Group the consultants' Final Report on the South Coast Multi-Modal Study (SoCoMMS). The Report attached is supported by a number of other documents, including an Executive Summary and nine Strategy Development Plans.

The study proposals have been prepared by the study consultants (Halcrow). The proposals in the Final Report reflect wide consultation within the region, but time has allowed only limited consultation on supporting documents, including the Strategy Development Plans. The Steering Group and the consultants recognise that further work is required to develop many of the proposals in these Plans, but the consultants and most members of the Steering Group believe that sufficient work has been undertaken to allow a view to be taken of the strategy as a whole.

The consultants' recommendations are their own, and do not necessarily reflect the views of the Steering Group or of its individual members.



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The Preferred Strategy

The strategy is intended to be consistent with the South East of England's Regional Assembly's vision for the development of the region, as set out in their Sustainable Development Framework and draft Regional Transport Strategy. The preferred strategy addresses the study Terms of Reference (attached at Annex A) and the consultants' work indicates that in economic terms the strategy overall offers significant value for money. Subject to the provision of adequate resources, the strategy is largely capable of delivery over the next 15 years, although some of the larger infrastructure projects may take a little longer to implement, particularly on the rail networks.

The preferred strategy recommendations pursue a theme of balance focusing both on reducing the growth in travel by car, whilst also providing investment in public transport travel alternatives. The strategy, however, also recognises the vital role the road networks play in the study area, and provides recommendations for addressing congestion pinch points. Throughout, the consultants have made efforts to minimise the adverse environmental impacts of their proposals and to optimize potential environmental gains. However, the consultants' appraisal does indicate some serious environmental disbenefits arising from the strategy which will require careful consideration by the Assembly. Solutions have been developed against a background of increasing travel demands and the need to cater for increased housing, leisure and business activity in the corridor.

The strategy as a whole is intended to provide a sustainable and integrated transport system, which will support the primary objectives of Regional Planning Guidance in the South East (RPG9), and improve regeneration opportunities through improved accessibility.

Key features of the SoCoMMS strategy are:

A focus on reducing the growth in demand for travel by car

Although not sufficient on its own, reducing the growth in travel demand provides major congestion and safety benefits. Over the next fifteen years implementing the strategy is estimated to reduce the growth in car trips from 28% to 20% whilst the growth in public transport usage is expected to increase over the same period from 30% to 50%.

The success of the strategy will in part be dependent on the promotion and take up of so-called 'soft' factors, and in the longer term the introduction of charging measures. Securing the contribution of these elements will be essential for developing both regional and national policy frameworks, and encouraging development of new and innovative work and travel practices. As such the strategy recognises the important role that Local Transport plans should play in delivery.



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Rail and Bus Implications

The consultation and participation exercises identified considerable concerns over poor public transport journey times, quality of service and reliability. The additional infrastructure and service enhancement proposals should enable greater flexibility of operations over the rail and bus networks through improving the frequency, reliability and travel times for both local and strategic services. Some of the proposed improvements in rail are already being progressed through the on-going negotiations for new rail franchises, and others are already being considered locally.

Road network Implications

Local safety schemes and new road schemes will reduce the number of accidents on the road network, reduce the levels of congestion at a number of key pinch points, and reduce traffic on environmentally damaging parallel routes. The consultants have developed an integrated strategy for road and rail. The costs of failing to address road related problems is likely to result in unacceptable levels of delay, and pollution and other negative environmental impacts which will result from having to cope with local road network 'rat running'. It will also severely constrain the ability of the corridor to sustain future investment in employment, housing and regeneration initiatives.

Walking and Cycling

The strategy also provides proposals and a framework in which to further develop the role of walking and cycling as an integral input into improving local accessibility, integration and sustainable transport throughout the study area.

Implementation

The consultants note the complexity of implementing a strategy which depends on co-operation between a large number of partners both in the public and private sector. They make recommendations for undertaking implementation and recognise that significant further work will be required in the delivery of many of the proposals.

They also note that in a number of instances their recommendations could benefit from legislation

- (a) to allow local authorities, either individually or jointly, to ensure that comprehensive bus services are fully integrated with other transport services;
- (b) to allow local authorities to regulate the amount and operation of Private Non-residential parking and out of town parking in their areas, and to levy charges for those parking spaces, with the revenue available to help fund transport schemes in their area.



Conclusion

The Steering Group would like to thank the very many organisations and individuals who have generously contributed to this study by taking part in consultation, or in some cases by undertaking supplementary work. The Group would also like to thank the consultants for their hard work, professional approach and unfailing diligence in responding to the concerns of Steering Group members. The Steering Group commends the Report for consideration by the Regional Assembly.

Yours sincerely

A handwritten signature in black ink that reads "C M Dixon". The signature is written in a cursive style with a horizontal line underneath the name.

MRS C M DIXON



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Annex A – South Coast Multi Modal Study - Terms of Reference

1. The overall aim of the study is to investigate congestion, safety and environmental problems of transport on the south coast between Southampton and Thanet, and to propose measures aimed at improving access to and between the regeneration areas and other areas of economic activity along the south coast.
2. The study should include consideration of travel by road, rail, short sea shipping and other modes for both passenger and freight services. The study area should include (but not necessarily be limited to) the M27, A27, A259, rail and other public transport routes along the coast including links to Ashford and East Kent.
3. The study should consider the strategic role of the transport system in the corridor and of sections in it within the broad context of land use planning, transport and other policies, taking into account the regional, national and international dimensions. The study should also carry out a review of the current and future transport problems within the study area which may inhibit the transport system from fulfilling its role, drawing on previous work undertaken wherever possible. It should identify and assess options, and make recommendations on an over-arching strategy for the corridor, including the objectives or requirements which should be included within a revised regional transport strategy. Measures necessary to deliver the strategy should be identified, and recommendations made on a potential implementation programme. The study should identify any additional work necessary to refine its proposals.
4. The study should in particular consider previous proposals for bypasses at Wilmington, Selmeston and Arundel, consider the nature of transport-related problems in these locations, identify and assess the options available for resolving the problems, and make recommendations specific to these sections of route. The study should also propose measures to address the problems of the stretch of the A27 between Southerham-Beddingham
5. In all its work, the study should have regard to economic, social and environmental impacts, as well as the effects on those areas in need of regeneration. Wide participation and consultation will be required in identifying and assessing problems and options. Options should be assessed using the New Approach to Appraisal and Guidance on the Methodology for Multi-Modal Studies.
6. The study should:
 - a) Draw on results from previous studies along the corridor, including the South Coast Rail Study and emerging work from other related studies including:

M27 Integrated Transport Study
A27 Worthing and Lancing Integrated Transport Study



South East England Regional Air Services Study
Proposed SEAPLAG Study into regional ports
Concurrent work led by the South East England Regional Assembly on developing the Regional Transport Strategy

b) The study should have regard to:

Guidance on Multi Modal Studies published March 2000
Draft Regional Planning Guidance for the South East (consultation draft published March 2000)
Regional Sustainable Development Framework (consultation draft to be published in October 2000).
Regional Economic Strategy prepared by the Regional Development Agency published December 1999
Local Transport Plans for relevant areas published July 2000
Local Structure, Unitary and Development Plans
National Rail Strategy (to be published by end of 2000) and relevant decisions arising from Rail re-franchising arrangements, and
Strategic National Policy documents

7. The study will be steered by a group chaired by the Government Office for the South East to include representatives of:
South East England Regional Assembly
South East England Development Agency (SEEDA)
Highways Agency (HA)
South East Forum for Sustainability (SEFS, 2 reps)
Shadow Strategic Rail Authority (SSRA)
South Coast Chambers of Commerce
Freight Transport Association (FTA)
One local authority representative from each of Hampshire, West Sussex, East Sussex and Kent, and from Brighton & Hove, Southampton and Portsmouth Unitary Authorities
South East & Anglian Ports Local Authority Group (SEAPLAG)
Confederation of Passenger Transport (CPT)
8. The outcome of the study will:
- a) Make recommendations on the strategic role of the transport system in the corridor and an overarching strategy that enables the strategic role to be fulfilled, including the objectives and requirements which should be included within a revised regional transport strategy, Development and Local Transport Plan
 - b) Make recommendations on identified sections of the network, in particular those indicated in paragraph 4.
 - c) Identify constraints on implementation, including funding and legislative considerations;



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- d) Identify what further work may be necessary to refine its proposals; and
- e) Make recommendations on a potential implementation programme.

9. The study will report by Spring / Summer 2002



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