

SOUTH COAST CORRIDOR MULTI - MODAL STUDY
STEERING GROUP
30 May 2002
MINUTES OF MEETING

Those Present:

Lee Sambrook (Chair)	Government Office for the South East	Mark Froud	Sussex Enterprise
Andrew Cleaver	Government Office for the South East	Ian Dalton	DTLR MMSU
Nicola Harding	Government Office for the South East	Colin McKenna	West Sussex County Council
Bob Wilkins	East Sussex County Council	Mike Ford	Highways Agency
Mick Sutch	Kent County Council	Matthew Lodge	Strategic Rail Authority
Derrick Coffee	South East Forum for Sustainability	Kevin Travers	Hampshire County council
Colin Murray	South East Forum for Sustainability	Andy Renaut	Brighton and Hove City Council
Anthony Slack	South East England Development Agency	Sue Moody	FTA
Paul Hudson	South East England Development Agency	Lindsay Gardner	Regional Assembly

CONSULTANTS

Mark Brown
Paul Read
Samira Lachehab

APOLOGIES

Charlotte Dixon Government Office for the South East
Bernie Miles Southampton City Council
Andrew Dyer Confederation of Passenger Transport
D. Bastow Portsmouth City Council

Chair's welcome and introductions

1. Apologies were noted. The Chair updated all with a summary of the latest changes in the newly created Department for Transport, and confirmed that they should have little impact on the Multi Modal study programme.
2. Minutes of the last meeting were tabled. Following confirmation that the consultants would update reports on their website, and agreement that they should soon be in a position to release a strategy development and appraisal report, the minutes were agreed.

Action – The consultants will ensure up to date reports are made available on the website and / or direction is provided for accessing draft reports.

Progress Report

3. A progress note from the consultants had been previously circulated.

Strategy Development

4. The consultants outlined the extent of the additional work undertaken on strategy appraisal. It was noted that some problems still exist with TUBA, and that clarification is still needed on some of the assumptions used in the rail assessment work. This work is ongoing but a preliminary appraisal report should soon be available for the Steering group.

Consultation update

5. The consultants explained that a database of 10,000 contacts exists. The strategy summary newsletter has been circulated to all these contacts, and is also available through a number of public outlets and the website. The extent of Media coverage on newspaper, radio and TV articles was also presented.
6. The consultants explained that eleven exhibitions had been held to date with 1500 recorded attendees. Common issues raised at exhibitions centred on funding, delivery issues, the need for strategy co-ordination, requests for more detail and concern re parking charges.

Discussion Followed re:

- The need to be aware of newspapers that are running 'spin off' stories, based on the first round of articles;

- MP's attendance at consultation meetings at Fareham, Gosport and Hastings was noted. GOSE outlined that they have been contacted by two MPs and will be arranging consultant presentations for them. Halcrow confirmed that they have an additional meeting arranged with Caroline Lucas (MEP).
- Local authority and district council members have been invited to consultant presentations.
- Meetings have been arranged with the statutory environmental groups and other concerned parties.

7. The consultants went on to discuss the usefulness of the consultation exercise for them, and outlined their perception that the strategy seems to have been well received, with the consultation responses thus far seeming to be broadly supportive. They also confirmed that the use of scoring in identifying issues in the consultation has no quantifiable basis in appraisal of the strategy.

8. Some discussion followed re whether, in response to press concerns, an additional consultation meeting should be held in Lewes. It was noted that local politicians would be being briefed by the consultants at a forth-coming meeting with ESCC, and that it might be appropriate to hold a Lewes based meeting post this presentation. ESCC agreed to help in facilitating this approach.

9. Discussion followed re the extent to which media activity had influenced the turnout for consultation at particular venues. The relationship was noted as inconclusive.

10. The need to consult with organisations as well as individuals was noted, and the consultants outlined that Sustainable Futures are also doing outreach type work to insure a good representative input. It was similarly noted that organisations should write in to Halcrow with consultation views.

11. The potential value of making a second approach to press contacts with the preliminary results of the consultation was also discussed, as a means of maintaining the momentum of consultation.

ACTION – Camargue is to consider approaching media contacts for running update stories.

ACTION – Camargue is collating the newspaper cuttings, which will be presented to the Steering Group at the next meeting.

Detailed Strategy Development Plans

12. The consultants went on to consider further each Strategy Development Plan (SDP) in detail. For each they outlined the detail required by the plan, the issues and the proposed outputs. A number of general comment and specific issues were raised.

General Comments

- The timing of demand management measures was noted as critical with preferences for the relative timing of 'carrot and stick' measures debated at some length. It was agreed that timing of proposals is a key to the strategy.
- The need to deliver to the expectations of HA and SRA was noted, with a preference for the identification of a consultant's recommendations seen to be desirable. The consultants outlined their concerns that in some SDP areas coming to a consultant's recommendation might be difficult, and in such circumstances they would propose to provide a full appraisal of options, coupled with an interpretation of the impacts of alternatives.
- The need for rail schemes to be consistent with the emerging requirements of franchise negotiations was similarly noted, alongside a need to consider differing approaches to delivering the same strategy end point.

Specific SDPs

i) **South Hampshire** – The importance of identifying institutional arrangements that enable, and enhance the role of PTEs was agreed, and proposed deliverables from the work stream were accepted.

ii) **Chichester** - The need to tie in work with improved links to towns to the South of Chichester was noted (Selsey, Bognor). Advice from the consultants on how to progress car sharing, as an input to

developing urban transport plans, was also requested, as was the need for clear guidance on short, medium and long-term proposals and how these tie in to development proposals.

iii) **Arundel** - The potential wider road network implications of an Arundel bypass were noted. These were seen to be particularly relevant for impacts on A259 and for National Park proposals. It was agreed that the consultants should discuss these further with concerned parties and that the consultants should discuss National Park Gateway point proposals further with the South Downs conservation board. The need to take into account the modelling of the wider transport implications of demand management measures and mode split issues for all SDPs was also noted.

iv) **Worthing** - The consultants agreed to conduct an assessment of the implications (economic, planning and environmental) of failure to provide a bypass for Worthing.

v) **Brighton and Hove** - This was outlined as a 'best practice' example SDP providing 'rule of thumb' type guidance notes for other urban areas. The need to be less specific about the role of rapid transit systems for the areas was noted, and it was agreed that Park and Ride and cordon charging should be considered in the assessment. A potential value for A23 corridor improvements was also noted.

vi) **East of Lewes** - The consideration of development pressures was outlined as key to this plan, (Hailsham/Polegate) whilst analysis should also include a consideration of Newhaven access. It was similarly agreed that there will be a need to consider tourism / economy angle, alongside the role that 'tourism without traffic' might play. A discussion of the need to consider the study area wide impacts of level crossings followed, with particular emphasis placed on the Beddingham crossing.

vii) **Hastings / Bexhill** - The desire for the consultants to identify a preferred alignment for any road proposals was noted, along with a need to also consider the economic impacts of not providing a road link. The need to consider the wider benefits of a Bexhill-Ore metro was also confirmed. The importance of any Hastings road solutions being considered in the same context as for other parts of the corridor was also noted, with a need to consider links with the A21, and to the East of Hasting seen as being critical. The consultants were also asked to consider the impact of proposals emerging from the SEEDA 5 point plan work.

viii) **Public Transport Plan (Kent Focus)** – In relation to rail improvements the consultants outlined that the plan will primarily focus on timetable integration and service level improvements. It was agreed that a business case for the strategy will be required alongside an assessment of consistency with franchise arrangements. The consultants agreed to look further at the impacts of the strategy for Brighton, and at other network pinch points (e.g. Bo Peep jct.). Similarly it was agreed that the consultants need to carry out a parallel assessment of the importance of, and options for, dealing with level crossings in the strategy, and also need to consider the role of bus / coach traffic and improved interchange.

ACTION – Steering group, members to send their comments on the progress note to the consultants by email.

Any Other Business

13. The consultants tabled proposals for the likely shape of the final report, and how this would need to tie in with SDP reporting. It was agreed that these would be sent out for detailed Steering group comment.

14. It was similarly agreed that the study will still seek to produce a final report by 2 August, and it was noted that the consultants might make this available on CD-Rom

Date of Next Meeting

15. The next Steering group meeting is scheduled to be held at GOSE offices Guildford on 25 June.