

**SOUTH COAST CORRIDOR MULTI - MODAL STUDY**  
**STEERING GROUP**  
**9 May 2001**

**MINUTES OF MEETING**

**Those Present:**

Charlotte Dixon (Chair)	Government Office for the South East	Matthew Lodge	Strategic Rail Authority
Lee Sambrook	Government Office for the South East	Tony Cook	SEAPLAG
Nicola Brooker	Government Office for the South East	Bernie Miles	Southampton City Council
David Cooper	Government Office for the South East	John Ekins	Hmpshire County Council
John Gutteridge	Freight Transport Association	Mick Sutch	Kent County Council
Derrick Coffee	South East Forum for Sustainability	Andy Renaut	Brighton and Hove Council
Colin Murray	South East Forum for Sustainability	Roger Jones	West Sussex County Council
Anthony Slack	South East England Development Agency	Lindsay Gardner	South East Regional Assembly
Bob Wilkins	East Sussex County Council	Martin Tugwell	South East Regional Assembly
Paul Hudson	SEEDA	Mike Ford	Highways Agency

**CONSULTANTS**

Mark Brown  
Paul Read  
Christina McDonagh  
Stuart Fox

**APOLOGIES**

Mark Froud            Sussex Enterprise

**Chair's welcome and introductions.**

1. The minutes of the last meeting were agreed.

**Presentation of the Commissioning report from Halcrow.**

2. The consultants presented the (previously circulated) Commissioning report covering the following subjects:

**A. (Study Management)**

3. Consultants outlined general study management approach.

**B. (Study process)**

4. Discussion followed re how the study would work alongside the development of the Regional Transport Strategy.

Chair noted that SCCMMS and the Regional Transport Strategy (RTS) need to be complementary. It was additionally noted that local, and regional plans as well as RPG9 need to be considered in SCCMMS.

Agreed that consultants would need to liase with the Regional Assembly to draw on existing guidance.

Some discussion followed on the need to balance the strategic nature of the study alongside local action plan requirements.

**C. (Modelling Approach)**

5. The Consultants outlined their general approach.

It was confirmed that heavy rail modelling including the use of train paths and patterns would be included in the analysis. It was additionally noted that rail modelling would tend to be strategic in nature and that the consultant would need to liase with SRA as required on this.

The need to work closely with SRA in maximising the potential of Go Via proposals for the South Coast was also noted. The chair stressed that the consultants should think beyond those schemes currently 'on the table'.

6. The consultants outlined their intention to undertake Stated Preference surveys in obtaining data for the eastern section of the study area.  
 Re freight modelling – a discussion identified the need for air and sea freight assessment. The consultants agreed that there would be a need for a transparent modelling approach for freight. Model development criteria will need to be agreed with members of the Steering group.  
 Also agreed that the consultants will need to consult re freight movement at a customer level.  
 It was additionally noted that shipping data is likely to be out of date.
7. Re Highway modelling - the steering group asked how the consultants intended to build a consideration of the M25 into the study. It was explained that the modelling approach would be, as far as is possible consistent with that being used for the ORBIT modelling. The chair requested that the consultants keep Mike Ford, Tony Cook and Matthew Lodge involved with the development of these models.
8. A discussion of “local models” also occurred. The consultants explained that they would be focussed towards and linked to local action plans , and that local micro-simulation models would, as necessary, be used for studying junctions. .

#### **D / E (Communication & consultation)**

9. The consultants approach identified that regional workshops would consider strategic issues affecting the entire study area. Sub-regional workshops be used to look at issues beyond local areas but not as wide an area as the regional workshops, whilst local workshops will consider local issues and include chambers of commerce, parish and district councils and local transport operators.
10. There will also be topic group meetings and structured discussion meetings..  
 The consultants outlined that they would stress in all communications with the media that the study is all-inclusive. There will be “rolling media briefings” to maintain good relations with the media.  
 The general approach to consultation was endorsed.
11. A view was raised from the Steering group that there may be value in consultation in Hastings.  
 It was agreed that liaison re media issues be conducted via the GOSE project manager.

**Action point:** Katy Taylor and Peter O’Connor will have a meeting with Stuart Fox on 10.5.01. They will continue to have regular meetings.

**Action point:** Consultants are to liase with GOSE re the preferred approach for getting statutory Environmental Agencies involvement in the study.

**Action point:** GOSE to prepare a general line re possible study questions and the status of the Access to Hastings Study. *(Since provided)*

**Action point:** The consultants were asked to ensure that areas of the periphery of the study are included in the study consultation. Bournemouth and the Isle of Wight were cited as examples.

#### **Round up Discussion**

12. The steering group was asked to approve the physical boundaries for the study area (modelling approach)

It was agreed that the boundaries should not be 'set in stone'.

The steering group asked the consultants to alter the northern boundary around Brighton. Noted that the Channel tunnel should be included in the study area along with Ashford and Margate. Agreed that radial rail routes and the Thamesport-Sheerness link would be included. The steering group was reassured by the consultants that the study would also look at east – west routes in enough detail.

### **The length of the Study (12 or 16 months)**

13. The consultants outlined that they needed an early decision on this. Implications of both options were discussed. A variety of views were raised.

Issues raised included:

- the concern that a longer study would keep the results of the other studies on hold;
- A longer study would be less likely to over run;
- A shorter study would be less likely to become too involved with local issues;
- A 16 month study would produce a more robust study.

1. The regional assembly explained that if a final report from the study was not available until August 2002 it might well not make it to an Assembly plenary session until February 2003. A July / early August report would be required to ensure recommendations could be taken to a November Plenary session.

It was commented that the voluntary sector needs longer to consider issues raised by the study; The Chair summed up by agreeing that consultants will review the commissioning report by 14 May 2001 and try to produce an approach that will address the above concerns.

**Action point:** GOSE to, as necessary, secure the case for additional funding and agree with the consultants the final timetable for the study.

**Action point:** Approval was given for the first round of consultation to begin in June/July after the general election.

**Action point:** MPs and MEPs will need to receive a letter giving details of the study after the election. GOSE and Halcrow are to agree the procedure for this.

**Action point:** Consultants are to provide GOSE details of the study launch date and the dates of the early phases of consultation.

**Action point:** All Steering group members are to provide comments on the commissioning report to the GOSE project manager by 20 May 2001.