

## Report to the Executive for Decision 4 August 2003

<b>Portfolio:</b>	Planning and Transportation
<b>Subject:</b>	<b>Transport Position Statement by Southampton and Fareham Chamber of Commerce and Industry</b>
<b>Report of:</b>	Director of Planning and Transportation
<b>Strategy/Policy:</b>	
<b>Corporate Objective:</b>	Maintaining and extending prosperity.

**Purpose:**

This report advises members of the Southampton and Fareham Chamber of Commerce and Industry Transport Position Statement, considers the issues raised and an appropriate response.

**Executive summary:**

The Southampton and Fareham Chamber of Commerce and Industry (SFCCI) has issued a Transport Position Statement that outlines its views on actions needed to stop what it describes as 'the transport chaos that is threatening the present and future prosperity of the Solent region'. The Statement is intended to set challenges for the business community but also for the local and regional statutory agencies that have the powers to direct, control and manage transport. The statement highlights that local business need urgent action on :-

- Dock traffic.
- Green Transport
- Leisure.
- A new approach through the Solent City concept.

A new group called Solent Transport was launched in March 2003 to consider the wider transport problems in the Solent Region. SFCCI consider that group to be constrained by boundaries. However if the area is extended too far the initiative may lose focus and impact.

The position statement is more relevant to Southampton, but will have some impact on Fareham Borough. There are valuable elements to the paper which Solent Transport may find of benefit in developing future strategies and policies.

The Executive may wish to be supportive of the approach adopted by the Chamber and of appropriate initiatives that would help to ease congestion in the south of Hampshire.

**Recommendation:**

That the Executive :-

- (a) Thanks the Southampton and Fareham Chamber of Commerce and Industry for the opportunity to comment on this Transport Position Statement
- (b) Notes the suggestion to develop a Solent City concept, but would not wish the area to be extended beyond the greater Solent Transport Area.
- (c) Is generally supportive of the approach adopted by the Southampton and Fareham Chamber of Commerce and Industry although notes that it mainly affects the situation in the Southampton area.
- (d) Recommends SFCCI forward the position statement to Solent Transport for consideration in developing future policies and strategies.

**Reason:**

To support Southampton and Fareham Chamber of Commerce and Industry on its Transport Position Statement

**Cost of proposals:**

No costs to the Council.

**Appendices:**

- A:** Transport Position Statement
- B:** Solent Transport Charter
- C:** RTS and SoCOMMS

**Background Papers:**

Regional Transport Strategy published by South East Regional Assembly in January 2003

Transport in the Solent Area: A Vision for 2025 – Published in June 2003 by Solent Transport

South Coast Multi Modal Study – Published by DoT in November 2002

## Executive Briefing Paper

**Date:** 4 August 2003

**Subject: Transport Position Statement by Southampton and Fareham Chamber of Commerce and Industry**

**Briefing by:** Director of Planning and Transportation

**Portfolio:** Planning and Transportation

### SUPPORTING INFORMATION

#### INTRODUCTION

1. In April 2003 the Southampton & Fareham Chamber of Commerce (SFCCI) issued a transport position statement a copy of which is attached as Appendix A to this report or can be accessed at : <http://www.soton-chamber.co.uk/PDFfiles/transportpositionstatement.pdf>
2. It identified traffic congestion as being a problem to the viability of business in the City and was critical of the speed at which measures were being implemented to resolve congestion problems in Southampton and the surrounding area.
3. In March 2003 'Solent Transport' was launched at the 'Transport in the Solent Area: a vision for 2025' summit held in St Mary's Stadium. The report of this summit was published in June 2003. The transport problems and possible solutions extend to an area greater than the boundaries of Southampton City, 'Solent Transport' (ST) therefore includes the wider areas of Southampton, Portsmouth and parts of south Hampshire.
4. The key aims of the Solent Transport Charter and the signatories are attached as Appendix B to this report. The signatories are government bodies, local authorities and transport providers; SFCCI is not included.

#### SFCCI TRANSPORT POSITION STATEMENT

5. The SFCCI Position Statement on Transport considers the growth in car use and lack of public transport as some of the key factors and that a greater degree of urgency is required in dealing with congestion. It identifies the following actions it considers necessary to address traffic problems:-

#### Action on Dock Traffic

- Road: Improvements from the western docks to A33 and a study into better access to eastern docks.
- Rail: Better utilisation of the container terminals.

#### Action on Leisure Movement

- Public Transport: Free bus services from town or city centres to retail centres.
- Integrating ticketing for all operators
- Rail and bus tickets included in major event tickets such as the boat show,

#### Action on Green Travel

- Road: Road pricing is not supported
- All local authorities produce Green Travel plans
- All medium to large sized employers to produce Green Travel plans

#### Action on a New Approach

- Solent Transport is confined by authority boundaries and may not commit to innovation.
- Solent City transport plan required covering the area from Dorset to West Sussex and northwards past Winchester.
- Investigation into tram/LRT systems to access Southampton
- Consider tidal flow lanes

#### Position Statement Conclusions

6. In an economically and buoyant area unreliable and protracted journeys are affecting business and congestion threatens quality of life.
7. The transport problems are known, but business needs to work in partnership to maintain and improve prosperity.

#### **OFFICER COMMENTS**

8. The promotion or encouragement of alternative modes of travel to the private motor car is in line with this and the County Council's transportation strategy. The rationalisation of highway access to the docks combined with improvement to rail freight provides a balanced

approach. Rail freight will not be able to accommodate all the demands for transportation of freight.

9. Transportation in the southeast has been subject to a number of studies identifying the issues, problems and solutions. The Regional Transport Strategy for the south east and South Coast Multi-Modal Strategy have been completed and more locally studies have been carried out into local corridor access and movement issues such as the M27 Corridor Transportation Study.
10. These all identified solutions and funding needs at a strategic level. In addition Solent Transport has been formed with the objective according to Transport in the Solent Area (TSA) to 'develop an integrated seamless transport system that is affordable, reliable, safe and efficient.'
11. The implementation of the strategies will require funding to promote major schemes and to pump prime public transport initiatives. It is that funding which will be key to addressing congestion and accessibility. Local Authorities must rely heavily on central government and private funding to move the proposals forward.
12. There is a greater demand to travel by more people and average journey times have increased in the last decade. Many of the transportation infrastructure elements are at capacity in the peak hour, whilst off-peak there is spare capacity. However this is not uncommon in a city.
13. At a strategic level the South East Regional Transport Strategy (RTS) published for consultation in January 2003 and to be examined in public on 21st July at Reading included a number of policies aimed at improving the accessibility of the docks by road and rail. The access to Southampton and other possible solutions were identified in the South Coast Multi-Modal Study (SoCoMMS) which was submitted to the Secretary of State for Transport in November 2002. Relevant policies and solutions from these two documents are included in Appendix C to this report.
14. The Secretary of State for Transport made an announcement on transport investment on 9<sup>th</sup> July 2003. In this statement proposals were announced to carry out limited widening on the M27 around Southampton.
15. SFCCI propose a new definition of the region – Solent City. The action points raised provide a combination of suggestions at a strategic and local level. Whilst in principle the concept of Solent City would have an impact upon Fareham, the options put forward by SFCCI would have less impact. However the boundaries suggested in the SFCCI statement may be too wide at a local level. Solent Transport focuses on Southampton, Portsmouth and the area of Hampshire between the two Cities. This corridor is broadly consistent with the boundaries of the SoCoMMS area. To expand the Transport Strategy area could dilute the effectiveness of the partnership in addressing the transportation

difficulties of the denser urban area included within Solent Transport.

## **CONCLUSIONS**

16. The SFCCI Transport Statement identifies the current position in relation to transportation and problems experienced in the south of Hampshire. The report makes a number of suggestions of how the situation may be improved. In principle these suggestions are in line with views expressed by Fareham Borough Council. Members may wish to support the proposals.

### **Reference Papers:**

Report to 23 January 2001 Planning and Transportation Committee –  
'M27 Integrated Transport Study'

APPENDIX A

SFCCI TRANSPORT POSITION STATEMENT

**Transport** April 2003  
 POSITION STATEMENT



# Take the brakes off local prosperity

We must keep business moving

**This document outlines the actions needed to stop the transport chaos that is threatening the present and future prosperity of the Solent region. Specifically, road congestion is damaging the productivity of existing business, and acting as a disincentive to business start-ups, inward investment and incoming skilled workers. Public Transport offers no viable alternative.**

**This Chamber of Commerce Transport Position Statement sets challenges for the business community, but also for the local and regional statutory agencies that have the powers to direct, control and manage transport.**

**Local Business needs urgent action on:**

- Dock traffic
- Green Transport
- Leisure Movements
- A New Approach

## Business needs action on transport NOW

Congestion is already putting the brakes on prosperity and threatens to choke Southampton City region's future potential.

Southampton & Fareham Chamber of Commerce (SFCCI) has worked through its Transport & Planning business forum to identify the issues which we believe to be key. Through consultation with local business, we have established a targeted and realistic agenda, which will take a major step towards addressing our problems.

The proposals, laid out in summary in this document, seek to address issues specifically associated with the larger Southampton area. However, we believe that it is unrealistic to address the transport problems of Southampton without looking at the region as a whole. We propose a new definition of our region which makes sense for business – Solent City.

## The root of our problems

Southampton City Region's congestion problems are well rehearsed. SFCCI argue that the impact of some of the worst traffic movement figures in the country<sup>1</sup> is felt no more keenly than by the business community, whose ability to deliver the prosperity upon which our region's increasing standard of living is based is being squeezed

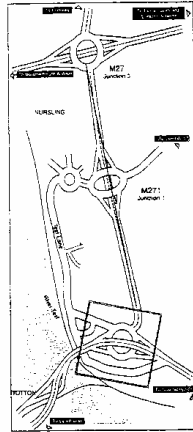
This negative impact is born from the well known transport challenges in the Solent Region: briefly, growing economic prosperity, the growth in car usage and the lack of public transport alternatives.

SFCCI is party to the wide range of research and planning processes considering the interrelated factors that are contributing to this problem.

However, we believe that a lack of urgency and focus underlies this work, which is contributing to an actual and – no less importantly – perceived congestion crisis in our City Region that is damaging business today.

**SFCCI recognises that our City Region is successful. However, that success is balanced on the knife edge of effective transport infrastructure. We could easily lose the gains we have made.**

**Action on Dock Traffic**



**Business needs urgent action to address the freight traffic resulting from the success of Southampton Docks.**

Efficient coexistence of Dock and City Centre traffic, highlighted as a priority in Southampton City Council's own Transport Plan<sup>ii</sup>, is not currently being achieved.

Figure 1: Highway improvements needed to facilitate flow of dock traffic

SFCCI specifically proposes

- **M271 - from M27 to A33**  
Highways authority investment into lane management for the exclusive use of traffic accessing or departing Southampton Western Docks. (See Fig. 1).

- **M271 to Dock Gate 20 access**  
Highways authority investment into a separate lane system, flyover or tunnel directing dock traffic exclusively into and out of Southampton Western Docks. (See Fig. 1).
- **Eastern Docks Approach**  
Highways authority investment into a formal and urgent study into implementing better access to Southampton Eastern Docks

Related to the traffic generated by the Docks, business needs pressure to be put on rail freight to maximise movements and efficiency:

- **Existing Rail Freight**  
Take up existing empty rail slots available to Dock freight movements.
- **Increase Rail Freight**  
We challenge the poor utilisation of Freightliner terminals at Millbrook and Southampton Container Terminal. Access should be made available to other rail freight companies, as at Felixstowe, Southampton's main competitor.

**Action on Leisure Movement**

**Business is witnessing an overloaded transport system diminishing the quality of experience for customers, reducing the benefit that the growth in leisure visitors should accrue to our City region.**

Southampton's meteoric rise in the retail rankings, combined with the emergence of large scale sporting and cultural facilities, matched by Portsmouth's investment in retail, leisure and tourism is transforming our City Region into a place people want to visit.

SFCCI is aware of major site schemes which will further increase transport demand in the near future. Business is not yet convinced that the necessary improvements in our transport infrastructure can be in place in time to cope. However, we believe that a customer-lead approach to ticketing could help alleviate some of the pressure.

- **Dedicated Event Transport**  
The free City Link bus from Southampton Central to the retail centre is a success story that must be repeated in every town and city of our region.
- **Across the Region Through Ticketing**  
Integrated ticketing arrangements between all the public transport operators in Solent City, allowing easy use of all public transport by a single purchase.
- **Event Management - Through Ticketing**  
Integrated travel and event ticketing, allowing easy passage and promoting alternative travel opportunities. Buy a Boatshow ticket in Portsmouth and get your rail & bus tickets included. Make movement easier.



**Action on Green Travel**

**In its commitment to Green Travel, SFCCI is not supporting road charging, congestion charging or motorway tolls. Travel already costs business enough.**

Business is pleased to work on the basis of enlightened self-interest. For example, some large private sector employers in the Cities have introduced park & ride schemes and the Uni-Link bus service has benefited both Town and Gown in Southampton.

SFCCI is convinced of the bottom-line benefits of the Green Travel agenda. However, we believe it will be extremely difficult to engage business' commitment unless effective leadership and support is provided by all local authorities

- **Green Travel Plans for Councils**  
All the local authorities within Solent City must lead by producing their own Green Travel Plans. Plans must identify how transport demand can be modified, for public services under their control, particularly schools, as well as directly employed staff. (See Fig. 2).

Solent City Authority	Green Transport Plan?
Southampton	x
Portsmouth	✓
New Forest	✓
Eastleigh	✓
Test Valley	✓
Havant	x
Fareham	in development
Gosport	✓
Hampshire	✓

Figure 2: Solent City Local Authorities with current Green Travel Plans. April 2003

- **Workplace Travel Plans for Business**  
All medium and large sized employers should develop their own Workplace Travel Plans, to contribute to congestion management, but also to highlight deficiencies in the existing transport system, adding weight to the case for improvement.

**Action on a New Approach**

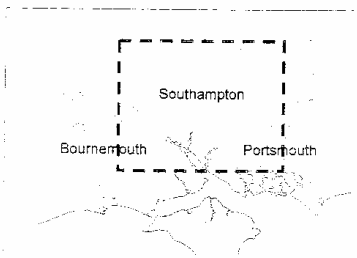


Figure 3: Solent City region

**Business needs transport planning that reflects the reality of our activity, not based around arbitrary government boundaries. Solent Region plc needs business-like thinking.**

The Solent Transport initiative<sup>iii</sup> takes a refreshingly *joined up* view. However, SFCCI is concerned that it represents yet another strand of transport planning confined within boundaries that are meaningless to business.

Further, we are concerned that transport perspectives remain narrow, and that decision makers are reluctant to commit to innovation or action.

- **The Real Business Region**  
The economic impact of Solent City's congestion runs from the Dorset border to West Sussex and north of Winchester. The authorities that make up our local legislation should create an integrated transport plan for Solent City. (see fig. 3).
- **New Modes of Transport**  
Business needs urgent investigation into the use of Tram/LRT systems in, around and between the cities in the region. Priority should be given to the Western Solent area, Waterside and the Northern approaches to Southampton.
- **Tidal Lane Flows**  
Invest in creating a "tidal flow" (2 in/1 out or 2 out/1 in) following the identification of major arterial routes that could be better managed.

**Conclusion**

**In one of the most economically buoyant parts of the prosperous South East, severe congestion is creating unreliable and protracted journeys in Solent City that are reducing business performance and productivity.**

Congestion also threatens our quality of life, reducing the attractiveness of our region to business start ups, inward investment and skilled employees.

**Business Needs Bold Action**

The transport problems facing business are far from unknown, new or poorly understood. SFCCI believes that business is suffering from a lack of bold, integrated action over decades, which has led to a sense of hopelessness, described by SEERA:

“We...face a...crisis of confidence: a lack of belief that the promises can be delivered and that the system can be made to work better; that public transport will ever be improved and road congestion relieved. This lack of confidence blights business investment...and makes people reluctant to consider the changes in their own behaviour and lifestyle which might be essential to help deliver overall improvement”<sup>iv</sup>.

Southampton & Fareham Chamber of Commerce is committed to helping inspire local business, to challenge cynicism and to make the changes necessary to our own transport choices. However, business alone can only do so much.

We have laid out the challenges in this document as an indication of the urgency of our case, and our willingness to act as committed partners to the statutory bodies that have the controlling hand on these issues.

**Only by working together can we hope to take the brakes off business and keep moving ahead towards the prosperity we know we can enjoy.**

**Further Information**

For further copies of this document, please visit [www.soton-chamber.co.uk](http://www.soton-chamber.co.uk) to download a pdf version or contact 023 8020 6158 or [info@soton-chamber.co.uk](mailto:info@soton-chamber.co.uk).

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[www.soton-chamber.co.uk](http://www.soton-chamber.co.uk)

**About Southampton & Fareham Chamber of Commerce**

Southampton & Fareham Chamber of Commerce & Industry is the independent voice of local business in the area. Together with our affiliates, this Chamber of Commerce is a partnership of nearly 2,000 businesses in and around the Southampton City region. Our combined membership employs over 100,000 people, and comprises businesses in all sectors of the economy, small and large, including most of Southampton’s major employers.

The Chamber of Commerce is a non-party political organisation, and seeks to represent the interests and promote the competitiveness and growth of all businesses in the region. We host permanent and ad hoc business forums, made up of local business people, focusing on a wide range of topics including transport, legislation, planning and skills. Through these forums we work to identify and then speak up for the needs and concerns of local business, influencing the local, regional and national agenda.

SOUTHAMPTON & FAREHAM CHAMBER OF COMMERCE & INDUSTRY

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<sup>i</sup> *Traffic: Speeds in English Urban Areas: 2002*. Department for Transport. 27 March 2003  
<sup>ii</sup> Southampton Local Transport Plan 2001/2 to 2005/6 p64 Southampton City Council  
<sup>iii</sup> Solent Transport - partnership of Southampton & Portsmouth City and Hampshire County Councils launched March 2003  
<sup>iv</sup> *From Crisis to Cutting Edge*. South East England Regional Assembly. June 2002

## APPENDIX B

### THE SOLENT TRANSPORT CHARTER

**T**here are nearly 1 million people living in the area covered by Solent Transport including Eastleigh, Gosport, Havant, Portsmouth, Southampton, and Test Valley. As people live, work and play in a wider area than they live, this unique transport initiative is seeking to build a proactive relationship between local authorities to deal with the transport problems that transcend local authority boundaries. Partnership is the key word for Solent Transport in the working relationship between Hampshire County Council, Portsmouth and Southampton City Council. They will have to marshal competing demands and needs for the common good of local people and future generations.

We all have to travel to work, to school or college, to see friends and family, for the weekly shop, and nearly two thirds of us do this by car. But we mustn't forget the 33 per cent in the Southampton area who do not have access to cars and rely on public transport. For the journey to work 65 per cent of people travel by car, 9 per cent by public transport and 13 per cent walk or cycle. As 61 per cent of all journeys between 1-2 miles are made by car and 89 per cent of British households live within 6 minutes walk of a bus stop, it would seem logical therefore that a key plank of the work of Solent Transport and its supporting organisations would be to encourage a better bus service and network which would entice people out of their cars and ease traffic congestion.

Moving people between A and B effectively and efficiently, providing a wide range of transport options and encouraging sustainable lifestyles will be a key challenge for Solent Transport.

As the main objective of the Solent Transport partnership states, we need 'to develop an integrated and seamless transport system that is affordable, reliable, safe and efficient.' This is then broken down into 3 sub-sections:

1. Provide high quality facilities that are accessible to all.
2. Develop the transport network, using available technology, to manage the movement of people and goods and make the transport system attractive to passenger and freight operators.
3. Promoting sustainable travel choices, which reduce the reliance on the private vehicle, and improve the quality of life for present and future generations.

There are number of issues that Solent Transport will need to take into account, for example, the need to promote social inclusion, encouraging neighbourhood renewal, creating vibrant town and city centres, addressing the needs of disabled people, improving access for rural areas, the sustainable development of new homes,

promoting sustainable lifestyles and business, developing gateways through ports and airport, supporting the communities strategy and tackling climate change issues.

The key aims of the **Solent Transport Charter** are:

1. The local authorities will work together alongside the transport operators, government agencies, regional bodies and key stakeholders to deliver integrated solutions and investment programmes that support the Solent Transport objective;
2. The Solent Transport partnership will operate in a flexible way and develop over time, responding to opportunities and changing circumstances to meet its objective;
3. Solent Transport partners will work closely with the planning authorities to ensure that land use plans and transport planning are complementary and fully integrated. Close liaison will be maintained with decision makers in other policy areas (e.g. education, health, social services, crime prevention, etc) to achieve efficient management in transport terms;
4. Performance indicators for the transport system will be identified together with targets against which progress will be monitored on an annual basis;
5. Solent Transport will seek to deliver integrated improvements to travel information, ticketing systems and interchanges to improve mobility and accessibility;
6. Members of the partnership agree to work together in the pursuit of the Solent Transport objective; and
7. The Solent Transport members will use their influence to encourage other agencies to recognise the significant contribution that is able to be achieved through this positive partnership.

The signatories of the Solent Transport Charter are: Hampshire County Council, Portsmouth City Council, Southampton City Council, the AA, First Hampshire, the Government Office for the South East, Freight Transport Association, Hampshire Economic Partnership, Highways Agency, Network Rail, South East of England Development Agency, South East England Regional Assembly, Southampton Airport, South West Trains, Stagecoach, the Strategic Rail Authority and Wessex Trains.

The Charter was signed following the Transport Summit on Thursday 13 March and witnessed by David Jamieson MP, Parliamentary Under-Secretary of State for Transport, and Alan Whitehead MP.

***Solent Transport is the way forward.*** Co-operation, co-ordination and economies of scale mean that by working together these organisations can really improve the transport network and the quality of life of local people.

## APPENDIX C

### **SOUTH EAST REGIONAL TRANSPORT STRATEGY - JAN 2003**

The Regional Transport Strategy is a regional framework which will ensure that the investment programmes of local authorities, transport providers and other key stakeholders in the transport sector complement and support the wider regional objective of delivering a more sustainable pattern of development. Policies include the following relating to accessibility of the docks at Southampton:-

#### **Policy T8**

Other relevant regional strategies, development plans and Local Transport Plans should include policies and proposals for infrastructure that maintains and enhances the role of the following gateway ports:

iii deep-sea containers – Southampton, the Medway ports.

#### **Policy T9**

Other relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that encourage the development of short sea shipping connections linking the region into the wider European network, and between, the following ports:  
Southampton Portsmouth  
Newhaven Dover  
Ramsgate Medway Ports

#### **Policy T16**

Other relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that:

- i promote the most appropriate mechanism for securing the efficient distribution of goods (for example Freight Quality Partnerships);
- ii safeguard wharves, depots and other sites that are, or could be, critical in developing the capability of the transport system to move freight, particularly by rail or water;
- iii safeguard sites adjacent to railways, ports and rivers for developments, particularly new inter-modal facilities, that are likely to maximise freight movement by rail or water;
- iv encourage development with a high generation of freight and/or commercial movements to be located close to intermodal facilities, rail freight facilities or ports and wharves.

## **SOUTH COAST CORRIDOR MULTI MODAL STUDY - NOVEMBER 2002**

The South Coast Corridor Multi Modal Study (SoCoMMS) investigates transport related congestion, safety and environmental problems along the south coast between Southampton and Thanet. The core study area covers the Kent, Sussex and Hampshire sections of the Coastway rail service and the M27/A27/A259 road corridor. The eastern end of the core area widens to include alternative route choices between Ashford and Margate. Possible solutions identified in section 6.14 of the report relating to access to the docks include:-

### **Problems and Issues-**

- The key problems and issues identified within the area  
Area is one of high car ownership  
Key congestion locations include M27 north of Southampton, M3 from its junction with the M27 north, M27/A27 across the Portsmouth peninsular;  
A32 on Gosport Peninsular and A326 at Marchwood
- *Access to Southampton*  
Improvement to M27 junction 5;  
Upgrade of Southampton Airport Parkway as interchange hub  
Improve local access route to airport
- *Targeted Road based Improvements*  
The provision of widening between junctions 3 and 4 for operational and safety reasons the provision of a climbing lane between junction 11 and 12 for operational and safety reasons upgrade A27 between M27 and A3(M) to motorway M271 HOV/Freight lane Introduction of variable message signs, variable speed limits, CCTV and monitoring system
- *Promotion of Rail and Sea Based Freight Initiatives*  
Encourage the use of rail for accessing the ports of Southampton and Portsmouth

### **Extract from SEERA Statement on Ministerial Announcement on Transport Investment - July 2003**

In his announcement today, Alistair Darling, the Secretary of State for Transport, rejected four out of the five main road schemes which were recommended to him by the South East England Regional Assembly, as regional planning body for the South East, in November this year. The rejected schemes are:

- A new bypass around Arundel;
- Worthing-Lancing bypass;
- Improvements to the stretch of A27 linking Selveston and Wilmington;
- Chichester bypass improvements.

The Secretary of State has given only limited support to a comprehensive package of measures that would have seen rail services along the south coast developed to their full potential.

Both the road and rail schemes were part of a comprehensive package of transport improvements and management measures which made up the strategy recommended by the South Coast Multi-Modal Study (SoCoMMS). In its formal advice to the Secretary of State on the study last year, the Assembly stressed the critical role that investment in the transport system along the south coast will play in bringing economic regeneration to areas in East and West Sussex which badly need it; a objective that the Government had itself identified as being a regional priority in Regional Planning Guidance. The package was viewed by Assembly members as being a balanced package of measures, with both investment in road and rail networks included alongside proposals for managing future demand for movement through measures such as new park and ride systems, possible cordon charging in Brighton, Southampton and Portsmouth and increased parking charging in town centres.

SEERA confirm that the M27 improvements include widening between junction 3-4 and a crawler lane between junction 11 and 12. In addition the ministerial statement advised that any additional funding for further improvements proposed in the SoCoMMS would have to be funded from local authority budgets including the LTP. It identifies an imbalance in the proposed package. Road schemes have been included but improvements to the south coast rail corridor have not. No mention is made of improvement to the Fareham to Botley Rail line.