

SWARMMS

The Emerging Strategy

the feedback so far.....



Halcrow

Activities so far:



- media launch
- sent out 2000 information packs
- presentations to:
 - South West Regional Assembly (Transport Sub-Group)
 - South West Regional Development Agency (Board Advisory Infrastructure Sub-Group)
 - Local Authorities (Salisbury, Reading, Exeter)
- public exhibitions
- radio and press interviews

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Activities still to come

- stakeholder conference
- presentations to:
 - South West Transport Activists Roundtable
 - MPs and MEPs
 - South East England Regional Assembly

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Responses so far

- mixture of strategic and local
- desire for the detail
- overall supportive, but some key issues to be resolved

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Pleasing all of the people some of the time



- reducing the need to travel
- better integration for public transport
- public transport to/from main urban areas
- new rail infrastructure and services
- more freight to use rail
- demand responsive public transport
- smarter use of existing roads

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Little discussion over:



- traffic restraint
- coach and express bus
- local road safety and other measures
- access to airports and ports
- measures to assist tourism

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Pleasing some of the people all of the time



- upgrading the A303/A30 corridor

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But we can't please all of the people all of the time



- upgrading the A303/A30 corridor
- specific concern over Blackdown Hills
(both for and against upgrading)

Halcrow



The rejected options

- General Support for
 - no tolls
 - no general motorway widening
 - no new road and rail routes

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More consideration needed for:

- access to/from other areas
- local transport (bus,cycle,walk)

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Deliverability

- public - enough money?
- rail industry
 - organisation
 - priorities
 - available skills
- focus on 'easy' parts

Halcrow



Cost of Strategy

- £3 billion
- plus maintenance/renewals
- plus revenue
- plus LTP monies
- comparable to other multi-modal studies

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In Summary

- “impossible task”
- well received (overall)
- A303/A30 is a major issue
- deliverability is key
- over to you

Halcrow

SWARMMS : INITIAL COMMENTS FROM ENGLISH HERITAGE

**Duncan McCallum
Regional Land Use Planner
SW Region**

English Heritage is the statutory Agency dealing with all aspects of the historic environment. This includes archaeology, buildings, settlements and historic landscapes.

General Comments

1. English Heritage welcomes the commissioning of the study.
2. It considers that large-scale research such as this is helpful in understanding the overall impact of the range of options.
3. English Heritage recognises the benefits that an efficient and fully integrated transport system brings and accepts that there are improvements that could be made in the SWARMMS area.
4. The Draft Regional Planning Guidance makes clear the importance of the environment to the success of the SW Region. One of the four underlying aims is "the effective safeguarding and enhancement of the region's environmental resources, both natural and built, including those which are crucial to maintaining its overall attractiveness as an area in which to live, work and play".

English Heritage's overall objectives in dealing with SWARMMS

5. Our role is to ensure that matters relating to the historic environment are fully and appropriately addressed.
6. The necessary improvements should not come at an unacceptable cost to the environment.
7. Although English Heritage's role is to manage the historic environment, it recognises that environmental concerns are all inter-related. Solutions to individual projects within the SWARMMS 'portfolio' should generally be 'best fit' i.e. not for example trying to protect the natural environment whilst ignoring the impact on the built historic environment.
8. It is recognised that at this macro level it is difficult to be certain about impacts on the historic environment given that the detail of the individual projects is not yet known.

The current position of English Heritage

9. At this stage English Heritage is neither supporting nor opposing some or all of the projects being proposed within the overall study.
10. English Heritage is currently seeking to understand the basis of the conclusions reached so far and to ensure that when we do make a formal comment, we do so with a good understanding of the likely impacts on the historic environment.
11. We are raising concerns about the methodology, we are not, as yet, expressing views on the proposals.
12. The information we have been provided with does not give us confidence that the impact of the historic environment has been properly assessed at this stage.
13. We are concerned that some of the conclusions in the information received to date are not based on a full picture of

the historic environment and we would wish to see this rectified before moving to the next stage in the process.

The detailed concerns of English Heritage

14. **The assignment of Scores/Impacts to the individual projects.** So far as we understand, there are no detailed proposals for the individual projects. Take the suggested works on the A38 Saltash to Bodmin as an example. It is difficult to see how a conclusion can already be drawn that it will have an 'insignificant impact' on the townscape and heritage if no detailed design work has been carried out. If work has been done on specific areas then we would wish to see this information before making our stance clear on particular proposals.
15. **The overall assessment of townscape/heritage impacts on the Appraisal Summary Table.** The Emerging Preferred Strategy identifies thirty two possible projects and the Technical Note gives each of these a 'score'. I can only assume that the Appraisal Summary Table overall assessment is calculated by adding up all the 'scores' and then taking the largest category as the net overall impact. In 'Townscape', for example, of the 32 projects, 23 are assessed as being 'insignificant', 6 as 'moderate negative', 2 as 'major negative' and 1 as 'uncertain'. The conclusion is that the net impact of the whole scheme will be 'insignificant', even though 25% of the individual projects will have a negative impact. By the same method the conclusion is that the net impact on the category of 'Heritage' will be 'uncertain' despite more than 20% of the individual projects having a negative impact. We would contend that 20% or 25% of projects having a negative impact is likely to result in very significant damage to the historic environment and that this is not yet properly recorded in any of the documentation.
16. **The decision to exclude listed buildings from consideration.** Paragraph 2.6.4 of the Technical Note states that 'Listed Buildings are not referred to at the strategic level'. Paragraph 3.5 of the SWARMMS Problems and Issues Report fails to identify listed buildings as being a material consideration. Section 4.9 of the GOMMMS document is quite

clear in including listed buildings as a consideration. It recognises that setting may also be an issue. Listed buildings are one of the key elements of protection for the historic environment. There will undoubtedly be a very significant number of listed buildings whose fabric or setting will be affected by the proposals and this should be recognised at this stage.

Conclusion

17. English Heritage supports the carrying out of this study.
18. We recognise that there is scope for improvement in the management of all forms of transportation in the SWARMMS area.
19. We have concerns with some detailed aspects of the assessment work carried out to date.
20. English Heritage is committed to working with all parties to try and achieve the best possible outcome.

SWARMMS STAKEHOLDER CONFERENCE
Bristol 9th July 2001

Speaker notes - Mike Birkin, Sustainability South West

- In limited time, cannot give response to the whole strategy so in focussing on difficult areas now should not assume that SSW does not recognise strengths in the emerging strategy
- Sustainable development should seek integration across environmental, economic and social spheres - gains in all three
- Trade-offs between them present acute questions for the Region and should be transparently addressed on the basis of sound evidence
- The emerging strategy proposes a trade off: environmental loss for supposed economic gain, specifically in the case of a new strategic road corridor
- The basis for this is the well-worn assumption that increasing speed and capacity of transport links brings economic benefits to the far south west
- The links between transport and the economy were studied by a Government appointed expert committee - SACTRA - which concluded **“no simple, unambiguous link”** exists
- In accepting SACTRA’s findings the Government emphasised the need for appraisal of transport measures to be **“evidence-based, rather than subjective”**
- The economic appraisal of the emerging strategy takes no account of SACTRA and talks merely of reducing *“perceived peripherality”* - an admission of subjectivity
- Despite this the summary tables presented to the public claim *“wider economic benefits”* for the emerging strategy; and indeed count the unproven benefit twice by including an additional criterion of *“reducing peripherality”*
- This is an inadequate basis for proceeding with a new strategic road corridor
- The acceptance of this unproven assertion also distorts the strategy in other ways, e.g. in the discussion of tolling where measures to bring transport user costs more into line with their true costs are explicitly rejected, again on the grounds of *“perceived peripherality”*. This goes against current thinking on the achievement of sustainable transport and again allows a subjective judgement - on *“political acceptability”* - to cloud the debate
- The idea that we can trade off economy and environment in this way is in any case suspect, with the quality of the Region’s environment now recognised as a driver for its future economic success. The protection and enhancement of the environment have become increasingly important to the regional economy.

SACTRA (1998) CONCLUSIONS

- **“Transport schemes may bring added economic benefits ... the opposite might occur.”**
- **“... the area as a whole may gain or lose ... depending on the structure and competitiveness of the local economy.”**
- **“no simple, unambiguous link”**
- **“the state of the art in local and regional economic impact studies is under-developed”**
- **“The pervasive, often implicit assumption, that the benefit of improved accessibility will always accrue to the target area may often be misplaced;”**

DETR (1998) RESPONSE

- “The Department agrees that it would be desirable to have more precise information about the effects of transport interventions on economic activity”**
- “... the measurement of the regeneration effects of transport measures will be at best approximate and partial. The understanding of how transport schemes influence the regeneration of an area is limited...”**
- “Considerable emphasis is given to the need for the summary information to be evidence-based, rather than subjective”**

SWARMMS Emerging Strategy

CBI South West

Simon Face, Assistant Director

SWARMMS Emerging Strategy

- Welcomed by CBI South West
- Good package of imaginative measures
- Generally meeting region's future needs

2

CBI Members' Key Issues

- Road upgrades - especially A30-A303
- Rail upgrades - all London to SW links
- Access to Ports & Airports
- Bristol LRT scheme

3

Upgrades should

- Improve journey time reliability
- Improve safety
- Boost business & tourism

for South West region as a whole

4

Business also welcomes

- Reducing the need to travel
- Better integration for public transport
- Smarter use of existing roads e.g.
 - demand pricing
 - measures to restrain urban traffic

5

Transport key to competitiveness

- within the South West region
- for the South West within the UK...
- ...and within Europe / globally

6

South West Emerging Strategy

- must be deliverable
 - within timescale
 - within budget
 - early action required!

Diana Kershaw on behalf of:

Bristol Chamber of Commerce & Initiative

West of England Strategic Partnership

South West Chamber of Commerce



DELIVERABILITY

- £3bn cost – is this enough – probably not?
- Revenue funding need of LAs – how is this to be delivered?
- Does the figure include existing investment programmes?
- What 'partnership' funding mechanisms are proposed?
- Timescales for delivery
- Regional Priorities
- Lack of staff in LAs and agencies to deliver
- Lack of skills in promoting funding mechanisms – keep simple
- In competition with other regions – must raise profile – need for Transport czar/czarina and fund for lobbying
- Must translate schemes into transport outputs

FREIGHT

- Need to have a higher profile in strategy
How many freight facilities e.g. Avonmouth are proposed



SWARMMS

Presentation by Barry Deller

Association of Councils of the
Thames Valley Region



SWARMMS

Reaction to Emerging Strategy

- **Solid Progress**
- **Fair Analysis**
- **Reasonable Balance**
- **Favour Strategy C**
- **Support for Emerging Strategy**



SWARMMS

Thames Valley Priorities

- **Strategic Investment**
 - **Reading Station/GW Renaissance**
 - **Motorway Junctions (eg Junction 11)**
 - **Rail Access to Heathrow**
- **Transport Information Systems**
- **Strategic Park and Ride**



SWARMMS

Final Strategy: Thames Valley 4Rs

- **RECOGNITION** of Thames Valley as the Gateway to SW/Wales/London
- **REFERENCES** to Thames Valley in the final text (with examples)
- **RELEVANT** contribution to London to Reading MMS
- **RAIL and ROAD** Infrastructure Investment



SWARMMS and Thames Valley: Comments from SEFS/T2000

Nigel Rose *MA CEng MIMechE MIMgt*
South East Forum for Sustainability
– **Transport Group**
and **Transport 2000 (SE)**




Link with London-Reading

- London-Reading MMS has to follow over-arching SWARMMS and ORBIT
- Must make sure SWARMMS have got it right before we follow!



M4 east of J12 at Capacity because of Cars

- Noise Pollution
- Air Pollution
- Parts of Wokingham District adjacent to M4 and A329(M) declared an Air Quality Action Zone
- Already demand for Noise Barriers



Must Reduce Traffic to achieve
Air Quality and Noise Targets:
Widening west of M4 J5 is unacceptable:
Pleased that Halcrow recognise widening would:-

- Draw in more traffic
- Exacerbate problems on local feeder roads to junctions
- Increase Air & Noise Pollution
- Damage Environment and Green Areas alongside the Motorway
- Add to scale of problems before 2 lane elevated section



“M4 J12-J10 is Reading By-pass”

- Business parks out-of-town remote from housing
- Access ramp gating (as on M27) would congest local roads
- Sustainable Alternatives are needed urgently
- J11 changes only to assist alternatives – (guided) bus (including P+R) and cycling – must not increase car commuting



The alternatives to more tarmac!

- Modal Shift to Rail and Bus (local and motorway)
- “Easier” as most M4 congestion is from cars
- **P+R**ail at Theale J12 (FGW proposal)
 - takes from locations to the west not accessible to direct rail
- Western rail link to Heathrow
 - pleased to see Halcrow recommend this vital scheme
- New stations e.g. at Green and Thames Valley Parks
- Orbital LRT at Reading to link housing to businesses and to new and existing rail stations
- **P+R** at Mereok Lane on A33 and other locations
- Coaches to orbital locations with no rail links
- Traffic Management Measures for Local Journeys e.g. PNR Parking Charges



More alternatives to tarmac!

- Money spent on tarmac leaves less for modal shift
- Use what we have for higher density uses
- **Bus and HOV lanes can deliver**
- 1 bus = 60 cars
- The cop out is to go for tarmac if the Treasury or a DFBO will pay.
 - TOCs and bus companies have to take the financial risk
- **Better to pump-prime subsidize a bus (or train or LRT) to replace "60 cars" than more tarmac**
- Don't allow spend on roads to undermine case for improving parallel rail lines and frighten private investors e.g. the TOCs
- Revenue £s and Capital £s are all £s



Safety Management on M'ways

- Minor accidents cause tail-backs
- Management systems to achieve consistent journey times and capacity (15mph gives maximum capacity!)
- Variable Speed Limits and Lane Discipline – “peeling off” lane system east from J4 is good
- VSLs on M4 bus lane – off peak >40mph
- Advisory signs re congestion at off slips
- Advisory signs re alternatives e.g. **P+R/P+Rail** in “real time”

QUESTIONS?

TRANSPORT
2000 EAST FORUM FOR SUSTAINABILITY
OF THE ENVIRONMENT
TRANSPORT CAMPAIGN

9

Kate Freeman
(vice chair)

South West Sustainable
Transport Roundtable
(SWTAR)

- Participating with confidence
 - conflict of interests need well-informed principles
 - access to information
 - art of the possible
 - data should include range of transport studies (e.g. SACTRA, economic impact of cycling, art of the possible, minimum standards of service for modal shift, etc)
 - user-friendly communication
 - ownership of priorities and principles

- Planning with confidence
 - getting the funding right : revenue funding and LTP constraints
 - impact of single capital pot

- Phasing
 - conjecture
 - testing the impact of the ‘soft’ options (e.g. impact of coaches, outcomes of Challenge projects)
- Principles are emerging not just the strategies
- Emerging strategies need testing over longer period of time

Kate Freeman
(vice chair)

South West Sustainable
Transport Roundtable
(SWTAR)

Kingskerswell Bypass

SWARMMS: THE CASE FOR THE KINGSKERSWELL BYPASS

Presentation by Torbay Council
9th July 2001

Kingskerswell Bypass

The facts of life in Torbay

- 125 K winter population- rising to 200K in Summer
- Largest conurbation west of Bristol after Plymouth
- Isolated, congested, economically depressed
- High unemployment; low GDP
- One of five RDA priority areas in SW
- In serious need of regeneration

Kingskerswell Bypass

Communications

- Only one sub-standard all-purpose road to the outside world
- Existing A380 via Kingskerswell carries 3rd highest volume of traffic in Devon and Cornwall
- 33-38 000 vehicles per day
- 10 000 vpd suppressed demand

Kingskerswell Bypass

The plan so far

- Independent multi- modal study concluded *“a new road was the only solution”*
- Independent RPG Panel concluded *“A380 Kingskerswell Bypass should not be treated as a stand alone measure, but within the wider scope of larger transport packages in particular, as being important in connection with proposals to regenerate Torbay”*

Kingskerswell Bypass

- Scheme included in Devon Structure Plan and Torbay and Teignbridge Local Plans
- Needs to be consistency between SWARMMS, RPG and development plans - we need to joined up!

Kingskerswell Bypass

The Scheme's Objectives

- Achieve regeneration of Torbay (and South Devon)
 - Economic Impact Study commissioned by Torbay/DCC/RDA
- Improve quality of life for Kingskerswell
- Reduce accidents
- Open up a sustainable transport corridor between Torquay and Newton Abbot

Kingskerswell Bypass

What happens if we fail?

- continued peripherality
- continued economic depression and social exclusion likely
- continued severance of Kingskerswell
- likely continuation of high accident rate
- unsustainable outcome for Torbay

Kingskerswell Bypass

Conclusions

- The traffic problems facing Torbay and South Devon are sub- regional in scale
- They need to be addressed by SWARMMS, as well as by the RPG and the Assembly
- LTP funding, on its own, is unlikely to be sufficient

- **Thank you for listening**



CHRISTOPHER IRWIN
Chairman
RAIL PASSENGERS COMMITTEE
WESTERN ENGLAND

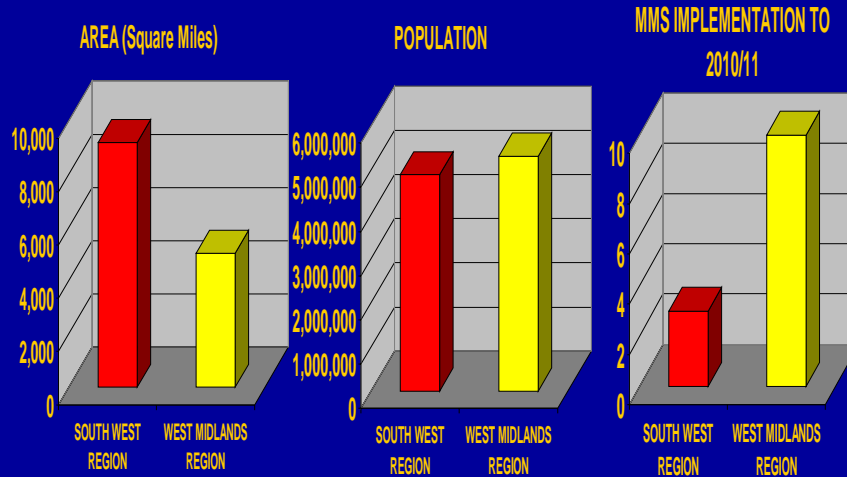


FAIR DEAL FOR THE
SOUTH WEST?

	SOUTH WEST REGION	WEST MIDLANDS REGION
AREA	9,202² miles	5,025² miles
POPULATION	4,901,300	5,320,500
MMS IMPLEMENTATION TO 2010/11	£3 bln	£10 bln



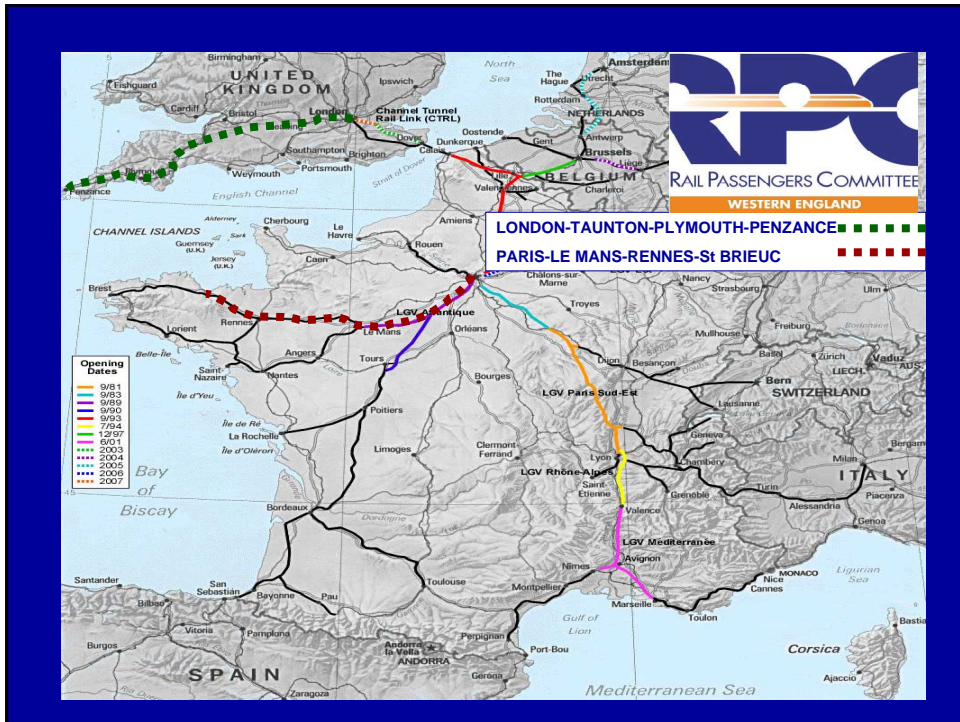
FAIR DEAL FOR THE SOUTH WEST?



THE CINDERELLA MAIN LINE

- WEST COAST ROUTE MODERNISATION (1966): £1.96 bln
- EAST COAST ROUTE ELECTRIFICATION (1984): £0.69 bln
- THAMESLINK (Midland Main Line to Luton) (2000): £0.85 bln
- WEST COAST MAIN LINE UPGRADE (2001): £6.30 bln
- CHANNEL TUNNEL RAIL LINK (London-Dover): £7.02 bln

Source: Modern Railways July 2001; Railtrack Network Management statement 2000. Costs at 2000-01 prices. The southern end of the Midland Main Line forms part of the Thameslink scheme; a further option to enhance capacity was put forward by Railtrack in 2000 at £3.5 billion largely in parallel with proposals for a £1.3 bln upgrade scheme for the Great Western Main Line





LOOKING ACROSS THE CHANNEL

COMPARATIVE DISTANCE

- LONDON - PLYMOUTH 363 km
- PARIS - RENNES 365 km

- LONDON - EXETER 279 km
- PARIS - LAVAL 292 km

- LONDON - TAUNTON 230 km
- PARIS - LE MANS 202 km

- LONDON - PENZANCE 491 km
- PARIS - St BRIEUC 466 km

- EXETER - EDINBURGH 794 km
- RENNES - LYON 804 km



LOOKING ACROSS THE CHANNEL

COMPARATIVE DISTANCE

PRE-BEECHING

		<u>BEST TIME</u>	<u>DIRECT TRAINS</u>
• LONDON - PLYMOUTH	363 km	4:20	18
• PARIS - RENNES	365 km	3:38	9
• LONDON - EXETER	279 km	2:45	17
• PARIS - LAVAL	292 km	3:08	6
• LONDON - TAUNTON	230 km	2:27	9
• PARIS - LE MANS	202 km	1:48	16
• LONDON - PENZANCE	491 km	6:25	8
• PARIS - St BRIEUC	466 km	5:16	6
• EXETER - EDINBURGH	794 km	13:10	1
• RENNES - LYON	804 km	8:42	-



LOOKING ACROSS THE CHANNEL

COMPARATIVE DISTANCE

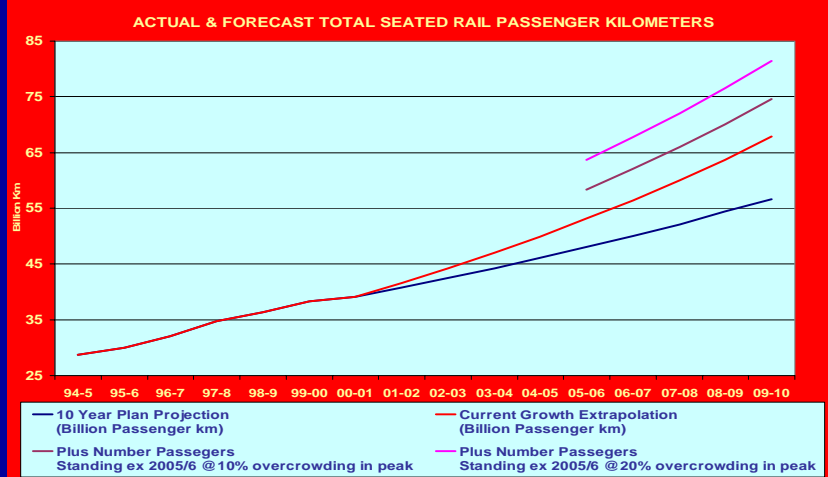
PRE-BEECHING

2001

		<u>BEST TIME</u>	<u>DIRECT TRAINS</u>	<u>BEST TIME</u>	<u>DIRECT TRAINS</u>
• LONDON - PLYMOUTH	363 km	4:20	18	3:07	16
• PARIS - RENNES	365 km	3:38	9	2:03	18
• LONDON - EXETER	279 km	2:45	17	2:06	19
• PARIS - LAVAL	292 km	3:08	6	1:32	8
• LONDON - TAUNTON	230 km	2:27	9	1:43	19
• PARIS - LE MANS	202 km	1:48	16	0:54	17
• LONDON - PENZANCE	491 km	6:25	8	4:58	8
• PARIS - St BRIEUC	466 km	5:16	6	2:49	7
• EXETER - EDINBURGH	794 km	13:10	1	7:29	4
• RENNES - LYON	804 km	8:42	-	4:12	2



INCREASE IN RAIL PASSENGER kms

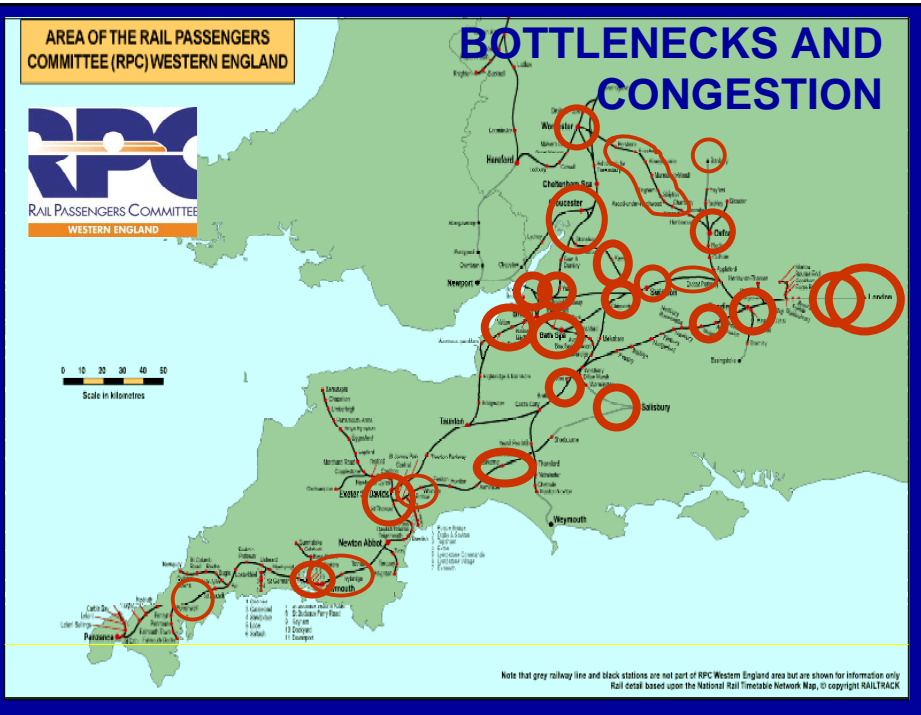


NB: THE ESTIMATE FOR THE EFFECT OF IMPLEMENTATION OF THE POLICY OF NO STANDING ON JOURNEYS OF LONGER THAN 20 MINUTES IS INDICATIVE.

AREA OF THE RAIL PASSENGERS COMMITTEE (RPC) WESTERN ENGLAND



BOTTLENECKS AND CONGESTION



Note that grey railway line and black stations are not part of RPC Western England area but are shown for information only. Rail detail based upon the National Rail Timetable Network Map, © copyright RAILTRACK



THE BARRIERS TO INCREASING CAPACITY

- **Congestion:** only capacity for marginal growth and often no spare capacity where untapped demand is greatest.
- **Restricted platform lengths and track and signalling limitations:** prevents longer trains being run without major investment in reengineering
- **Restricted loading gauge:** prevents introduction of double-deck trains with ability to operate on diversionary routes

Therefore major investment in route development is the only way forward.

- **<£10 million per kilometer for new routes**
- **<£2 million per kilometer for reinstated routes (excluding major structural work)**



GETTING THE BEST OUT OF WHAT WE ALREADY HAVE

Map showing indicative nodal points that could be developed to facilitate easy-to-use interchange between services or different modes of transport where north-south routes intersect with east-west routes





Initial Reactions To The SWARMMS Emerging Strategy

Matthew Lodge

SRA and SWARMMS Steering Group Member

Note:-

These are not the formal views of the SRA - these are being developed at present. They are initial reactions to what is proposed.

Emerging Strategy

Generally happy with the approach that is being proposed but some concerns.

SRA been involved in the development of the strategy

- regular meetings with the consultants and GOSW
- provision of information
- sense checking the ideas
- but not wanting to monopolise development process

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Emerging Strategy (2)

- SRA encouraging links between between SWARMMS and other rail projects being developed.
 - GW Renaissance
 - Bristol Area Capacity Study
 - Franchise Replacement and Extensions
 - and others
- Strategy generally accords with the initial phases of GW Renaissance.
[Railtrack to discuss GW Renaissance]

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Concerns (1)

- Waterloo - Exeter and A303
 - Study needs to demonstrate that these schemes are not competitive.
 - SRA has requested additional work on this.
- New Stations and Strategic Services
- Economic Viability / Value for Money
 - Economic case for the enhancements on the rail side need further development

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Concerns (2)

- Impacts on the eastern end of the corridor
 - need to recognise capacity at and on approaches to London termini
 - important to recognise that early stages of GW Renaissance solve bottlenecks (Reading etc) that release capacity across GW network
- Freight
 - significant additional work required on freight strategy development

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Concerns (3) - Non-Rail

- Impact of Traffic Management on Local Networks
 - access controls etc and impact on local roads
- Deliverability and acceptability of traffic restraint measures
 - these are an important part of the strategy but can they be delivered

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Concerns (4)

- Expectations
 - need to recognise that the big infrastructure schemes will take time to deliver on both road and rail.
 - significant amount of additional development, TWA etc required after potential acceptance of the strategy.
 - A need exists to focus on both short term projects and developments that can be delivered in the longer term.

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Emerging Strategy

- From rail perspective generally going in the right direction but :-
 - a significant amount of additional work still to be done to develop a preferred strategy and local area plans.
 - Need to look into:-
 - Economic Viability (VFM) of the proposals
 - Deliverability and Phasing of Projects
 - Develop links with other studies
 - GW Renaissance
 - London - Reading MMS
 - Bristol Area Capacity Study

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