

TRANSPORT MODES IN THE CITY CURRENT AND POTENTIAL CONTRIBUTION

Current contribution to our transport needs

Potential contribution to our transport needs

As the Local Authority starts its consultation process on the Local Transport Plan [LTP] (the first session was held on 6th July) there is a general consensus from both the business community and politicians that transport is one of the major challenges facing the city in the coming decade.

The 15 year debate around park and ride has never been more high profile and a funding bid has been prepared for a city centre rapid

transit system (RTS). The Brighton & Hove Economic Partnership (BHEP) is involved in consultations around the many transport developments in the city and the chart below summarises our transport modes. The "traffic lights" column on the left indicates how much they currently contribute to the city's transport needs and the column on the right indicates their potential with the proper investment and planning. Green indicates a significant contribution, amber a fair contribution and red indicates a very limited contribution.

WHERE WE ARE

WHAT WE NEED

The city has one of the most successful bus services in the country and bus patronage has increased by an average of about 5% per annum for the last decade. 34.3 million passenger trips were recorded in 2003/04. The frequency of buses, especially on the 5 award winning Metro lines is exceptionally good and 79% of bus users claim to be satisfied with the overall service. The installation of real time information displays has proved to be very popular.



- > Better enforcement of bus only lanes (using CCTV cameras)
- > More dedicated bus lanes
- > More real time bus information displays.
- > Better interchange facilities at Brighton railway station.

A recent BHEP survey found frequency and journey times by rail to both London and Gatwick are considered to be good but the reliability of trains is less well received. Brighton station has the third highest footfall on the Southern network but east/west rail links are poor with no direct link between Hastings and Brighton before 10.00 a.m. Evening services stop at 23.37 which offers poor service to the evening and night-time economy.



- > Improved lay-out and facilities at Brighton station.
- > Improved ticket purchasing e.g. "cinema style" online purchase and collect at station facility.
- > Improved reliability of trains.
- > Improved east/west rail links.
- > After midnight service especially at weekends and during the Brighton festival.

Coaches are an important transport link not only for daily commuters but also for visitors to the city. The introduction of a service offering a £1 fare to London will undoubtedly be popular in a town that has 30,000 students. Lacking in extensive facilities for either passengers or drivers, the Pool Valley coach station is a poor introduction to Brighton which has very limited parking. Madeira Drive is used as an unofficial coach park at weekends and holidays.



- > A dedicated coach and lorry park with good facilities for drivers and passengers.
- > A park & ride on the outskirts of town could fulfil some of this function.

Any Rapid Transit System (RTS) will almost certainly not be a monorail, tram, underground metro or MagLev train because they are all too expensive to build. It is likely to be bus-based. Unless it can link with a park and ride on the outskirts of the city it is unlikely to make a significant contribution.



- > A system that compliments the bus service and takes people from the outskirts of the city to the city centre and links with a significant park & ride facility.

Cycling contributes to just over 3% of all journeys. A figure which has advanced very little over the past five years probably due to the hilly nature of the city. Despite the introduction of 10km of dedicated cycle lane this mode of transport is unlikely to make much of a dent in the city's congestion problems but it should be encouraged because it also contributes to a healthy city and could be an alternative to the 50% of car journeys that are less than 5km



- > Additional cycling facilities should be encouraged such as showers in the workplace and secure cycle parking.
- > Additional on-street bike stands.
- > Additional safe, coherent, functional, attractive and wherever possible separate cycle routes
- > Contra flow cycle lanes in one-way streets where safety precautions permit.

Air travel is provided at Gatwick and Shoreham although the latter has a long way to go before it becomes "Brighton International". Nevertheless with investment and vision Shoreham could offer convenient travel to other UK and northern European destinations. Gatwick is disadvantaged by the government decision not to build a second runway and the limit that places on further expansion of business flights.



- > A second runway at Gatwick before the 2019 (the earliest date suggested by the government)
- > Expansion of Shoreham airport so that the runway can be extended to accommodate small jets which could offer a commercial service.
- > Improved A27 access to and from the airport.
- > Investigate the possibility of a satellite park & ride facility based at Shoreham airport.

The existing park & ride facility at Withdean is completely inadequate. Well within the urban area and with just 250 spaces it compares very poorly with towns like Oxford, York, Cambridge etc. that measure their spaces in thousands. In excess of 700,000 vehicle movements per annum could be taken out of the city centre for every 1000 park & ride spaces and an additional £1.7m could be brought into the local economy.



- > Major new park and ride facility at or near the junction of the A27/A23 which could incorporate coach parking and service the needs of the proposed South Downs National Park as well.
- > Satellite sites in other locations to the east and west could offer added functionality provided that they were large enough to be commercially viable

Despite lower levels of car ownership than the rest of the south east 75% of the 29,000 inbound commuters come to the city by car. But many more of them come from Lewes and Adur than from London making a strong case for improved east/west road links. The majority of visitors, however, also come by car and they overwhelmingly come from the north strengthening the case for a park & ride on the outskirts of the city.



- > Cars are likely to be the preferred means of transport for visitors for the foreseeable future. We need to offer motorists alternatives to bringing their cars into the city with the ultimate aim of encouraging a modal shift to public transport.
- > Investigation of the impact of more controversial options like congestion charging and road tolling.
- > Encourage car share clubs

