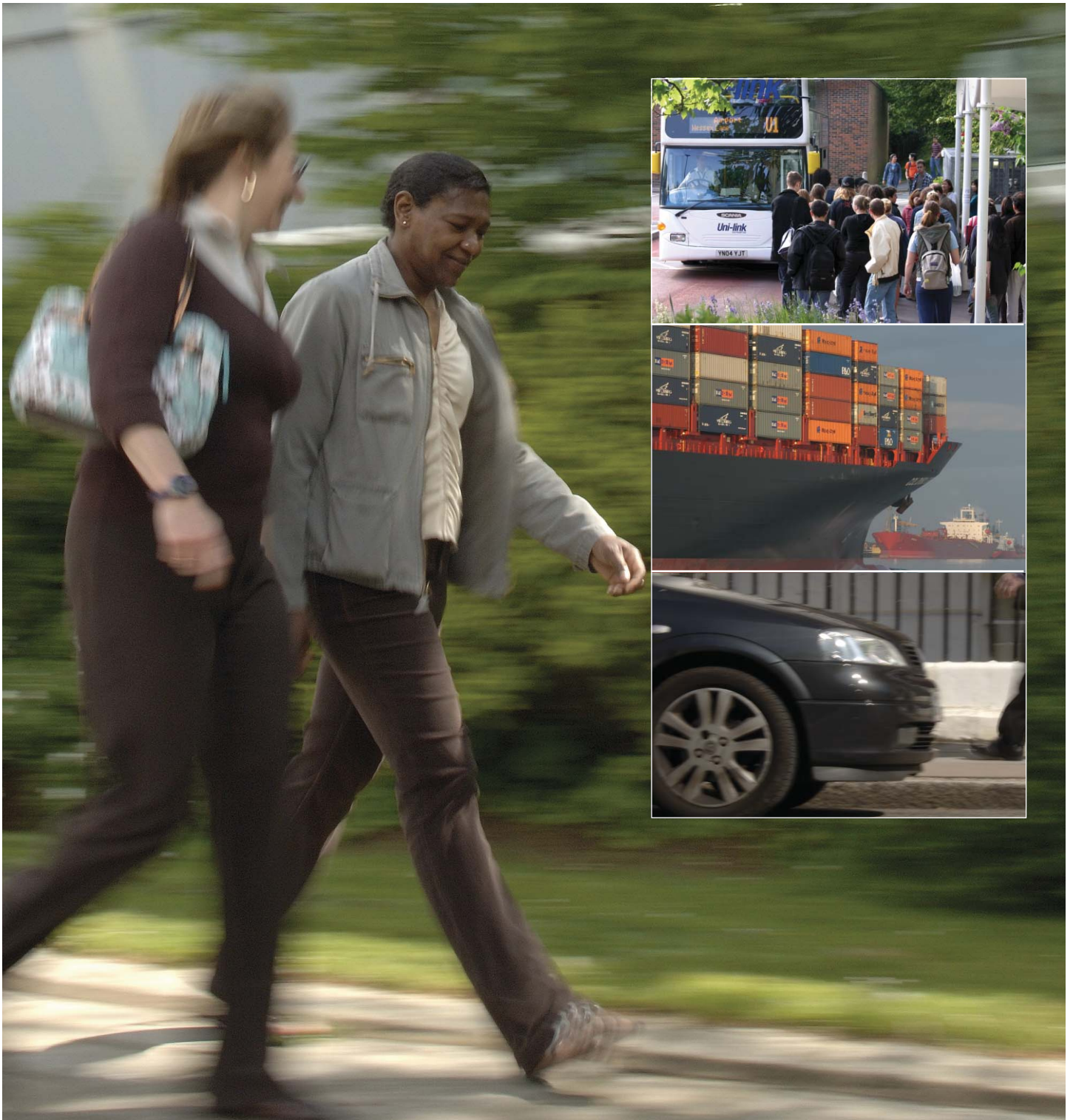


Local Transport Plan 2006-2011

Solent Transport Strategy



Local Transport Plan 2006-2011

Solent Transport Strategy



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Introduction

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1. Introduction

Context

- 1.1 The Solent Transport Sub-Regional Strategy sets out the broad strategy within which Hampshire County Council, Portsmouth City Council and Southampton City Council aim to manage the transportation challenges and opportunities that the South Hampshire Sub-Region will face over the next 20 years.
- 1.2 This Strategy is an annex to the Local Transport Plans (LTPs) of Hampshire County Council, Portsmouth City Council and Southampton City Council. As such it forms part of each authorities full LTP submission and has been developed and endorsed by all three authorities. In addition, The Isle of Wight Council was also involved in the preparation of this strategy and it also forms a part of their LTP.
- 1.3 The three Solent Transport authorities support the Partnership for Urban South Hampshire (PUSH)¹ in developing a strategy to deliver the transport infrastructure as part of the South Hampshire Strategy within the South East Plan. The South Hampshire Sub-Region is one of the south east's major economic centres outside London. It stretches from Romsey, Totton and The Waterside in the west to Clanfield, Havant and Emsworth in the east. To the north, it includes Chandlers Ford and Bishops Waltham. **Map 1** shows the geographical boundaries of the strategy area. Additionally, it is recognised that the Solent sub-regional area is important to those living on and travelling to the Isle of Wight.

Problems and Opportunities

- 1.4 The sub-region has a number of transport related challenges emanating from an existing transportation infrastructure deficit, relatively high density, peninsula geography, pockets of social deprivation and other specifically local issues. The South East Plan proposes significant growth in the region over the next 20 years and considerable investment will be needed to begin to accommodate this proposed growth.

Strategy

- 1.5 This Strategy incorporates the four shared LTP objectives of the three authorities. These are accessibility, congestion, road safety and air quality. The long-term transport strategy for the sub-region is being formulated within the context of the South East Plan. This Strategy forms an important input to this plan. The South East Plan leads the decision making process into the size and location of new development and the resulting need for new transport interventions.

¹ The Partnership for Urban South Hampshire comprises the local authorities of Southampton, Portsmouth and Hampshire together with Fareham, Gosport, Havant and Eastleigh. The following district councils with part of their administration within the South Hampshire urban area are also represented; Winchester, Test Valley, New Forest and East Hampshire.

- 1.6 In the development of plans to tackle particular transport issues a three tiered approach is followed. Reducing journey lengths and the need to travel is the first objective pursued. Secondly, existing transportation infrastructure will be made best use of and measures introduced to influence travel choice. Finally, where these two strategies are not sufficient, new infrastructure is planned.

Solent Transport

- 1.7 This Strategy represents a transport strategy for Solent Transport. Solent Transport is a formalised partnership and consists of local authorities, the regional agencies GOSE, SEERA, SEEDA and the Highways Agency and private sector transport operators such as rail authorities and port operators. It was launched in March 2003 and has become an effective delivery vehicle for transport innovation and improvements in the sub-region. Solent Transport has already had some notable achievements including the launch of the Solent-wide bus Travelcard, the reopening of Chandlers Ford rail station and the integration of traffic and travel information services.
- 1.8 A key component in terms of infrastructure, promoted through Solent Transport and PUSH, was to be the South Hampshire Rapid Transit light rail scheme between Fareham, Gosport and Portsmouth. The local authorities identified this as a critical link to ameliorate some of the local area's existing and future congestion problems. In the light of Government's refusal to fund this scheme, alternative options to light rail are now being developed and progressed.

Solent Transport Executive

- 1.9 This strategy has been endorsed by the elected members of the Solent Transport Executive:
- Councillor Tim Knight, Executive Member for Environment, Hampshire County Council;
 - Councillor Alex Bentley, Executive Member for Traffic and Transportation, Portsmouth City Council;
 - Councillor Jill Baston, Executive Member for Environment and Transport, Southampton City Council.
- 1.10 In addition the strategy is endorsed by the leaders and chief executives of the PUSH authorities.

2. Vision

2.1 An overall vision for the Solent area has been established by PUSH as part of a joint submission to the Regional Assembly on the emerging South East Plan.

2.2 The PUSH vision is:²

- To address the economic regeneration and development needs of the sub-region by delivering a growth rate in gross value added of between 3 and 3.5% per annum over the period 2006-2026;
- To place a high priority on the identification of a range of appropriate employment sites within the sub-region, in support of this goal;
- To deliver sufficient new homes over the period to ensure that housing availability and affordability do not constrain this growth objective;
- To provide a suitable volume and mix of housing types and tenures, to meet the affordable housing needs of the sub-region over the period;
- To ensure that these development goals are met in a sustainable way, which ensures that the quality of life of the sub-region is enhanced and the separation of settlements is maintained;
- To ensure that future growth rates are directly related to the provision of appropriate and adequate infrastructure to meet the needs of existing and expanding communities within the sub-regional policy of conditional managed growth.

2.3 The authorities within the Solent Strategy area want to promote an inclusive environment for all sectors of society that enables accessibility, reduces congestion and improves safety and air quality. **Figure 1** shows how these common priorities will be achieved.

² PUSH Steering group, 27th October 2004

Figure 1. LOCAL TRANSPORT PLAN VISION

	LTP vision	Shared priority
We want to achieve	a transport strategy that enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.	accessibility
We will do this	by the effective provision, coordination and management of transport networks for all modes of transport and for all transport users, minimising delays and disruption.	congestion
We want to minimise	the number of casualties and fatalities caused by the operation of the transport networks, with a particular emphasis on the safety of vulnerable groups.	safety
We want to protect	the people, communities and environments that are adversely affected by poor air quality, where transport can be a significant causal factor.	air quality

2.4 The three partner authorities within the Solent strategy area have a number of corporate objectives, many of which are common to the three authorities. Delivering on these objectives will contribute toward making the vision a reality. The shared objectives are tabulated below in Figure 2.

Figure 2 SHARED CORPORATE OBJECTIVES

Shared Corporate Objectives

- To maximise life opportunities and reduce disadvantage.
- To protect the environment
- To achieve economic prosperity
- To build strong and safe communities that value and respect others
- To allow for people to be educated, gain skills, confidence and employment opportunities

3. Context

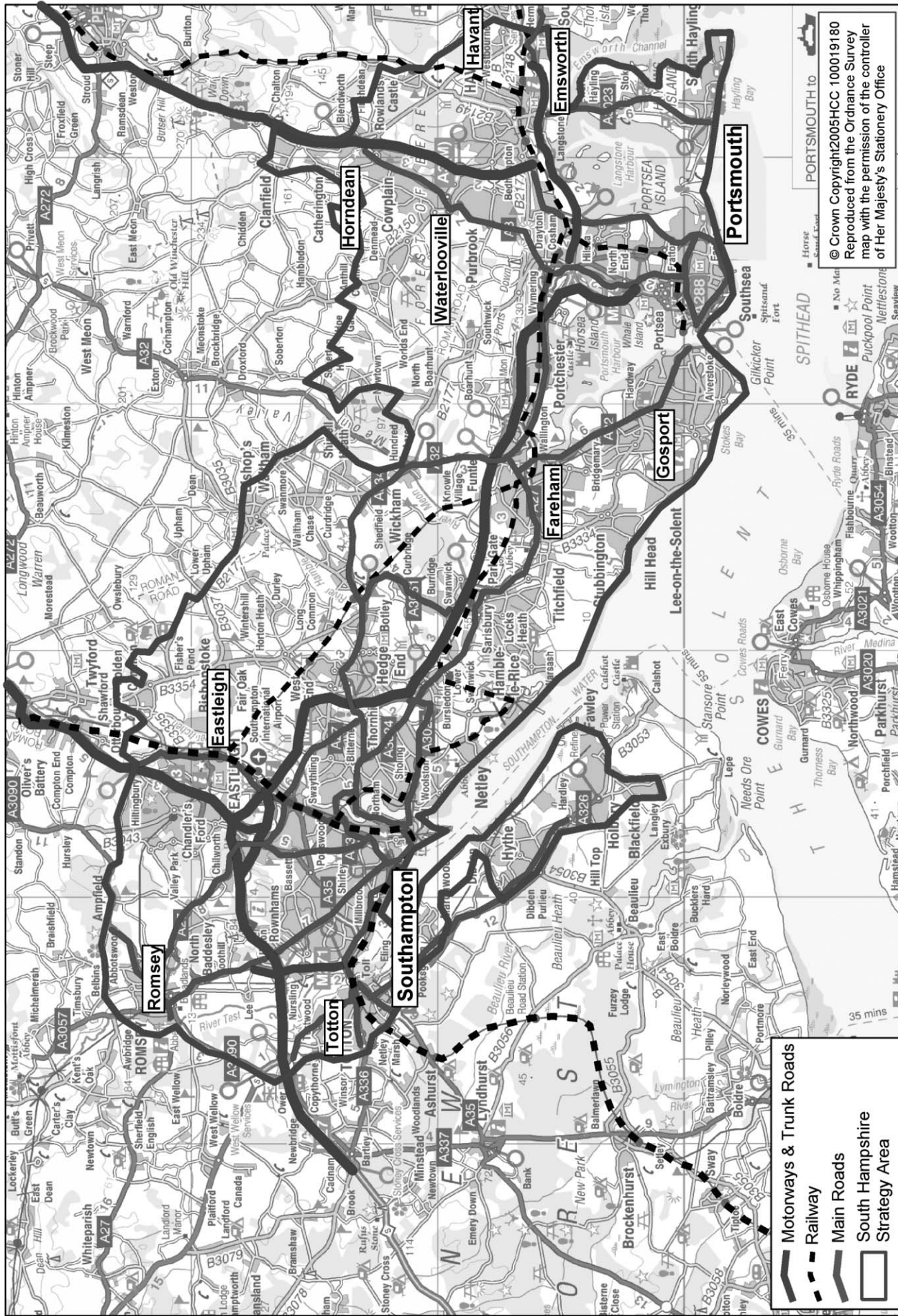
- 3.1 The Solent Area is a densely populated urban area stretching along the South Coast from the New Forest waterside and Southampton in the west to Portsmouth, Havant and Hayling Island in the east. The area extends to Eastleigh and Waterlooville in the north. Although Winchester City falls outside the Solent area, movements to and from the north are taken into account in the strategy. **Map 1** shows the Solent Transport Strategy area.
- 3.2 The Isle of Wight is closely associated with the Solent Strategy area. Ferry journeys to the island and other destinations are important features of the ports of Southampton and Portsmouth. Access to and from the ferry ports is essential for residents of the Island and other travellers, both to promote tourism and also to provide access to facilities not available on the Island, such as specialised healthcare.
- 3.3 South Hampshire with the two cities of Southampton and Portsmouth is the largest urban area in the region outside of London and is home to over one million people. **Figure 3** shows the population of the Solent strategy area³.

Figure 3 SOLENT POPULATION

District	Total Population
East Hampshire (part)	15,191
Eastleigh	115,900
Fareham	109,000
Gosport	77,400
Havant	116,300
New Forest (part)	68,275
Portsmouth	188,700
Southampton	221,200
Test Valley (part)	43,160
Winchester (part)	16,831
Isle of Wight	132,731
Total	1,104,488

³Source: Census of Population 2001

Map 1 Solent Transport Area



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 of Her Majesty's Stationery Office

-  Motorways & Trunk Roads
-  Railway
-  Main Roads
-  South Hampshire Strategy Area

- 3.4 The Solent strategy area is one of the south east region's major economic centres outside London. Whilst other successful areas in the south east depend upon linkages with the capital, the Solent area operates in a distinct and largely separate manner to London, relying more heavily upon connections with other regions and Europe. Overall levels of car ownership are higher than the national average with 84% of households in the study area owning one or more cars compared to the national average of 74%. However, the strategy area does not receive all of the economic and infrastructure investment that it requires and there are pockets of severe deprivation, with parts of Portsmouth, Southampton, Gosport and Havant being the most deprived areas in the Solent.
- 3.5 The coastline is an intrinsic part of the area's character, but one that places physical constraints on movement patterns. The ports of Southampton and Portsmouth are important gateways to Europe providing a large part of the area's economy and have a significant influence in export/import and defence related industries (see Section 4).
- 3.6 Historically, a significant proportion of employment in the Solent area has been within the armed forces, particularly the Royal Navy and there still is a strong reliance on military and supporting industries. The implementation of the Strategic Defence Review (Secretary of State for Defence White Paper, July 1998) is having the effect of reducing the employment associated with the military resulting in a major impact on journey patterns. Whilst employment used to be heavily concentrated in and around military installations, employment opportunities are now much more dispersed requiring longer and more diverse journey patterns, and in turn leading to greater car dependency. This has had a particular impact on Gosport and Portsmouth. With the decline of traditional naval industries, the Fareham-Gosport peninsula has experienced a considerable imbalance between housing and jobs. There are approximately twice as many people in the labour force as there are local jobs in Gosport⁴. This creates a considerable amount of out-commuting, with only 50% of the workforce now living and working in Gosport . In Portsmouth the naval dockyard is undergoing a transition designed to exploit, commercially, the facilities that are no longer required for defence purposes.
- 3.7 Although the Solent is dominated by urban areas, there are significant sections of countryside providing important buffers, some with environmental designations. Two Areas of Outstanding Natural Beauty (AONB) abut the strategy area: the East Hampshire and Chichester Harbour AONBs, whilst the area adjoins the newly formed New Forest National Park and the proposed South Downs National Park (which would replace the East Hampshire AONB). The strategy area also encompasses a number of areas protected by European Habitat Designations. Parts of the New Forest, the river valleys, the Solent Coast and estuaries are protected. Large parts of the area are designated as Special Protection Areas (SPA) or are candidates for Special Area of Conservation (cSAC). Some of the sites have international importance under the Ramsar convention.
- 3.8 Most of the larger Sites of Special Scientific Interest (SSSIs) in the study area are covered by European habitat legislation and there are several other sites that are covered by national legislation. Furthermore, Sites of Importance for Nature Conservation (SINCs) are designated throughout the strategy area and are protected under current land use planning policy.
- 3.9 With regard to the historic built environment, the Solent Strategy area has more than 100 conservation areas in which the built heritage is offered a level of protection.

⁴Census, 2001

Problems and Opportunities



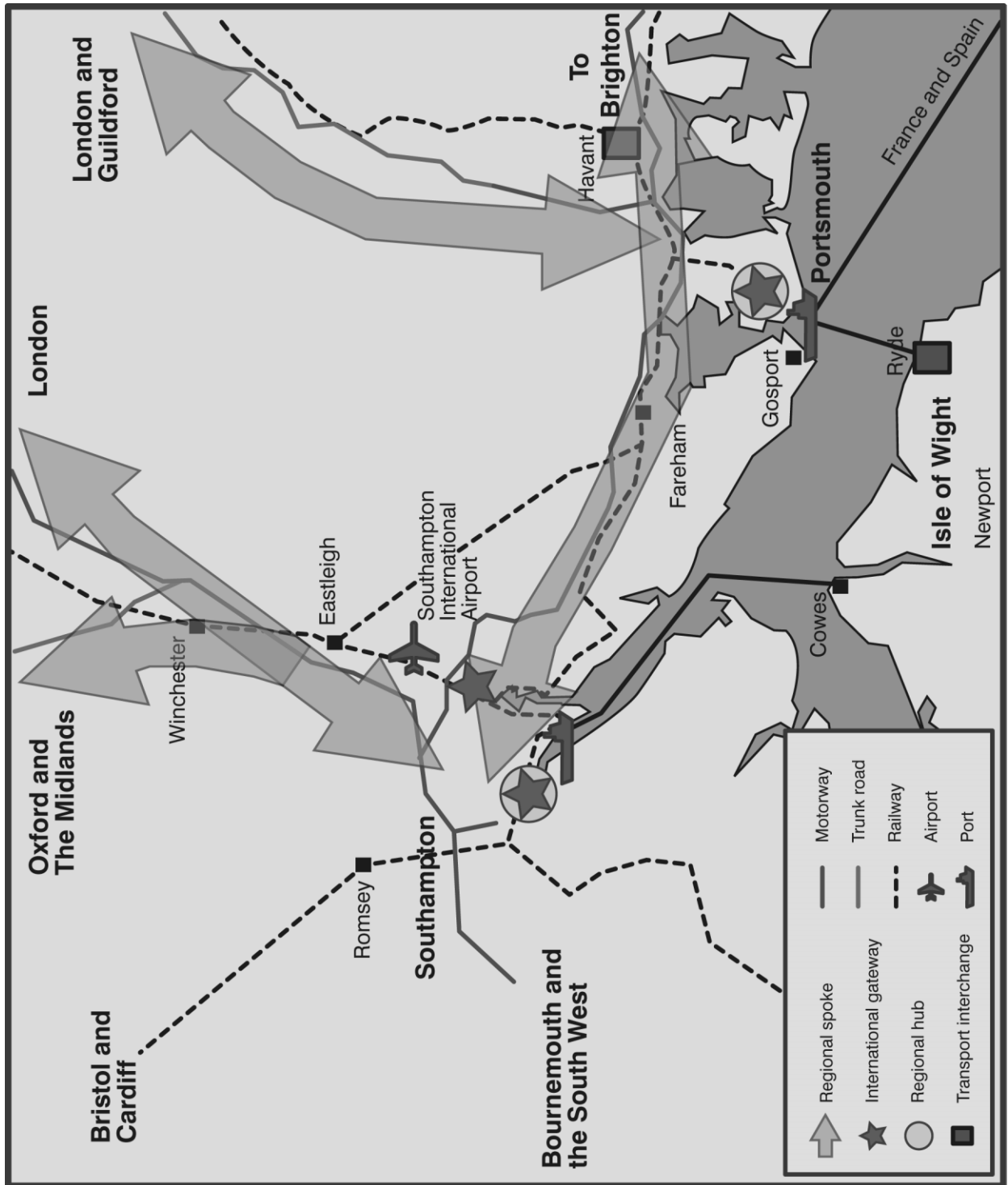
4. Problems and Opportunities

International

- 4.1 Being close to the continent, South Hampshire has a number of European linkages through the Ports of Southampton and Portsmouth and Southampton International Airport, which are all designated in the Regional Transport Strategy as International Gateways. **Map 2** shows the international, national and regional connections to South Hampshire.
- 4.2 The Port of Southampton is owned by Associated British Ports (ABP). ABP are also the Statutory Harbour Authority for much of Southampton Water. The Port directly employs about 12,000 people and contributes £2 billion to the local economy. The Port handles 23% by value of the UK's international non-EU sea-borne trade, more than any other UK port. 38.4 million tonnes of cargo passed through the Port in 2004, ranking it fifth in the UK by tonnage. The Container Terminal is the second largest in the UK, handling 1.4 million twenty foot equivalent units in 2004. Additionally, Southampton is the UK's largest vehicle import/ export port handling 750,000 vehicles annually and is also the UK's leading cruise port, being used by 680,000 passengers in 2004⁵.
- 4.3 The Port has a national hinterland and is a major trip generator. Its interface with rail, road and water routes is of national strategic importance. The majority of trip movements are by road, the principle roads used in Hampshire being the A34, M27 and M3. The local approach roads are the M271/ A35 to Dock Gate 20 and the A33 to Dock Gate 4. Around 30% of containers passing through the port are carried by rail. However, the advent of taller 9'6" containers replacing the previous 8'6" international standard means major accommodation works between Southampton and the West Coast mainline will be needed in order to maintain this proportion in the future.⁵
- 4.4 Due to the volume of international traffic that the Port sees, it has the potential to handle feeder ships. The Port would act as a hub whereby cargo from large vessels would transfer onto smaller ships that sail to other UK or European destinations. 'Feeder' requires the concentration of sufficient volumes of international traffic to form viable loads for onward services. This presents an opportunity to achieve a modal shift from road to sea.
- 4.5 The Port of Portsmouth is the UK's second busiest continental ferry port, which handled over 1 million tonnes of freight in 2004 of which over 850,000 tonnes was imports (mainly fruit and ballast). The port provides:
- Continental ferry services to France, Spain and the Channel Islands serving passengers and road haulage operators;
 - Local passenger ferries to Gosport and Hayling Island;
 - Passenger and vehicle ferries and hovercraft to the Isle of Wight (66,000 movements annually, carrying 5 million passengers and over 1 million vehicles in 2004).

⁵Data from Associated British Ports, 2006.

Map 2 International, regional and inter-regional connections



- 4.6 The military port of Marchwood is also an important location on the Solent. Marchwood is the principal point of embarkation for military logistics and supplies and benefits from a rail connection with the Fawley branch line. The Esso oil refinery at Fawley also relies upon the freight line as well as the parallel A326 road.
- 4.7 Southampton airport currently carries around 1.5 million passengers per year with an increase of 27.5% on 2003 passenger numbers⁶. The draft Southampton Airport Masterplan (2005) estimates passenger numbers will quadruple between 2004 and 2030. The airport is served by eleven airlines and six tour operators flying to around 40 European and UK destinations including Amsterdam, Dublin and Paris⁷. Worldwide connections are offered by Air France, KLM and SN Brussels creating a global gateway from the Solent strategy area.

National

- 4.8 South Hampshire's strategic road and rail network is well established. The M3 and the M27 (including the A27(T)) form a part of the Trans European Network (TEN) as do the main rail links from Southampton to London. The main transport routes into the strategy area include the A34 trunk road, which links with the M40 and M1 as well as the M3 and A3(M) linking to the M25 and London. The area is also linked by rail services for passengers and freight to London, Bristol and the cross country network to Birmingham.
- 4.9 The growing success of the three international gateways places considerable strain on the transport networks. Congestion is becoming more acute along the M27/A27(T), particularly at key junctions. The rail networks need to be enhanced, both to provide more capacity for passengers and freight movement as well as facilitate the use of more modern types of containers. The Government's decision to postpone the much needed improvement at Hindhead has meant that the A3(M) will continue to operate at less than its design capacity in providing a strategic route from Portsmouth to London due to the significant bottleneck at Hindhead. There are also capacity issues related to the A34 route, particularly around Junction 9 of the M3, which have been accentuated since the completion of improvements at Chieveley.

Regional

- 4.10 The transport network also facilitates a number of cross-boundary movements, although the Solent area is relatively self-contained. The vast majority of commuters remain in the Solent strategy area when travelling to work and the Regional Transport Strategy places emphasis on the two cities as sub-regional hubs of employment and economic activity.
- 4.11 The South Coast Multi Modal Study concluded that there was no case for a long-distance strategic south coast route, although there is evidence of some long distance east-west traffic along the M27, particularly leisure traffic during the summer to Dorset and the New Forest.

Local

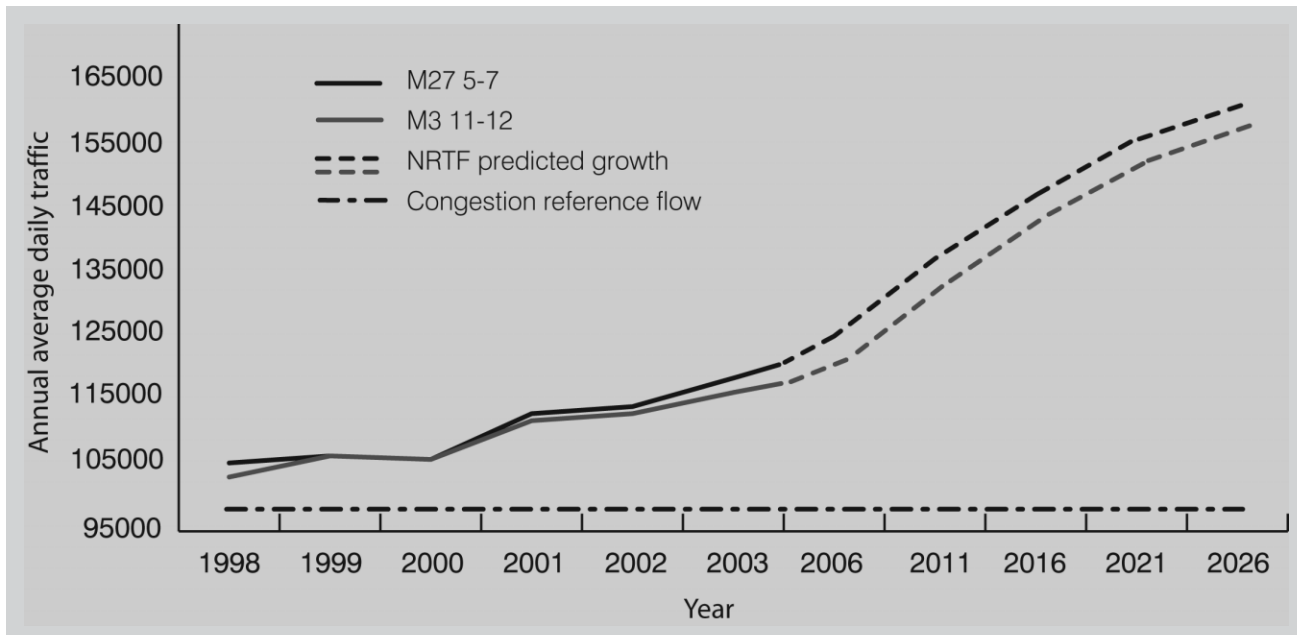
- 4.12 The M27 mostly operates as a spine for the sub-region, although only 30% of journeys are made along the full length of the motorway (from Cadnam in the west to Cosham in the east – a distance of approximately 48km). It does provide the primary means of accessing the two principal roads that provide access to the North - the A3(M) and the M3/A34. The parallel A27 passes through so many local settlements, it is inappropriate for long east-west journeys and the motorway acts as a key part of the local road network. **Map 3** shows the commuting patterns to the cities.

⁶BAA, 2005.

⁷BAA, 2005.

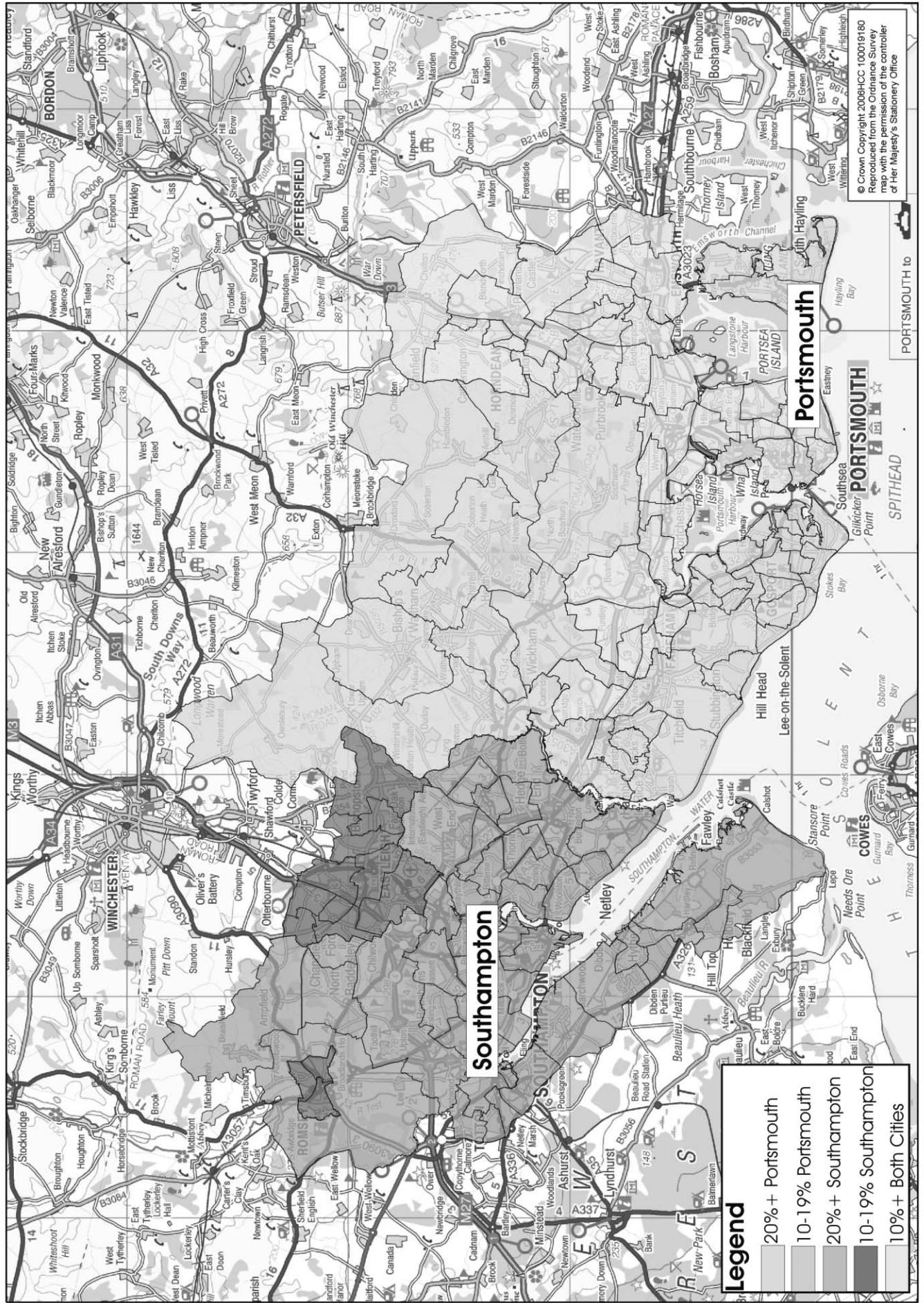
4.13 The number of short journeys and junction-hopping on the M27 creates problems of congestion and safety. There is considerable weaving in between the closely spaced junctions. Some relatively steep sections can give rise to queuing behind slow-moving HGVs. **Figure 4** shows the increase in congestion levels on the Solent motorways between 1998 and 2004. Traffic flows on the motorways are already operating 80% above their congestion reference flow and continue to grow at over 2% per year. These volumes are naturally giving concern to the Highways Agency. By 2026, traffic is forecast to have increased by 40% according to National Road Traffic Forecasts. With the current lack of alternatives, such increases are likely to lead to acute congestion across the motorway network within the Solent area.

Figure 4. CONGESTION LEVELS ON THE SOLENT MOTORWAYS



- 4.14 The coastline causes considerable problems of accessibility for many of the towns and cities in the Solent area. This is especially relevant in relation to urban areas that are separated by the coast e.g. Hamble River crossing, Hythe and the Waterside as well as Gosport and Portsmouth. Ferry connections to the Isle of Wight are vital. The island is the largest in the UK without a fixed link to the mainland, so the maintenance high quality ferry connections, which include the terminals at both Southampton and Portsmouth, is of great importance.
- 4.15 Gosport in particular suffers from poor access, with no heavy rail line and only one major road connection - the A32. As Map 3 illustrates, the proximity of Gosport to the major employment centre, Portsmouth is hampered by the severance of Portsmouth Harbour. While around 1,200 Gosport commuters use the ferry to Portsmouth each day, nearly 2.5 times as many drive to Portsmouth contributing to the 6,600 peak period vehicles on the A32 to Fareham and beyond with a further 3,200 using the B3334 at peak times to destinations to the west.
- 4.16 The quality of the public transport networks varies across the Solent area. There is generally good rail access from Southampton to London and from Portsmouth to London. However, rail links between Portsmouth and Southampton are not ideal as there are only two to three trains per hour, the quickest taking nearly 40 minutes and the hourly stopping service taking almost an hour. The re-opening of Chandlers Ford train station in 2003 provides a more accessible train service for those who live and work in the Chandlers Ford area. Since this new facility was opened, usage has rapidly grown to around 11,000 journeys per month, of whom about 30% previously travelled by car.

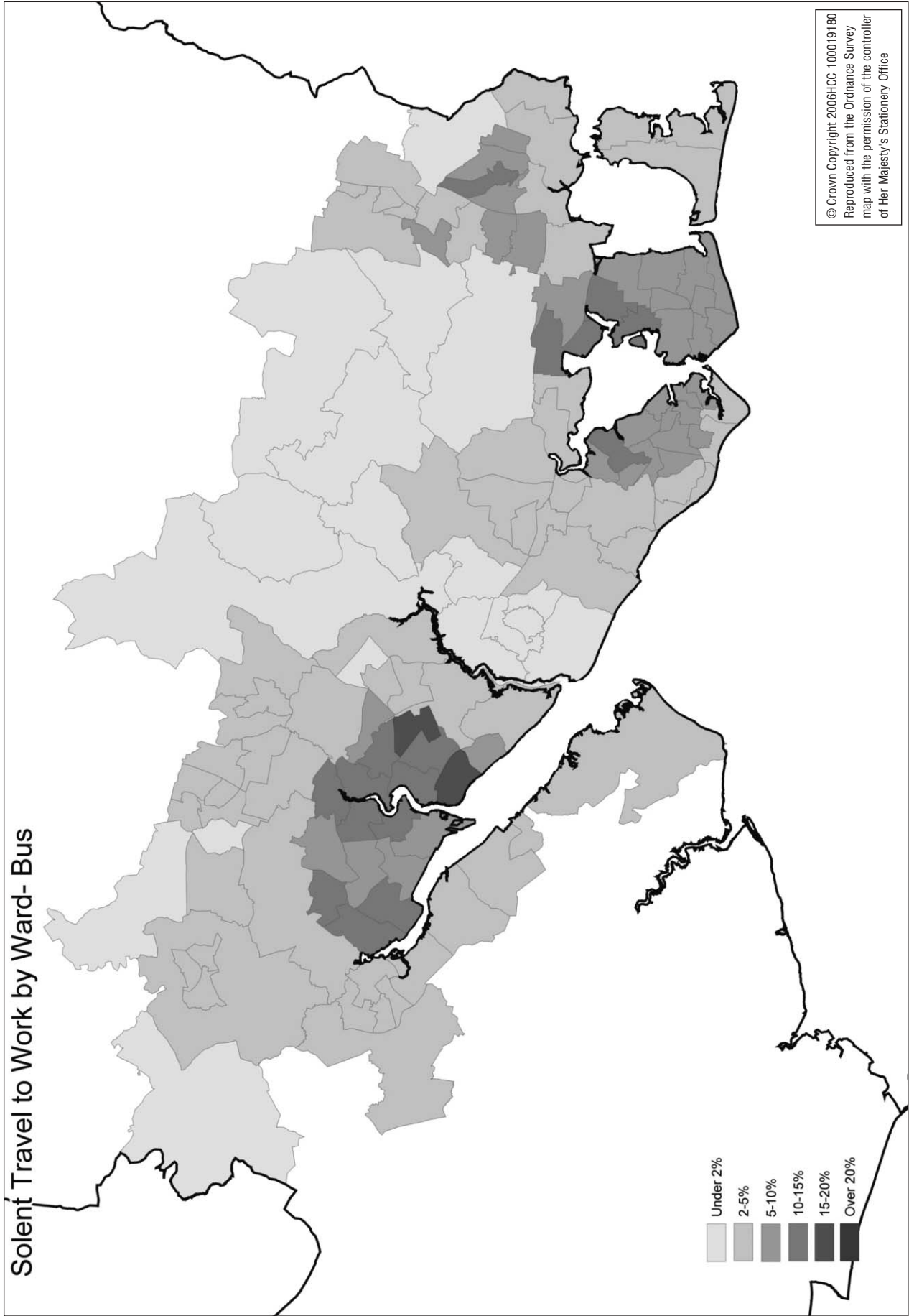
Map 3 Commuting patterns to the cities



- 4.17 The Solent area is served by 15 different bus companies, who provide the majority of local services on a commercial basis. Many services that are required to run at off-peak times (during the evenings and at weekends) and to peripheral areas or outlying villages are provided under contract to the local authorities. A number of Quality Bus Partnerships have been established with the major bus companies on specific corridors, where on-street infrastructure and priority measures have been accompanied by modern accessible buses, often with frequency enhancements. An example of the joined-up approach to such quality enhancements is the Zip network of services that make use of the A3 corridor between Horndean, Waterlooville and Portsmouth. Modern low floor buses, featuring the Zip branding are now serving this route on an improved frequency, and benefit from the priority measures that have been provided progressively across the border in both Hampshire and Portsmouth, with Government support. Patronage along the Hampshire section of this corridor rose by 5.3% between 2001 and 2003 and this is expected to rise as the construction work concludes and local awareness of the route increases. It is possible that this corridor could be a candidate for First Group's new streetcar concept.
- 4.18 At the western end of the area, a number of other innovative approaches have been introduced, including the introduction of a network of Nightbus/Nightlink services in Southampton and Eastleigh, which link leisure venues with residential areas to provide a late-night transport-home service. The University of Southampton has established a comprehensive network of services under the Unilink brand that operate between their different campuses and the City Centre utilising high-quality, low-floor vehicles. Initially devised to meet the transport needs of the University, the services, with their flat-fare structure and high-frequency timetable, are proving increasingly popular with the general public. Additionally, the free City Link bus service connects Southampton Central Train Station, West Quay Shopping Centre and Town Quay on a 10 minute frequency.
- 4.19 **Map 4** illustrates the level of bus use for journeys to work across the Solent area, with strong levels of usage in Southampton and a lower level in Portsmouth where there are significantly higher levels of ferry use, walking and cycling, but very little use over the rest of the sub-region. Many of these areas such as Hedge End, Whiteley, Valley Park and Horndean saw most of their development in the latter part of the 20th Century when the new motorways provided much needed extra road capacity. With high levels of car ownership and usage in these areas and a history of low density development with plentiful parking, the lower level of bus provision and use is somewhat inevitable.
- 4.20 The fact that services are operated by so many operators, with different levels of frequencies and fares has meant that the total offering is rarely considered as a cohesive network. The establishment of the Solent Travelcard is a powerful tool in encouraging bus use across company boundaries and breaking down the reluctance of residents to use their bus services. The use of the Travelcard, as a commercial product has grown steadily over the period since its introduction in March 2004 and its extension to new markets, through workplace travel planning and rail availability is being actively pursued. The ticket is currently used for over 250,000 bus journeys a year.
- 4.21 Experience from the County Council's recent 'Infomotion' project suggests that individuals often make travel choices based on a misunderstanding of the alternatives available to them. This will be addressed through better marketing of all travel options within a given area. The development of real-time passenger information for bus passengers under programmes such as ROMANSE in Southampton and PORTAL in Portsmouth contributes to growing passenger satisfaction and patronage on those routes using the technology.

Map 4 Level of Bus Journey Use

Solent Travel to Work by Ward- Bus



Objectives

5

5. Objectives

5.1 The Strategy incorporates the four shared priorities of the three authority's new LTP's (2006 – 2011). These shared priorities are:

- Accessibility;
- Congestion;
- Road Safety;
- Air Quality.

Accessibility

5.2 The authorities have developed a broader approach to accessibility than that required by the LTP guidance. It incorporates the DfT requirements and extends the concept of “mobility management” that features in the regional transport strategy.

5.3 A full and systematic audit of accessibility to a range of services and destinations has been carried out. This audit is now informing action plans for each service and destination which includes both transport and non-transport interventions. The action plans consider the prospects for bringing services to the customer rather than helping customers travel to the service. The action plans for specific geographic areas will be combined to produce coordinated travel plans for towns and communities. Marketing and travel planning will be coordinated within this process.

5.4 An additional element of the accessibility strategy is the concept of urban centre accessibility. This addresses the problem of severance within settlements and attempts to encourage intra-urban movement, especially for pedestrians and cyclists.

5.5 Accessibility modelling has been used to assist in these audits and build up pictures of which areas suffer from poor accessibility. Specialist software called Accession has been used for this purpose, which has been made available to all local government authorities.

Congestion

5.6 The strategic transport model has identified those areas of the network that are subject to congestion and has been used to predict the impact on that congestion of different development scenarios and intervention measures. These cover a range of approaches, starting with efforts to reduce journey lengths and the need to travel. This may be achieved by providing services in a different way, by a range of demand management approaches or by marketing the costs and consequences of continued reliance on private car journeys at busy times. Where this is not practicable, measures will be put in place to maximise the existing network, to make best use of available assets, assisted by traffic management and active maintenance regimes, boosting the attractiveness of the public transport alternatives, through investment, marketing and other measures to

enhance the quality of service on offer. The active modes, walking and cycling, will be assisted by better signing, training, publicity and maintenance, to attract those who are currently making very short journeys by car. The strategic network also suffers from being highly susceptible to significant delays caused by relatively minor incidents on the network. Measures will be considered to reduce the impact of these incidents on the network where possible.

- 5.7 Where there is no alternative but to provide additional capacity, a range of measures will be used, including intelligent transport systems, road and junction improvements, public transport infrastructure, such as rail stations, bus priority measures, better interchanges and mass transit, together with better footpaths and cycleways. A renewed investigation is being made into the role that water transport and local ferries can play in providing relief to the crowded road network, although the absence of piers and jetties along the coast is an immediate impediment.

Road Safety

- 5.8 The strategy will be managed through continuing co-ordinated programmes of engineering measures coupled with road safety education, training, publicity and awareness. Of particular importance is the need for active enforcement of road traffic laws.
- 5.9 One increasing difficulty is the apparent random pattern of road traffic accidents which is emerging. The authorities have been relatively successful in reducing the accident rate in the past through tackling accident hot spots through specific engineering works at those locations. It is increasingly difficult to find engineering solutions when there appears to be less of a pattern in the accidents occurring.

Air Quality

- 5.10 The transport contribution to areas that suffer poor air quality needs to be addressed. Air Quality Management Areas have been or will be established for specific areas within the following settlements:
- Southampton (6);
 - Portsmouth (13);
 - Totton;
 - Eastleigh;
 - Fareham (around a section of the A32).
- 5.11 Action plans are being developed to achieve improvements in air quality at these sites, recognising that transport is the principal cause, in most cases, of poor urban air quality.

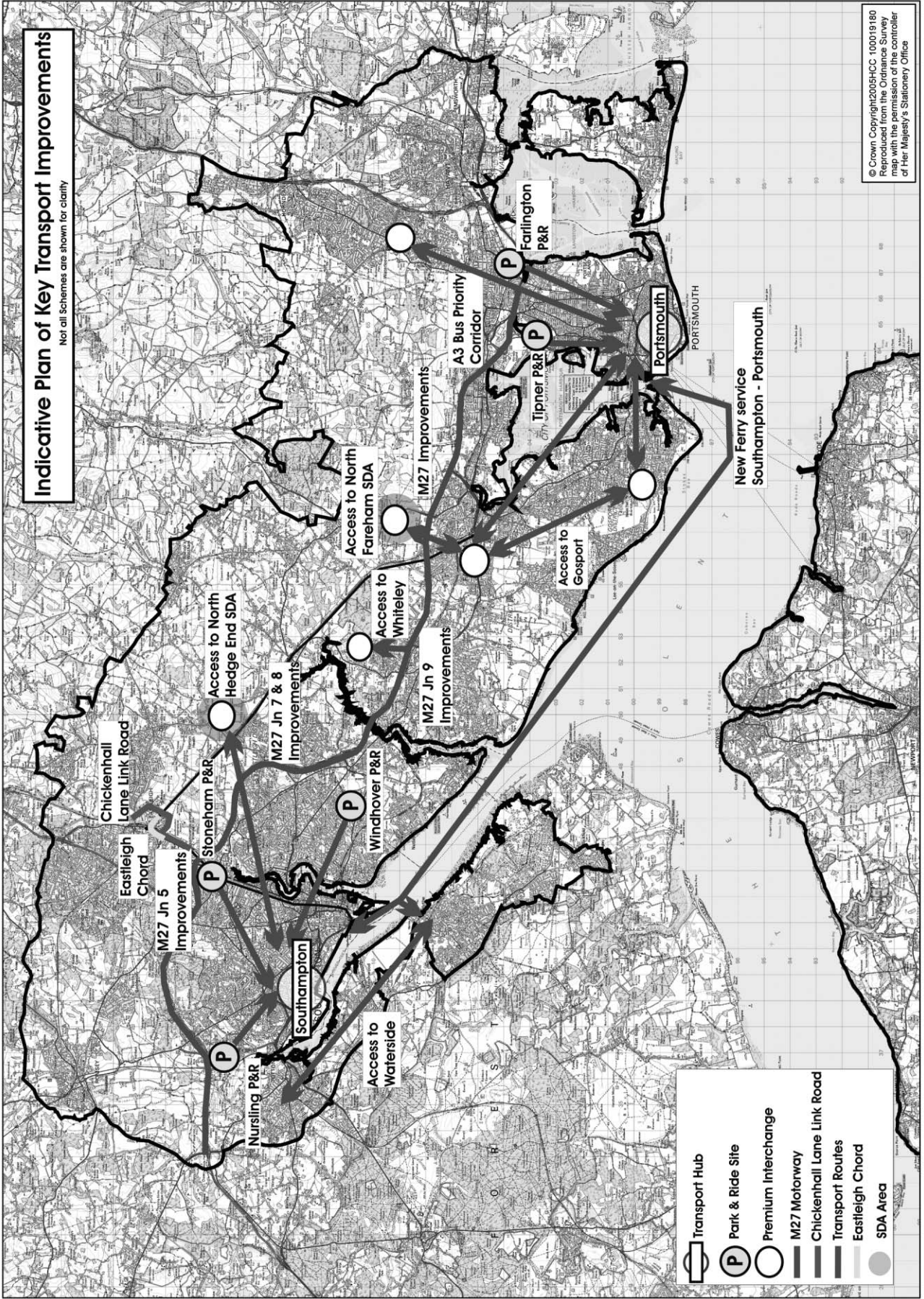
Long Term Strategy



6. Long Term Strategy

- 6.1 There are severe existing transport issues throughout the Solent area, particularly associated with accessibility and congestion. As well as investment in infrastructure to accommodate new development, there is a need for significant investment in infrastructure to address existing problems.
- 6.2 The long-term transport strategy for the Solent area is being formulated within the context of the South East Plan development work. The strategy needs to take into account the size and location of new development and the resulting need for new transport interventions.
- 6.3 The South East Plan proposes that the South Hampshire area should accommodate between 2,800 and 4,000 additional dwellings every year until 2026. Much of this growth is proposed to be accommodated through making best use of urban capacity including the development of brown field sites in Portsmouth and Southampton and other established urban areas. Two Strategic Development Areas (SDAs) are also proposed. One to the north-east of Hedge End is proposed to accommodate 6,000 residential units and one to the north of Fareham is planned to accommodate 10,000 units. Although the long-term strategy will not be finalised for some time, some of the key proposals and policies are currently being established. **Map 5** shows the location of the proposed SDAs and the major infrastructure improvements required to accommodate them and existing traffic.
- 6.4 The long term strategy's policies and proposals are being influenced by the Integrated Transport and Land Use Model for the Solent area. This model has tested different land use scenarios and various transportation interventions which provides a robust evidential base for the strategy. Several scenarios have been tested, including those which include road building, improvements in public transport, smarter choices and more radical demand management. The scenario which had the most impact in tackling the congestion forecast in 2026 required radical demand management measures.
- 6.5 A list of Critical Infrastructure Requirements giving an indication of the level of investment needed is included at the end of this Annex as **Figure 5**. It suggests a total of approximately £1.67bn is needed to tackle the current infrastructure deficit as well as prepare for the growth strategy of the South East Plan.

Map 5. South East Plan Major Transport Improvements



- 6.6 The Solent authorities also propose to encompass accessibility planning for a wider range of facilities and destinations than the four main areas identified by the DfT - food shopping, further education, healthcare and employment. In addition to these destinations it is intended that the longer-term strategy will focus on accessibility to:
- The international gateways of the two ports and the airport;
 - Portsmouth and Southampton as the two “hubs” identified in the regional transport strategy;
 - The transport interchanges of Havant and Ryde;
 - Other key transport facilities, such as rail stations, bus stations, ferry terminals and inter-modal freight interchanges;
 - Other town and district centres, with a particular emphasis on encouraging local journeys to the closest urban centre;
 - Major tourism and leisure destinations, such as museums, Portsmouth historic dockyard, the two important football grounds and the major new county cricket ground;
 - Important centres of non-food shopping, especially those at Southampton’s West Quay, Whiteley Outlet Village and Portsmouth’s City Centre, Gunwharf Quays and Southsea.
- 6.6 Additionally, the concept of the Premium Network has been established in order to deliver the improvements. The Premium Network would offer fast, reliable links on a regular, clock face basis (reducing the need for timetables) for communities to access their local centres of employment, health, retail and leisure activities. This network will provide the majority of links between well appointed premium interchanges and the city centres and will usually be provided by high quality buses, but may also be offered, in appropriate circumstances, by guided bus, streetcar (intermediate technology), light rail or train.
- 6.7 The LTP of each of the authorities is based on three incremental strategies. They will help determine how problems of congestion and accessibility are tackled in each location. In priority order, these are:
- 1 **REDUCE:** Wherever practicable and relevant, to reduce journey lengths and the need to travel.
 - 2 **MANAGE:** Where journeys cannot be avoided, to make the best use of existing infrastructure across all modes and introduce measures to influence travel choices.
 - 3 **INVEST:** If unavoidable travel demand cannot be met by the existing infrastructure then to provide additional infrastructure.
- 6.8 Not all of the strategies will be relevant for each destination or service. For example, it may be undesirable and inappropriate in economic terms to reduce the need to travel to tourism destinations.
- 6.9 The three local authorities have actively engaged the local communities, strategic partnerships and elected representatives in consultation and dialogue on the transport solutions for the area. These include public exhibitions and meetings to discuss local issues. An example is the Gosport Peninsula Access Panel, which advises Hampshire County Council’s Solent Area Transport Panel. This panel will look at innovative ways of helping people travel more efficiently on the peninsula and discuss possible solutions involving both reduce, manage and invest measures.

Reduce

- 6.10 The long-term strategy includes a range of measures designed to reduce the need to travel. This includes land-use policies to co-locate housing, employment and retail development in order to create sustainable communities. In contributing to the South East Plan, the PUSH authorities are developing land-use policies which aim to correct existing imbalances in communities. For example, this could include measures to create employment opportunities on the Gosport Peninsula, in order to tackle the mismatch between housing and jobs.
- 6.11 The overall spatial strategy for the Solent area will continue to favour concentrated development within and around the two cities. The intention is to encourage shorter journeys from within the wider area surrounding each city and to discourage longer journeys from one city to the other. The strategy approach continues a long standing commitment to improving links to the cities from their hinterlands, reflecting the needs of the local communities across the Solent area. Notwithstanding this, links between the two cities will need to be reviewed in the emerging spatial strategy as part of the South East Plan.
- 6.12 The long-term strategy also includes a vigorous programme of travel planning. This will cover the traditional travel planning of schools and workplaces. In addition, the Solent authorities are developing a new and innovative approach that will coordinate travel planning for the wider range of destinations detailed in Chapter 5. Access to Southampton Airport will be a key issue in helping to promote the airport which will boost the local economy and discourage people from travelling further a field to other airports.
- 6.13 Demand management measures will also be considered as part of the longer term strategy. Studies are currently underway that will include an assessment of the full range of fiscal and physical demand management measures that can be introduced without stifling or distorting sustainable economic growth.
- 6.14 Other techniques to reduce the need to travel particularly in peak times include marketing, information and personalised journey planning. Consideration has also been given to other initiatives such as car clubs, the first of which was launched at Gunwharf Quays, Portsmouth in November 2005. The longer-term strategy will encourage greater use of “smarter working” measures, including working from home, flexible and staggered working hours, nine-day fortnights, video conferencing, etc. At a recent Hampshire Economic Partnership conference on transport, these measures were particularly favoured by local business representatives.

Manage

- 6.15 The longer term strategy includes a variety of initiatives to tackle congestion and inaccessibility by managing the network to make best use of existing infrastructure across all modes.
- 6.16 For roads infrastructure, this includes an effective and thorough application of the Traffic Management Act role for the three transport authorities. The authorities are working with the Highways Agency on a review of Intelligent Transport Systems (ITS) on both the motorway and local road networks. This could include enhancements to the ground-breaking ROMANSE traffic and travel information system. The authorities are also committed to effective road maintenance programmes. For example, Portsmouth City Council have recently embarked on an innovative private finance initiative contract for road maintenance. In a similar vein, Southampton City Council have utilised the new prudential borrowing powers to fund a major five-year programme of improved

highway maintenance and street scene enhancement.

- 6.17 The longer-term strategy envisages that the authorities will continue their efforts through the Solent Transport partnership to make the best use of public transport. This is likely to include extension of the Solent bus Travelcard to rail and local ferry services. It is also likely to include better information for passengers with the extension of real-time passenger information throughout the area. Innovations such as smartcards and mobile phone timetable alerts are also under development.
- 6.18 Measures to improve walking and cycling facilities will also feature in the longer-term strategy. There is a particular emphasis on the need to improve local travel within towns and cities. Promotion of existing routes and facilities will have a key role to play within the strategy.

Invest

- 6.19 Even with measures to reduce and manage travel demand, it is evident that investment in new infrastructure will be needed. The early outputs from the strategic transport model show that many road links will be considerably over capacity by 2016. For example, even with suppressed and diverted demand, traffic on the mid section of the M27 (between Junctions 8 and 9) is forecast to grow by 16% to 28% above congestion reference flow. Many other links are predicted to see higher rates of growth. This is likely to prompt demand for either more road capacity or an improved public transport network or both. The existing public transport network does not have sufficient capacity to meet these needs without significant investment. Demand management measures might help to constrain this growth in traffic demand but this should not be at the expense of the economic vitality of the sub-region. However, scope for demand management measures is severely limited without effective public transport alternatives.
- 6.20 At a strategic level, public transport movements are identified by a series of links between the strategic hubs in city centres and local hubs at stations or interchanges. The proposed interchange at Ryde is a good example of this approach, as will be the redevelopment of Southampton Central rail station. In keeping with the concept of a “twin-city” sub-region, this system of hubs and spokes fits with the Regional Transport Strategy. As the requirements of the South East Plan become clearer, this network will be expanded upon by improved bus and rail services, or guided bus technology.
- 6.21 A complementary stream of investment will be in bus priority measures along the spokes and to link with park and ride sites. An early example of this investment is the bus priority corridor from Horndean and Waterlooville to Portsmouth along the A3 which is currently under construction. Proposals are being developed for park and ride sites around the cities, to be complemented by quality access routes into the cities and improved interchanges. Plans are under way for the removal of pinch points on key bus routes, for example those from the Bitterne direction, which will become available for park and ride services into Southampton from the east.
- 6.22 The strategy envisages a growing role for rail, where capacity would be increased through timetabling enhancements and low cost measures. Further enhancements to the heavy rail lines could be introduced in the future, to support the pattern of spatial distribution. The long-needed enhancement of the rail freight gauge between Southampton and the West Midlands is essential if further lorry movements are not to transfer to road, as 9ft 6 containers arrive at Southampton Docks in increasing numbers for onward distribution in the UK. This would otherwise seriously affect the local motorway network and the A34 between Winchester and Oxfordshire. The A34 study will need to take account of the lower end of the M3 motorway and its impact upon the M27 within the Solent area.

- 6.23 Land-use policies to allocate employment land close to residential areas will not, in themselves, be sufficient to tackle the high levels of peak time commuting across the sub-region. Other measures to reduce the need to travel, such as smarter working, will be employed to complement investment, but road construction would be unlikely to resolve congestion problems and do nothing to encourage a switch to public transport.
- 6.24 Nevertheless, a number of road schemes may be required to unlock land for access to development sites, or to serve major traffic objectives. These could include the Chickenhall Lane Link Road, improved port access to Dock Gate 4 at Southampton and bypasses for Botley and Stubbington, which will be subject to further consideration within the context of the South East Plan.

Five Year Plan



7. Five Year Plan

- 7.1 It is anticipated that approximately £55million of new LTP investment will be invested in the Solent area by the authorities in the five year period (excluding funds for maintaining existing infrastructure). This total will be supplemented by an estimated £9m in developer's contributions over the same period.
- 7.2 In keeping with the developing long term strategy, access to the two cities will be a priority area with both Southampton and Portsmouth developing bus priority measures on key radial routes and seeking to develop the potential for park and ride schemes. The authorities will continue to promote improved public transport through quality partnerships, upgrading facilities for interchange, information, intelligent transport systems and promoting park and ride. The individual authority's LTPs include up to date details of proposed schemes in their areas over the next five years. **Figure 5** (Critical Infrastructure Requirements) at the end of this annex indicates, a list of strategic schemes proposed in the 2006 – 2011 period (and beyond) across the three authorities.
- 7.3 Safety measures, safe routes to school and encouragement of healthy transport modes remain priorities for all three authorities particularly encouraging the use of alternatives to the car for shorter journeys. The County Council is introducing a programme of improved access to town centres and improving conditions for pedestrians and other road users within them with particular emphasis on equalities and this mirrors the work being done in the cities (as transport hubs) and district centres. In these areas regeneration, severance issues and access to services, using the new accessibility planning techniques, will be important. In the cities, Eastleigh and Totton measures are planned to deal with air quality issues. There will be traffic management and specific measures to tackle local congestion but a long term strategy involving a range of partners in Solent Transport are the key to resolving this problem. However the five year programme will contain elements to address the long term strategy of reducing the reliance on the car by providing part of the infrastructure required for alternative transport and improved local facilities.
- 7.4 The programme has been developed to reflect the outcomes of the South East Plan and the deliberations of the PUSH partners. In parallel with the programme of schemes for the next five years, the authorities will set down a transport vision and establish a longer term programme of schemes that will feed into LTP3 and equip the sub-region for the period up to 2026.

Monitoring



8. Monitoring

- 8.1 It is important to monitor progress in order to assess the effectiveness of schemes and programmes.
- 8.2 The three authorities will jointly monitor progress using a range of indicators across their areas. Work has already started establishing a joint baseline data set. This will enable the authorities to consider Solent wide targets in the future, if feasible.
- 8.3 Partnership working with regards to monitoring already exists in many areas. For example, the Hampshire Strategic Casualty Reduction Partnership, established in 2003, aims to deliver road programmes and policies that meet shared objectives for safer roads. The partnership consists of the three authorities and the Isle of Wight, as well as other agencies working in this area, including the Hampshire and Isle of Wight Safety Camera Partnership.
- 8.4 Each of the authorities have set individual targets for their areas which are contained in their own LTPs.

Figure 5. Solent Transport Strategy to 2026 – Critical Infrastructure Requirements

Scheme	2006 - 2011	2011 - 2026	Tackles congestion	Access to development	Access to ports/airport
REDUCE					
Smarter Choices					
Land use policies to create more sustainable communities, including local employment & other services	↔ Nil ↔		✓	✓	
Travel planning for workplace, schools, colleges & neighbourhoods	↔ £15 ↔		✓		
Radical demand management measures	Income unknown		✓		
Personalised travel planning, interactive marketing & information systems	↔ £10m ↔		✓		
Hythe - Southampton ferry upgrade including P&R		£15	✓		✓
MANAGE					
Strategic Traffic Management					
Manage motorways - variable speed limits, swift incident recovery, greater use of VMS		£30m	✓		✓
Management of public car park capacity and charging regimes			✓		
Strategic Transport Interchanges					
Southampton Central transport development area		£10m	✓		
Portsmouth & Southsea new bus/rail interchange		£5m	✓		
Southampton Airport interchange improvements		£10m			✓
Portsmouth Hard interchange improvements		£10m			✓
Premium Interchange (apprx 13 no.)		↔ £30m ↔	✓		
INVEST					
Local Roads & Bypasses					
A3024 Bitterne station bridge widening including bus priority	£15m		✓		✓
A3024 Northam railway bridge including bus priority	£15m		✓		✓
Mile End Road, Trafalgar Gate Link	£10m		✓		
North End, Portsmouth highway improvements	£5m		✓		
Chickenhall Lane Link Road		↔ £40m ↔	✓		✓
A326 Highway improvements including bus priorities		↔ £50m ↔	✓		

Scheme	2006 - 2011	2011 - 2026	Tackles congestion	Access to development	Access to ports/airport
Hamble Lane improvements		£30m	✓		
A27 Bus priority & traffic management		£20m	✓		
Feeder links to A3 bus priority route & junction improvements		£30m	✓		
Shirley Road bus priority		£10m	✓		
Windhover Roundabout improvements		£15m	✓	✓	
A334/A27 Roundabout improvements		£15m	✓	✓	
Port Solent - Tipner Link		£20m	✓		
Western access to Gosport (inc. Stubbington bypass)		£100m	✓		
Botley Bypass		£25m		✓	
Whiteley Way		£30m		✓	
A35 Rushington - Millbrook improvements, including bus priorities		£100m	✓		
Motorway Improvements					
M27 Junction 3-4 widening	£52m		✓		✓
M27 Junction 11-12 climbing lanes	£28m		✓		✓
M27 Junction 7 improvements		£15m	✓	✓	
M27 Junction 8 improvements		£15m	✓	✓	
M275 Tipner Interchange		£5m	✓		
M27 Junction 9 improvements		£25m	✓		
M3 Improvements & A34 Junction		£100m	✓		✓
M27 Junction 5 improvements		£20m	✓		✓
M271 Spurs		£60m	✓		✓
M27 Junction 4 - 7 extra lane		£80m	✓	✓	✓
M27 Junction 9a - 11 extra lane		£80m	✓	✓	✓
A3(M)/A27 Broadmarsh junction improvements		£12m	✓	✓	✓

Scheme	2006 - 2011	2011 - 2026	Tackles congestion	Access to development	Access to ports/airport
Park & Ride					
Winchover including priority route to city		£10m	✓		
Tipner Site including priority route to city		£10m	✓		
Farlington Site including new rail station		£10m	✓		
Nursling including priority to the city		£15m	✓		
Stoneham including priority to the city		£15m	✓		
Premium Network					
Additional, high quality buses	£10m	£60m	✓		
Key Fastway Corridors		£60m	✓	✓	
Technology & information media	£5m	£5m	✓		
Kickstart funding ahead of development (approx 6 sites)	£5m	£5m		✓	
Rail Improvements					
Reinstatement of passenger rail services from Hythe and Marchwood		£5m	✓		✓
Southampton to West Midlands rail freight upgrade		£53m	✓		✓
Fratton rail freight terminal		£5m	✓		
Netley Line improvements (signalling, frequency)		£20m	✓	✓	
Portsmouth Harbour additional platform		£10m	✓		✓
Ferry Improvements					
New ferry service Southampton - Portsmouth (serving intermediate communities)		£20m	✓		✓
Access to Strategic Development Areas					
North Fareham SDA - Links with Fareham & Portsmouth		£40m		✓	
North Hedge End SDA - Bus links with Southampton		£15m		✓	
Rail Links with Southampton: Botley line redoubling		£60m		✓	
Eastleigh Chord		£55m		✓	
TOTAL COST	£161m	£1489m			
OVERALL COST	£1.65m				

Note: this table does **not** include provision for improvements between Fareham, Gosport and Portsmouth to replace the South Hampshire Rapid Transport light rail link

